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# STANDARD CHARACTERISTICS (DIMENSIONS, WEIGHT, AND CUBE) FOR TRANSPORTABILITY OF MILITARY VEHICLES AND OTHER OUTSIZE/OVERWEIGHT EQUIPMENT (IN TOE LINE ITEM NUMBER SEQUENCE) 

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## CHAPTER 1

## INTRODUCTION

## 1-1. Purpose and scope

$a$. This technical bulletin (TB) provides dimensions, weight, and cube of military vehicles, vehiclemounted equipment, and other outsize/overweight equipment. Staff, command, and field organizations use this data for standard reference in developing and reporting movement requirements. The data is specifically oriented to unit movement transportability/deployability considerations and is designed for compatibility with the U.S. Forces Command (FORSCOM) Computerized Movement Planning and Status System (COMPASS); Joint Operations Planning and Execution System (JOPES); DOD Regulation 4500.9-R; and AR 71-32.
b. This publication consists of all outsized/overweight equipment having dimensions and weight equal to or exceeding 104 inches long, 84 inches wide, 50 inches high, and 5,000 pounds. These criteria define the minimum reporting standards necessary to provide a basis for identifying cargo with potential transportability limitations. Data for all equipment, including those that are less than the above criteria, are listed in the TEA web application, Standard Characteristics (Dimensions, Weight, and Cube) for Transportability of Military Vehicles and Equipment. The technical bulletin is located at https://www.sddc.army.mil/sites/TEA/ Functions/SystemsIntegration/DataAndSys Management/Pages/EquipCharacteristicsData.aspx.
$c$. The data in this publication applies primarily to equipment included in Army table of organization and equipment (TOE) or modified tables of organization and equipment (MTOE) plus Navy tables of allowance (TOA) for the Naval Expeditionary Combat Command. Data for other end-items listed in Supply Bulletin (SB) 700-20 are included when available. Every effort is made to maintain current TOE line item number (LIN) assignments according to SB 700-20 and national stock number (NSN) assignments according to the Army Master Data File (AMDF).
d. The Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) is the U.S. Army central point of contact for obtaining vehicle/equipment air transport
certification from Headquarters Air Force Materiel Command (HQ AFMC), Aeronautical Systems Center (ASC). U.S. Army units requiring airlift certification should, per DOD 5000.2, forward their requests to Director, SDDCTEA, ATTN: SDTEDPE, Building 1900W, 1 Soldier Way, Scott AFB, IL 62225 , with an information copy to Commander, FORSCOM, ATTN: AFOP-OCP-FS, G3/5/7 MCS COMPASS, 4700 Knox Street Fort Bragg, NC 28310. The U.S. Navy central point of contact for obtaining airlift certification for Civil Engineer Support Equipment (CESE) is Commanding Officer, Naval Facilities Expeditionary Logistics Center, Code N442, CESE Management Branch, Building 1000, 23d Avenue, Port Hueneme, CA 93043.

## 1-2. Definitions

a. Cargo Group Code. This code is applied to vehicles and vehicle-mounted equipment for use with the Air Mobility Command (AMC) type unit load program. Appendix C lists the cargo group code criteria and assignment of vehicles to Army model designation, shipping configuration, and TOE LIN to include dimensions (length, width, height) and weight.
b. Civil Engineer Support Equipment (CESE) (Navy). CESE is a procurement budget term referring to equipment for which COMNAVFACENGCOM has the responsibility for determining requirements, procuring, and assigning. The equipment includes automotive vehicles (including tactical), construction, railway, firefighting, and mobile weight handling equipment. Weight handling equipment such as portal, gantry, jib, and other facility cranes are normally not classified as CESE.
c. Disassembled Component. A component removed from an end-item, reducing the item's shipping configuration.
d. Line Item Number (LIN).
(1) Army. A six-character alphanumeric identification assigned to a generic nomenclature to describe collectively all NSN items possessing the functional capability expressed by the LIN description. It is used as the basic reference in Army equipment authorization documents, such as, TOE,

MTOE, common table of allowances (CTA), and table of distribution and allowances (TDA).
(2) Navy. Navy equipment is identified by a sixdigit equipment code (EC). Each EC describes a generic category of equipment.
(3) Specific Combinations of Equipment for the Integrated Computerized Deployment System/Air Load Module (ICODES/ALM). Union LINs are no longer accepted through COMPASS.
(4) Fictitious LINs. Fictitious LINs are assigned to authorized NSN items of equipment that do not have an assigned LIN. The use of a fictitious LIN enables entry of that item into this bulletin. These fictitious LINs, denoted with the prefix "YA", are prohibited for use in authorization documents.
e. National Stock Number (NSN). The NSN consists of a 13-digit number assigned by Defense Logistics Agency Logistics Information Services (DLIS). The first four digits of the NSN are known as a Federal Supply Classification (FSC) code and the last nine digits are referred to as the National Item Identification Number (NIIN). The NIIN fixes the identity of the particular item of supply.
f. Naval Construction Force (NCF) (Navy). The generic term applies to that group of deployable naval organizational components, primarily, Naval Mobile Construction Battalions (NMCB), that have the common characteristics of processing the capability to perform construction projects for the Navy. The NCF is composed of both active and reserve units. Once mobilized there is no distinction made between active and reserve units. The NCF provides the following capabilities in support of the U.S. Navy, as well as other agencies of the U.S. Government, when directed:
(1) Responsive military advanced base construction support including operational, logistics, underwater, ship-to-shore, shore, and deep ocean facilities construction, maintenance, and operation.
(2) Military construction in support of Marine Air Ground Task Force (MAGTF) operations.
(3) Defensive and limited offensive operations against overt or clandestine enemy attacks directed toward unit personnel, convoys, camps, and facilities under construction.
(4) Amphibious assault and ship-to-shore construction support operations.
(5) Battle damage repair operations.
(6) Disaster control and recovery operations.
(7) Civic action employment.
g. Table of Allowance (TOA) (Navy). The organization listing of personnel, materiel, and
equipment developed to enable naval components to meet their general mission requirements.
h. Vehicle. The term "vehicle" includes trucks, trailers, semitrailers, amphibious and tracked vehicles, tanks, artillery (self-propelled and towed), floating craft (self-propelled and towed), railcars, locomotives, aircraft (including helicopters), and wheel or track-mounted equipment.

## 1-3. Data specifications

a. Source of Data. The data in this bulletin was obtained by or under the technical supervision of SDDCTEA.
b. Accuracy of Data. The accuracy of data is identified by the letter "V" located to the extreme left of an INDEX NUMBER (INDEX NO) in the equipment characteristics data listing (para 3-2). The "V" indicates that the data are actual validated measurements and weight acquired according to technical standards established by SDDCTEA. Absence of a "V" for any listing indicates that the information shown is the best available and is obtained from research of technical publications.
c. Dimensions.
(1) Length. The horizontal dimension measured from end-to-end and parallel to the central axis. Measurement is rounded up to the nearest inch.
(2) Width. The horizontal dimension measured from side-to-side and perpendicular to the central axis. Measurement is rounded up to the nearest inch.
(3) Height. The vertical dimension measured from ground level to highest reference point. Measurement is rounded up to the nearest inch.
d. Weight. The amount an item weighs expressed in pounds.
(1) Aircraft. The weight of an aircraft in operational/flyaway configuration includes installed equipment and full fuel load. The weight in either reduced or reduced for sealift configuration excludes fuel. These weights also do not include payload, crew, or personal/organizational equipment. They are not an integral part of the aircraft.
(2) Surface Vehicles (less heavy armored vehicles/tanks). The weight of these vehicles includes on-equipment materiel (OEM), such as basic issue items (BII) that are an integral part of the vehicle when issued, and fuel tank three-quarters full. It does not include payload, crew, or personal/organizational equipment. They are not an integral part of the vehicle.
(3) Heavy Armored Vehicles/Tanks. The weight is an average of several like items because like items differ in weight. It should be emphasized that
variations exist among the same models produced by different manufacturers and, in some cases, the same manufacturer.
(4) Other End-Items. The weight is based normally on the bare item configuration. In some instances, the weight is based on boxed, crated, or item container packaged configuration and is so noted.
$e$. Cube. The volume of space occupied by the item, computed by multiplying the length by the width by the height in inches, divided by 1,728 (formula: ( $\mathrm{L} \times$ $\mathrm{W} \times \mathrm{H}) / 1,728=$ cubic feet). The cube is rounded up to the nearest cubic foot.

## 1-4. Unit movement data (UMD) reporting procedures

a. General. The equipment characteristics data listings contained in chapter 3 are designed to facilitate the preparation of UMD reports. This data reflects specified shipping configurations and should be used only when the actual shipping configuration of an item closely approaches the data listing or a major revision for UMD reporting has taken place.
b. Use of LIN and INDEX NO. When properly reported, the combination of LIN and INDEX NO will cause computer generation of the data listed to the right of the INDEX NO for printing the UMD listing. An error in reporting either of these data elements will result in computer application of erroneous data. Adherence to the following instructions will minimize reporting errors:
(1) Do not report the INDEX NO assigned to an "assembled" shipping configuration. The assembled record contains no dimensional data, but has the total weight and cube for all components when fully assembled. These data are for information purposes only.
(2) When reporting vehicle data ensure that the INDEX NO listing includes type of equipment codes 0 through 9 or C through H, J, and K only. Similarly, the INDEX NO used to report non-vehicular or special-handling cargo data includes type of equipment codes $L$ through $N, P$ through $V, X$, and $Y$ only.
(3) Do not use the INDEX NO for a "remarks" listing.
(4) If the equipment characteristics data are not available for the planned shipping configuration, the unit will request from FORSCOM the procedures on how to report the equipment.
c. Aircraft with Components. See data listing for LIN A29744 and K31042 as an example.
(1) A29744. Airplane Cargo.
(a) Vehicle Data. Report LIN A29744 and INDEX NO 02 (reduced configuration) plus other necessary information.
(b) Disassembled Component Data. The component "wings" are classified as special-handling cargo. If component is loaded in an organic cargo vehicle, report as vehicle load, using the appropriate load description or, if not so loaded, report LIN A29744 and INDEX NO 03 (bare item). Note: The Wings are packed in two boxes; therefore, two entries must be reported.
(2) K31042. Helicopter Observation. Data is provided for the following shipping configurations: Flyaway, Reduced for Sealift, Reduced for $\mathrm{C}-130$, Reduced for $\mathrm{C}-17$, Reduced for $\mathrm{C}-5$, and Reduced for Sealift Operational. Movement plans should reflect the most probable means of strategic transport. For example, if a unit expects to use the Reduced for $\mathrm{C}-130$ shipping configuration, the data to be selected and reported are as follows:
(a) Vehicle Data. Report LIN K31042 and INDEX NO 04 (Reduced for C -130) plus other necessary information.
(b) Disassembled Component Data. Four of the components-Main Rotor Blades, Vertical Fin, Horizontal Stabilizer, and Tail Boom-are classified as "special-handling cargo". If items are loaded in an organic cargo vehicle, report the appropriate load description or, if not loaded, report LIN K31042 and INDEX NO 05 (for Main Rotor Blades); LIN K31042 and INDEX NO 06 (for Vertical Fin); LIN K31042 and INDEX NO 07 (for Horizontal Stabilizer); and LIN K31042 and INDEX NO 08 (for Tail Boom) separately. Note: Two entries must be reported for the Main Rotor Blades.
d. Assembled Equipment. See data listing for LIN T15644, "Shop Equip Mach Shop", for assembled equipment.
(1) Do not report INDEX NO 01 for assembled shipping configuration.
(2) Report the disassembled components identified by INDEX NOs 02 through 06, depending on MODEL on hand, as follows:
(a) Report those components that are loaded on organic cargo vehicles.
(b) If components are not loaded on vehicles, report as special-handling cargo, palletized, or containerized cargo, using appropriate LIN and INDEX NO for each item.

## 1-5. Reporting of publication improvements

a. You can help improve this manual, if you find any mistakes SDDCTEA requests recommendations

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or changes for improvement to this publication be prepared as a memorandum and forwarded to Director, SDDCTEA, ATTN: SDTE-SI, Building 1900W, 1 Soldier Way, Scott AFB, IL 62225 or telefax (FAX) to the following Commercial FAX number 618-220-5125. SDDCTEA will also accept comments via electronic mail (e-mail) at usarmy.scott.sddc.mbx.tea-jecd@mail.mil.
b. Contact SDDCTEA DSN 770-5227/7724 or Commercial 618-220-5227/7724 for questions concerning database content or validity of data.
c. Navy personnel should send comments through command channels, to Commander, Naval Facilities Engineering Command, Washington Navy Yard, ATTN: Code ERL, 1322 Patterson Avenue, S.E., Washington, DC 20374-5065. Also, you may contact POC at Commercial 202-433-5166 or DSN 288-5166.

## CHAPTER 2

## TABLES

## 2-1. Equipment transportability criteria

$a$. The transportability of an item of equipment by Headquarters Air Mobility Command (HQ AMC) (C-130, C-17, C-5, KC-10, and KC-135 aircraft) and Civil Reserve Air Fleet (CRAF) (DC-8, DC-10, $\mathrm{B}-747-200 \mathrm{~F}$, and $\mathrm{B}-747-400 \mathrm{~F}$ aircraft) is indicated by an " $X$ ", or an " $E$ " under the heading "Cargo Load Indicators" (para. 3-1n). The indicators are based on the following two conditions:
(1) " X " means the item fits dimensionally and qualifies within the criteria for the specific aircraft shown in tables $2-1$ and $2-2$; and
(2) "E" means the item does not fit dimensionally and is not transportable in indicated aircraft. Users are cautioned that values in tables 2-1 for AMC aircraft and table 2-2 for CRAF aircraft are based on Joint Chiefs of Staff (JCS) and HQ AFMC criteria. They do not reflect any other considerations, such as 463L pallet orientation, aircraft structural limitations, aircraft access aisle requirements, loading geometry, adequacy of tie down provisions, or the distribution of weight on various axles. Therefore, their application to actual operations can be validated only by the aircraft loadmaster. For additional information, refer to Air Mobility Command Pamphlet 10-402, Volume 1, DOD Contracted Airlift Load Planning Information, 11 January 2019.
b. Tables 2-1 and 2-2 show some of the criteria used to perform a preliminary equipment qualification analysis for AMC and CRAF aircraft. In addition to table $2-1$, table $2-3$ shows the Allowable Cabin Loads (ACLs) and Planning Average Loads (PALs) for AMC and CRAF aircraft. These ACLs include the weight of cargo, passengers, and baggage that may be transported by a specific aircraft type.The ACL may be limited by maximum takeoff gross weight, maximum landing gross weight, maximum zero fuel weight, wing fuel, and/ or variances in basic weight or required fuel. The PALs are derived from historical data and account for other constraints such as size, shape, and density of most cargo plus passenger requirements (e.g. oxygen, lifepreservers, etc.). Planning payload data should be used for transportation planning in lieu of maximum ACL.
c. Tables 2-4 and 2-5 explain the Cargo Category Codes (CCC) and Heavy Lift and Dimension Codes $(\mathrm{H})$ as listed in paragraph 3-2 under the column heading "CCCH."

## 2-2. Cargo compartment dimensions and loading capacity

Tables 2-6 through 2-14 contain dimensions and cargo-loading capacity of military and commercial general-purpose cargo trucks, dump trucks, trailers, semitrailers, amphibious vehicles, landing craft, and Army aircraft. These tables include cargo deck dimensions and the measured loading height of cargo bodies. The loading capacity, in cubic feet, is based on the dimensions of the cargo deck, adjusted for any obstructions (indicated by note references), from the floor of the cargo body to the indicated reference point, such as under the bows, top of side racks, or top of steering wheel. The availability of these data does not imply authorization for use of any specific shipping configuration.

## 2-3. Wheelbase dimensions

Tables 2-15 through 2-24 contain wheelbase dimensions for trucks, trailers, semitrailers, truck-lift forks, truck-mounted equipment, trailer-mounted equipment, semitrailer-mounted equipment, truck/ trailer-mounted power units, wheeled tractors, and wheeled engineer equipment. These dimensions may be used in computing vehicle center of balance (CB).

## 2-4. Metric conversion table

The factors shown in table 2-25 are for conversion of British and American measures to metric system measures.

Table 2-1. Equipment Transportability Criteria for AMC Aircraft

| Transport <br> reference | Length <br> (in.) | Width <br> (in.) | Height <br> (in.) | Maximum <br> allowable <br> cabin load <br> (lb.) ${ }^{10}$ |
| :--- | :---: | :---: | :---: | :---: |
| C-130 | 468.0 | 108.0 | 102.0 | 42,000 |
| C-17 | $784.0^{1}$ | $216.0^{4}$ | $148.0^{4}$ | 164,900 |
|  | $784.0^{1}$ | $196.0^{3}$ | $142.0^{3}$ | 160,509 |
| C-5 | 1454.0 | $228.0^{3}$ | $161.0^{3}$ | 265,000 |
|  | 1454.0 | $216.0^{4}$ | $108.0^{4}$ | 291,000 |
| KC-10 | 136.0 | $208.0^{5}$ | $96.0^{5}$ | 169,350 |
| KC-135 | 160.0 | 90.0 | 50.0 | $30,000^{6}$ |
| 20-FT CTN | 225.0 | 84.0 | 82.0 | $40,000^{7}$ |
| 40-FT CTN | 468.0 | 84.0 | 86.0 | $80,000^{8}$ |
| 463-L | 104.0 | 84.0 | 96.0 | $10,000^{9}$ |

${ }^{1}$ Flat floor length. Usable length is 1,016 inches including ramp. $\mathrm{C}-130$ and $\mathrm{C}-5$ have loadable ramps as well.
${ }^{2}$ Minimum height under wing box.
${ }^{3}$ Usable width and height at the highest envelope of the aircraft.
${ }^{4}$ Usable width and height at the widest envelope of the aircraft.
${ }^{5}$ Usable width and height for side door loading of the aircraft.
${ }^{6}$ Roller installed KC-135 aircraft only.
${ }^{7}$ The criteria for the $8 \times 8 \times 20-\mathrm{ft}$ and $8 \times 8-1 / 2 \times 40-\mathrm{ft}$ containers are derived from the interior length and door opening dimensions less clearance allowances of 6 inches for length, and 6 and 3 inches, respectively, for door opening width and height. Use of this container is according to specifications for creation of JCS Type Unit Characteristics (TUCHA) data. Equipment that can be containerized is identified by a "Y" under the column headings CTN 20 FT and CTN 40 FT.
${ }^{8}$ The desired weight limit for air transport is 67,200 pounds.
${ }^{9}$ The 463L pallet indicator (see data listing, chap 3) provides a means of readily identifying items of equipment that present no significant transportability problems. Such items normally are consolidated for shipment and lose their identity. They are identified by a "Y" under the column heading "463L."
${ }^{10}$ Payload significantly influences range of a given aircraft. For example - a C-130 with a 42,000 pound payload can fly 60 nautical miles under ideal conditions. Conversely, the same C-130 can fly a 36,500 pound payload about 1,000 nautical miles.

Table 2-2. 463L Pallet Criteria for CRAF Aircraft

| Aircraft ${ }^{1}$ | Single row | Pallet train $(\text { No. Plt) })^{2}$ | $\begin{aligned} & 88 \text {-in } \\ & \text { wide } \end{aligned}$ |  | $\begin{aligned} & \hline 108 \text {-in } \\ & \text { wide } \end{aligned}$ | Maximum <br> Pallet weight <br> (lbs per linear inch) ${ }^{4}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DC-8 | X |  |  |  | X | 225 |
| DC-10 |  | 2-3 | X | or | X | 242 |
| B-747-200F |  | 2-3 | X | or | X | 240 |
| B-747-400F |  | 2-5 | X | or | X | 240 |

[^1]
## GENERAL LOADING CRITERIA FOR PALLETS

- A 2-inch clearance is maintained between cargo and aircraft body during loading and transport.
- Equipment is positioned on a pallet or pallet train in such a way that the longest dimension is parallel to the front-to-rear axis of the fuselage.
- Front-to-rear overhang is equalized, if possible, and will not exceed 44 inches for the 108 -wide orientation or 56 inches for the 88 -wide orientation.

Table 2-3. Aircraft Allowable Cabin Loads (ACL)

| Aircraft <br> type | Peacetime <br> maximum $^{2}$ | Wartime <br> maximum $^{2}$ | Planning <br> average $^{1,2}$ |
| :---: | :---: | :---: | ---: |
|  |  |  |  |
| C-130 | $\mathrm{N} / \mathrm{A}$ | $\mathrm{N} / \mathrm{A}$ | 25,000 |
| $\mathrm{C}-5$ | 178,000 | $265,000^{3}$ | $170,000^{4}$ |
| $\mathrm{C}-17$ | 30,000 | 166,000 | 90,600 |
| KC-10 $_{\text {CRAF }^{5}}$ | 120,000 | 172,000 | 65,200 |
|  | 200,000 |  | 156,000 |

${ }^{1}$ Data from AF Pamphlet 10-1403, Airlift Planning Factors.
${ }^{2}$ Based on 3,200 nautical miles (NMI) (except C-130) or as noted below.
${ }^{3}$ Based on 1,600 NMI.
${ }^{4}$ Based on 2,300 NMI.
${ }^{5}$ Based on B747-100 equivalents.
Note: ACL is the weight of cargo, baggage, and passengers that may be transported by a specific type aircraft. Actual mission ACLs are subject to the following variables: aircraft basic weight, fuel weight, type mission, destination, critical leg distance, operational considerations and priorities, airfield conditions and wing fuel limits. ACL = Aircraft allowable gross weight - (aircraft basic weight + required fuel). Many times load planning must be done before actual mission ACLs are known. Using planning ACL averages results in more accurate sortie predictions when actual mission ACLs are unknown. (Normally, maximum ACLs should not be used for planning.) Equipment weight, although exceeding aircraft's planning ACL, can be within its capabilities (e.g., an M1 Tank weighing 135,640 pounds can be transported by C-5 aircraft). Contact the 621 CWR, McGuire AFB or 615 CRW, Travis AFB and ask for the Aerial Port Representative. These CWR units do the joint inspection of cargo and are able to provide an affiliation load planning class to help with your load planning needs.

## Table 2-4. Cargo Category Codes

| Code | "FIRST POSITION" |
| :---: | :---: |
|  | Description |
| A | Vehicles (wheeled and tracked), self-propelled or non-self-propelled and are not suitable for road marching on overland deployment legs. |
| B | Uncrated non-self-deployable aircraft. |
| C | Floating craft. |
| J | Other non-vehicular cargo. |
| M | Ammunition. |
| R | Wheeled vehicles (self-propelled or non-self-propelled), suitable for road march on overland deployment legs and capable of convoy speeds up to 40 mph . |
| Code | "SECOND POSITION" |
|  | Description |
| 0 | Non-air transportable equipment. (Equipment will not fit in any aircraft.) |
| 1 | Outsized equipment. (Equipment will fit on a $\mathrm{C}-5$, and possibly $\mathrm{C}-17$, but too large for C-130.) |
| 2 | Oversized equipment. (Equipment will possibly fit a C-130, but exceeds the usable dimensions of a 463L pallet [104" x 84 " x $96^{\prime \prime}$ ]). |
| 3 | Bulk equipment. (Equipment with dimensions less than that of oversized.) |
| Code | "THIRD POSITION " |
|  | Description |
| B | This equipment can be containerized and meets the dimensional criteria for a 20 -foot container ( 225 " x 84 " x 82 ") and does not exceed 20 short tons. |
| C | This equipment can be containerized. It exceeds the dimensional criteria for a 20 -foot container, but meets the dimensional criteria for a 40 -foot container ( 468 " $\times 84$ " $\times 86$ "), and does not exceed 40 short tons. |
| D | This equipment cannot be containerized. |

Table 2-5. Heavy Lift and Dimension Codes

| Code | Description |
| :---: | :--- |
| A | Under 5 tons and less than 35 feet in any dimension. |
| B | 5 to 10 tons and less than 35 feet in any dimension. |
| C | 11 to 30 tons and less than 35 feet in any dimension. |
| D | 31 to 50 tons and less than 35 feet in any dimension. |
| E | 51 to 60 tons and less than 35 feet in any dimension. |
| F | 61 to 70 tons and less than 35 feet in any dimension. |
| G | Over 70 tons and less than 35 feet in any dimension. |
| H | Under 5 tons and 35 feet or more in any dimension. |
| J | 5 to 10 tons and 35 feet or more in any dimension. |
| K | 11 to 30 tons and 35 feet or more in any dimension. |
| L | 31 to 50 tons and 35 feet or more in any dimension. |
| M | 51 to 60 tons and 35 feet or more in any dimension. |
| N | 61 to 70 tons and 35 feet or more in any dimension. |
| P | Over 70 tons and 35 feet or more in any dimension. |
|  |  |

Table 2-6. Dimensions and Loading Capacity for Cargo Truck Bodies

| Vehicle type (LIN) | Cargo deck |  |  | Cargo body loading height and capacity |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Length (in.) | Width <br> (in.) | Bed height (in.) | $\begin{aligned} & \text { Under } \\ & \text { (in.) } \end{aligned}$ | ows $\left(\mathrm{ft}^{3}\right)$ | Top of <br> (in.) | acks <br> (ft ${ }^{3}$ ) | Top of $s$ (in.) | wheel <br> (ft ${ }^{3}$ ) |
| 1-1/4-Ton |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M998 } \\ & \text { (T61494) } \end{aligned}$ | 84.0 | 52.0 | 33.0 | N/A | N/A | 31.0 | 79.0 | N/A | N/A |
| $\begin{aligned} & \text { M998A1 } \\ & \text { (T61494) } \end{aligned}$ | 84.0 | 52.0 | 33.0 | N/A | N/A | 31.0 | 79.0 | N/A | N/A |
| $\begin{aligned} & \text { M1008 } \\ & \text { (T59482) } \end{aligned}$ | 99.0 | 65.0 | 35.0 | N/A | N/A | 37.0 | N/A | 41.0 | 147.0 c,ax |
| $\begin{aligned} & \text { M1028A1 } \\ & \text { (T59550) } \end{aligned}$ | 99.0 | 65.0 | 35.0 | N/A | N/A | 37.0 | $132.0^{\text {c }}$ | 41.0 | $146.0{ }^{\text {c,ax,ba }}$ |
| $\begin{aligned} & \text { M1038 WWN } \\ & \text { (T61562) } \end{aligned}$ | 84.0 | 52.0 | 33.0 | N/A | N/A | 31.0 | 79.0 | N/A | N/A |
| M1038A1 WWN (T61562) | 84.0 | 52.0 | 33.0 | N/A | N/A | 31.0 | 79.0 | N/A | N/A |
| $\begin{aligned} & \text { M1097 } \\ & \text { (T07679) } \end{aligned}$ | 88.0 | 52.0 | 33.0 | N/A | N/A | N/A | N/A | 50.0 | 133.0 |
| $\begin{aligned} & \text { M1097A1 } \\ & \text { (T07679) } \end{aligned}$ | 88.0 | 52.0 | 33.0 | N/A | N/A | N/A | N/A | 50.0 | 133.0 |
| $\begin{aligned} & \text { M1097A2 } \\ & \text { (T07679) } \end{aligned}$ | 88.0 | 52.0 | 33.0 | N/A | N/A | N/A | N/A | 50.0 | 133.0 |
| $\begin{aligned} & \text { M1113 } \\ & \text { (T61630) } \end{aligned}$ | 88.0 | 52.0 | 33.0 | N/A | N/A | N/A | N/A | 50.0 | 133.0 |
| 2-1/2-Ton |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { M35A1 WWN } \\ & \text { (X40146) } \end{aligned}$ | 147.0 | 88.0 | 52.0 | 60.0 | $443.0{ }^{\text {g,w }}$ | 37.0 | 277.0 | 29.0 | 217.0 |
| $\begin{aligned} & \text { M35A2 } \\ & \text { (X40009) } \end{aligned}$ | 147.0 | 88.0 | 52.0 | 60.0 | $443.0{ }^{\text {g,w }}$ | 37.0 | 277.0 | 29.0 | 217.0 |
| $\begin{aligned} & \text { M35A2 WWN } \\ & \text { (X40146) } \end{aligned}$ | 147.0 | 88.0 | 52.0 | 60.0 | $443.0^{\text {w }}$ | 37.0 | 277.0 | 29.0 | 217.0 |
| $\begin{aligned} & \text { M35A2C } \\ & \text { (X40077) } \end{aligned}$ | 147.0 | 88.0 | 52.0 | 60.0 | $443.0^{\text {w }}$ | 37.0 | 277.0 | 29.0 | 217.0 |
| $\begin{aligned} & \text { M35A2C WWN } \\ & \text { (X40214) } \end{aligned}$ | 147.0 | 88.0 | 52.0 | 60.0 | $443.0^{\text {w }}$ | 37.0 | 277.0 | 29.0 | 217.0 |
| $\begin{aligned} & \text { M35A3 WWN } \\ & \text { (X40146) } \end{aligned}$ | 147.0 | 88.0 | 52.0 | 60.0 | $443.0^{\text {w }}$ | 37.0 | 277.0 | 29.0 | 217.0 |
| $\begin{aligned} & \text { M35A3C } \\ & \text { (X40077) } \end{aligned}$ | 147.0 | 88.0 | 52.0 | 60.0 | $443.0^{\text {w }}$ | 37.0 | 277.0 | 29.0 | 217.0 |
| $\begin{aligned} & \text { M35A3C WWN } \\ & \text { (X40214) } \end{aligned}$ | 147.0 | 88.0 | 52.0 | 60.0 | $443.0^{\text {w }}$ | 37.0 | 277.0 | 29.0 | 217.0 |
| $\begin{aligned} & \text { M36 } \\ & \text { (X40283) } \end{aligned}$ | 210.0 | 88.0 | 52.0 | 72.0 | $762.0^{\text {aa }}$ | 37.0 | 396.0 | 29.0 | 310.0 |
| $\begin{aligned} & \text { M36A2 } \\ & \text { (X40283) } \end{aligned}$ | 210.0 | 88.0 | 52.0 | 72.0 | $762.0^{\text {aa }}$ | 37.0 | 407.0 | 29.0 | 310.0 |
| $\begin{aligned} & \text { M36A2 WWN } \\ & \text { (X40420) } \end{aligned}$ | 210.0 | 88.0 | 52.0 | 72.0 | $762.0{ }^{\text {aaa }}$ | 37.0 | 407.0 | 29.0 | 310.0 |
| $\begin{aligned} & \text { M36A3 } \\ & \text { (X40283) } \end{aligned}$ | 210.0 | 88.0 | 52.0 | 72.0 | $762.0^{\text {aa }}$ | 38.0 | 407.0 | 29.0 | 310.0 |
| $\begin{aligned} & \text { M36A3 WWN } \\ & \text { (X40420) } \end{aligned}$ | 210.0 | 88.0 | 52.0 | 72.0 | $762.0^{\text {aa }}$ | 38.0 | 407.0 | 29.0 | 310.0 |
| $\begin{aligned} & \text { M1078 } \\ & \text { (T60081) } \end{aligned}$ | 149.0 | 92.0 | 63.0 | 68.0 | 516.0 | 19.0 | 145.0 | N/A | N/A |
| $\begin{aligned} & \text { M1078 WWN } \\ & \text { (T60149) } \end{aligned}$ | 149.0 | 92.0 | 63.0 | 68.0 | 516.0 | 19.0 | 145.0 | N/A | N/A |
| $\begin{aligned} & \text { M1078A1 } \\ & \text { (T60081) } \end{aligned}$ | 149.0 | 92.0 | 63.0 | 68.0 | 516.0 | 19.0 | 145.0 | N/A | N/A |
| See notes following table 2-25. |  |  |  |  |  |  |  |  |  |

Table 2-6. Dimensions and Loading Capacity for Cargo Truck Bodies - Continued

|  | Cargo deck |  | Cargo body loading height and capacity |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Vehicle type <br> (LIN) | Length (in.) | Width <br> (in.) | Bed height (in.) | $\begin{aligned} & \text { Und } \\ & \text { (in.) } \end{aligned}$ | bows (ft ${ }^{3}$ ) |  | de racks (ft ${ }^{3}$ ) | Top of (in.) | g wheel $\left(\mathrm{ft}^{3}\right)$ |
| 2-1/2-Ton continued |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { M1078A1 WWN } \\ & \text { (T60149) } \end{aligned}$ | 149.0 | 92.0 | 63.0 | 68.0 | 516.0 | 19.0 | 145.0 | N/A | N/A |
| $\begin{aligned} & \text { M1081 } \\ & \text { (T41995) } \end{aligned}$ | 149.0 | 92.0 | 52.0 | 68.0 | 516.0 | 19.0 | 145.0 | N/A | N/A |
| $\begin{aligned} & \text { M1081 WWN } \\ & \text { (T42063) } \end{aligned}$ | 149.0 | 92.0 | 52.0 | 68.0 | 516.0 | 19.0 | 145.0 | N/A | N/A |
| 5-Ton |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { Bridge Trans } \\ & \text { (X56586) } \end{aligned}$ | 213.0 | 98.0 | 65.0 | 51.0 | $616.0^{\text {at }}$ | -at | -at | -at | -at |
| M41 WWN <br> (X40968) | 168.0 | 88.0 | 49.0 | 60.0 | 456.0iq, ${ }^{\text {, } \mathrm{x}}$ | 37.0 | -al | 39.0 | $284.0^{\text {i }, ~}$ |
| $\begin{aligned} & \text { M54 } \\ & \text { (X40831) } \end{aligned}$ | 168.0 | 88.0 | 57.0 | 60.0 | $480.0^{\text {p,x }}$ | 37.0 | 291.0 ${ }^{\text {p }}$ | 29.0 | $222.0^{\text {p }}$ |
| $\begin{aligned} & \text { M54 WWN } \\ & (\mathrm{X} 40831) \end{aligned}$ | 168.0 | 88.0 | 57.0 | 60.0 | $480.0^{\text {p,x }}$ | 37.0 | $291.0^{\text {p }}$ | 29.0 | $222.0^{\text {p }}$ |
| $\begin{aligned} & \text { M54A1 } \\ & \text { (X40831) } \end{aligned}$ | 168.0 | 88.0 | 57.0 | 60.0 | $480.0^{\text {p,x }}$ | 37.0 | $291.0^{\text {p }}$ | 29.0 | $222.0^{\text {p }}$ |
| $\begin{aligned} & \text { M54A1 WWN } \\ & (\mathrm{X} 40968) \end{aligned}$ | 168.0 | 88.0 | 57.0 | 60.0 | $480.0^{\text {p,x }}$ | 37.0 | $291.0^{\text {p }}$ | 29.0 | $222.0^{\text {p }}$ |
| $\begin{aligned} & \text { M54A1C } \\ & \text { (X40794) } \end{aligned}$ | 168.0 | 88.0 | 56.0 | 60.0 | $480.0^{\text {p,x }}$ | 37.0 | $291.0^{\text {p }}$ | 30.0 | $234.0^{\text {p }}$ |
| $\begin{aligned} & \text { M54A1C WWN } \\ & \text { (X40931) } \end{aligned}$ | 168.0 | 88.0 | 56.0 | 60.0 | $480.0^{\text {p,x }}$ | 37.0 | $291.0^{\text {p }}$ | 30.0 | $234.0^{\text {p }}$ |
| $\begin{aligned} & \text { M54A2 } \\ & \text { (X40831) } \end{aligned}$ | 168.0 | 88.0 | 57.0 | 60.0 | $480.0^{\mathrm{p}, \mathrm{x}}$ | 37.0 | $291.0^{\text {p }}$ | 29.0 | $222.0^{\text {p }}$ |
| $\begin{aligned} & \text { M54A2 WWN } \\ & \text { (X40968) } \end{aligned}$ | 168.0 | 88.0 | 57.0 | 60.0 | $480.0^{\text {p,x }}$ | 37.0 | $291.0^{\text {p }}$ | 29.0 | $222.0^{\text {p }}$ |
| $\begin{aligned} & \text { M54A2C } \\ & \text { (X40794) } \end{aligned}$ | 168.0 | 88.0 | 56.0 | 60.0 | $480.0^{\text {p,x }}$ | 37.0 | $291.0^{\text {p }}$ | 30.0 | $231.0^{\text {p }}$ |
| $\begin{aligned} & \text { M54A2C WWN } \\ & \text { (X40931) } \end{aligned}$ | 168.0 | 88.0 | 56.0 | 60.0 | $480.0^{\text {p,x }}$ | 37.0 | $291.0^{\text {p }}$ | 30.0 | $231.0^{\text {p }}$ |
| $\begin{aligned} & \text { M55 WWN } \\ & (\mathrm{X} 41242) \end{aligned}$ | 244.0 | 88.0 | 56.0 | 60.0 | $735.0^{\text {ab }}$ | 37.0 | 460.0 | 29.0 | 361.0 |
| $\begin{aligned} & \text { M55A1 } \\ & \text { (X41105) } \end{aligned}$ | 244.0 | 88.0 | 56.0 | 60.0 | $735.0^{\text {ab }}$ | 37.0 | 460.0 | 29.0 | 361.0 |
| $\begin{aligned} & \text { M55A2 } \\ & \text { (X41105) } \end{aligned}$ | 244.0 | 88.0 | 56.0 | 60.0 | $735.0^{\text {ab }}$ | 37.0 | 460.0 | 29.0 | 361.0 |
| $\begin{aligned} & \text { M55A2 WWN } \\ & (\mathrm{X} 41242) \end{aligned}$ | 244.0 | 88.0 | 56.0 | 60.0 | $735.0^{\text {ab }}$ | 37.0 | 460.0 | 29.0 | 361.0 |
| $\begin{aligned} & \text { M813 } \\ & \text { (X40831) } \end{aligned}$ | 168.0 | 88.0 | 56.0 | 60.0 | $489.0{ }^{\text {nab }}$ | 37.0 | $302.0^{\text {n }}$ | 30.0 | $243.0^{\text {n }}$ |
| $\begin{aligned} & \text { M813 WWN } \\ & \text { (X40968) } \end{aligned}$ | 168.0 | 88.0 | 56.0 | 60.0 | $489.0{ }^{\text {n,ab }}$ | 37.0 | $302.0^{\text {n }}$ | 30.0 | $243.0^{\text {n }}$ |
| $\begin{aligned} & \text { M813A1 WWN } \\ & \text { (X40931) } \end{aligned}$ | 168.0 | 88.0 | 56.0 | 60.0 | $489.0{ }^{\text {n,ab }}$ | 37.0 | $302.0^{\text {n }}$ | 30.0 | $243.0^{\text {n }}$ |
| $\begin{aligned} & \text { M814 } \\ & \text { (X41105) } \end{aligned}$ | 244.0 | 88.0 | 56.0 | 60.0 | $735.0^{\text {ab }}$ | 37.0 | 460.0 | 31.0 | 386.0 |
| $\begin{aligned} & \text { M814 WWN } \\ & \text { (X41242) } \end{aligned}$ | 244.0 | 88.0 | 56.0 | 60.0 | $735.0^{\text {ab }}$ | 37.0 | 460.0 | 31.0 | 386.0 |
| $\begin{aligned} & \text { M923A1 } \\ & \text { (X40794) } \end{aligned}$ | 168.0 | 88.0 | 59.0 | 60.0 | $489.0^{\text {nab }}$ | 37.0 | $302.0^{\text {n }}$ | 35.0 | $285.0^{\text {n }}$ |
| $\begin{aligned} & \text { M923A2 } \\ & \text { (X40794) } \end{aligned}$ | 168.0 | 88.0 | 59.0 | 60.0 | $489.0^{\text {nab }}$ | 37.0 | $302.0^{\text {n }}$ | 35.0 | $285.0^{\text {n }}$ |
| See notes following table 2-25. |  |  |  |  |  |  |  |  |  |

Table 2-6. Dimensions and Loading Capacity for Cargo Truck Bodies - Continued

| Vehicle type (LIN) | Cargo deck |  |  | Cargo body loading height and capacity |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Length (in.) | Width <br> (in.) | Bed height (in.) |  | bows (ft ${ }^{3}$ ) |  | e racks (ft ${ }^{3}$ ) | Top of (in.) | ing wheel (ft ${ }^{3}$ ) |
| 5-Ton, continued |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M924 } \\ & \text { (X40831) } \end{aligned}$ | 168.0 | 88.0 | 57.0 | 60.0 | $489.0^{\text {n,ab }}$ | 37.0 | $302.0{ }^{\text {n }}$ | 29.0 | $234.0{ }^{\text {n }}$ |
| $\begin{aligned} & \text { M924A1 } \\ & \text { (X40831) } \end{aligned}$ | 168.0 | 88.0 | 59.0 | 60.0 | $489.0^{\text {nab }}$ | 37.0 | $302.0^{\text {n }}$ | 35.0 | $285.0^{\text {n }}$ |
| $\begin{aligned} & \text { M925A1 WWN } \\ & \text { (X40931) } \end{aligned}$ | 168.0 | 88.0 | 59.0 | 60.0 | $489.0^{\text {n,ab }}$ | 37.0 | $302.0^{\text {n }}$ | 35.0 | $285.0^{\text {n }}$ |
| $\begin{aligned} & \text { M925A2 WWN } \\ & \text { (X40931) } \end{aligned}$ | 168.0 | 88.0 | 59.0 | 60.0 | $489.0^{\text {n,ab }}$ | 37.0 | $302.0^{\text {n }}$ | 36.0 | $294.0^{\text {n }}$ |
| $\begin{aligned} & \text { M926 WWN } \\ & \text { (X40968) } \end{aligned}$ | 168.0 | 88.0 | 57.0 | 60.0 | $489.0^{\text {n,ab }}$ | 37.0 | $302.0{ }^{\text {n }}$ | 30.0 | $244.0^{\text {n }}$ |
| $\begin{aligned} & \text { M926A1 WWN } \\ & \text { (X40968) } \end{aligned}$ | 168.0 | 88.0 | 59.0 | 60.0 | $489.0^{\text {n,ab }}$ | 37.0 | $302.0^{\text {n }}$ | 35.0 | $285.0^{\text {n }}$ |
| $\begin{aligned} & \text { M927 } \\ & \text { (X41105) } \end{aligned}$ | 244.0 | 88.0 | 56.0 | 60.0 | $735.0^{\text {ab }}$ | 37.0 | 460.0 | 32.0 | 398.0 |
| $\begin{aligned} & \text { M927A1 } \\ & \text { (X41105) } \end{aligned}$ | 244.0 | 88.0 | 59.0 | 60.0 | $735.0^{\text {ab }}$ | 37.0 | 460.0 | 35.0 | 435.0 |
| $\begin{aligned} & \text { M927A2 } \\ & \text { (X41105) } \end{aligned}$ | 244.0 | 88.0 | 59.0 | 60.0 | $735.0^{\text {ab }}$ | 37.0 | 460.0 | 35.0 | 435.0 |
| $\begin{aligned} & \text { M928 WWN } \\ & \text { (X41242) } \end{aligned}$ | 244.0 | 88.0 | 56.0 | 60.0 | $735.0^{\text {ab }}$ | 37.0 | 460.0 | 31.0 | 386.0 |
| $\begin{aligned} & \text { M928A1 WWN } \\ & \text { (X41242) } \end{aligned}$ | 244.0 | 88.0 | 59.0 | 60.0 | $735.0^{\text {ab }}$ | 37.0 | 460.0 | 35.0 | 435.0 |
| $\begin{aligned} & \text { M928A2 WWN } \\ & \text { (X41242) } \end{aligned}$ | 244.0 | 88.0 | 59.0 | 60.0 | $735.0^{\text {ab }}$ | 37.0 | 460.0 | 35.0 | 435.0 |
| $\begin{aligned} & \text { M1083 } \\ & \text { (T61908) } \end{aligned}$ | 170.0 | 92.0 | 59.0 | 68.0 | 582.0 | 19.0 | 163.0 | N/A | N/A |
| $\begin{aligned} & \text { M1083 WWN } \\ & \text { (T41135) } \end{aligned}$ | 170.0 | 92.0 | 59.0 | 68.0 | 582.0 | 19.0 | 163.0 | N/A | N/A |
| $\begin{aligned} & \text { M1083A1 } \\ & \text { (T61908) } \end{aligned}$ | 170.0 | 92.0 | 60.0 | 68.0 | 582.0 | 19.0 | 170.0 | N/A | N/A |
| $\begin{aligned} & \text { M1083A1 WWN } \\ & \text { (T41135) } \end{aligned}$ | 170.0 | 92.0 | 60.0 | 68.0 | 582.0 | 19.0 | 170.0 | N/A | N/A |
| $\begin{aligned} & \text { M1083P1 } \\ & \text { (T45051) } \end{aligned}$ | 170.0 | 92.0 | 59.0 | 68.0 | 582.0 | 19.0 | 170.0 | N/A | N/A |
| $\begin{aligned} & \text { M1083A1P1 } \\ & \text { (T45051) } \end{aligned}$ | 170.0 | 92.0 | 60.0 | 68.0 | 582.0 | 19.0 | 170.0 | N/A | N/A |
| $\begin{aligned} & \text { M1084 } \\ & (\mathrm{T} 41203) \end{aligned}$ | 170.0 | 92.0 | 59.0 | 53.0 | 454.0 | 19.0 | 163.0 | N/A | N/A |
| $\begin{aligned} & \text { M1084A1 } \\ & \text { (T41203) } \end{aligned}$ | 170.0 | 92.0 | 60.0 | 53.0 | 475.0 | 19.0 | 170.0 | N/A | N/A |
| $\begin{aligned} & \text { M1085 } \\ & \text { (T61704) } \end{aligned}$ | 219.0 | 92.0 | 60.0 | 68.0 | 874.0 | 19.0 | 170.0 | N/A | N/A |
| $\begin{aligned} & \text { M1085 WWN } \\ & \text { (T61772) } \end{aligned}$ | 219.0 | 92.0 | 60.0 | 68.0 | 874.0 | 19.0 | 170.0 | N/A | N/A |
| $\begin{aligned} & \text { M1085A1 } \\ & \text { (T61704) } \end{aligned}$ | 219.0 | 92.0 | 60.0 | 68.0 | 874.0 | 19.0 | 170.0 | N/A | N/A |
| M1085A1 WWN (T61772) | 219.0 | 92.0 | 60.0 | 68.0 | 874.0 | 19.0 | 170.0 | N/A | N/A |
| $\begin{aligned} & \text { M1086 WWN } \\ & \text { (T61840) } \end{aligned}$ | 219.0 | 92.0 | 60.0 | 52.0 | 669.0 | 19.0 | 170.0 | N/A | N/A |
| M1086A1 WWN (T61840) | 219.0 | 92.0 | 60.0 | 52.0 | 669.0 | 19.0 | 170.0 | N/A | N/A |
| $\begin{aligned} & \text { M1093 } \\ & \text { (T41036) } \end{aligned}$ | 170.0 | 92.0 | 59.0 | 60.0 | 513.0 | 37.0 | 317.0 | N/A | N/A |
| $\begin{aligned} & \text { M1093 WWN } \\ & \text { (T41104) } \end{aligned}$ | 170.0 | 92.0 | 59.0 | 60.0 | 513.0 | 37.0 | 317.0 | N/A | N/A |
| See notes following table 2-25. |  |  |  |  |  |  |  |  |  |

Table 2-6. Dimensions and Loading Capacity for Cargo Truck Bodies - Continued

| Vehicle type <br> (LIN) | Cargo deck |  |  | Cargo body loading height and capacity |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Length (in.) | Width (in.) | Bed height (in.) | Under bows |  | Top of side racks |  | Top of steering wheel <br> (in.) <br> (ft ${ }^{3}$ ) |  |
| 10-Ton |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M977 } \\ & \text { (T59278) } \end{aligned}$ | 216.0 | 92.0 | 65.0 | $45.0{ }^{\text {be }}$ | $518.0^{\text {bi }}$ | -an | -al | $38.0{ }^{\text {ax }}$ | $428.0^{\text {ax }}$ |
| $\begin{aligned} & \text { M977 WWN } \\ & \text { (T39518) } \end{aligned}$ | 216.0 | 92.0 | 65.0 | $45.0{ }^{\text {be }}$ | $518.0^{\text {bi }}$ | -an | -al | $38.0{ }^{\text {ax }}$ | $428.0^{\text {ax }}$ |
| $\begin{aligned} & \text { M977A2 } \\ & \text { (T59278) } \end{aligned}$ | 216.0 | 92.0 | 65.0 | $45.0{ }^{\text {be }}$ | $518.0^{\text {bi }}$ | -an | -al | $38.0{ }^{\text {ax }}$ | $428.0^{\text {ax }}$ |
| M977A2 WWN (T39518) | 216.0 | 92.0 | 65.0 | $45.0{ }^{\text {be }}$ | $518.0^{\text {bi }}$ | -an | -al | $38.0{ }^{\text {ax }}$ | $428.0^{\text {ax }}$ |
| $\begin{aligned} & \text { M977A2R1 } \\ & \text { (T59278) } \end{aligned}$ | 216.0 | 92.0 | 65.0 | $45.0{ }^{\text {be }}$ | $518.0^{\text {bi }}$ | -an | -al | $38.0{ }^{\text {ax }}$ | 428.0ax |
| M977A2R1 WWN (T39518) | 216.0 | 92.0 | 65.0 | $45.0{ }^{\text {be }}$ | $518.0^{\text {bi }}$ | -an | -al | $38.0{ }^{\text {ax }}$ | $428.0^{\text {ax }}$ |
| $\begin{aligned} & \text { M985 } \\ & \text { (T39586) } \end{aligned}$ | 216.0 | 92.0 | 65.0 | $45.0{ }^{\text {be }}$ | $518.0^{\text {bi }}$ | -an | -al | $38.0{ }^{\text {ax }}$ | $437.0^{\text {ax }}$ |
| M985 WWN (T39654) | 216.0 | 92.0 | 65.0 | $45.0{ }^{\text {be }}$ | $518.0^{\text {bi }}$ | -an | -al | $38.0{ }^{\text {ax }}$ | $437.0^{\text {ax }}$ |
| $\begin{aligned} & \text { M985A2 } \\ & \text { (T39586) } \end{aligned}$ | 216.0 | 92.0 | 65.0 | $45.0{ }^{\text {be }}$ | $518.0^{\text {bi }}$ | -an | -al | $38.0{ }^{\text {ax }}$ | $437.0^{\text {ax }}$ |
| M985A2 WWN (T39654) | 216.0 | 92.0 | 65.0 | $45.0{ }^{\text {be }}$ | $518.0^{\text {bi }}$ | -an | -al | $38.0{ }^{\text {ax }}$ | $437.0^{\text {ax }}$ |
| $\begin{aligned} & \text { M985A2R1 } \\ & \text { (T39586) } \end{aligned}$ | 216.0 | 92.0 | 65.0 | $45.0{ }^{\text {be }}$ | $518.0^{\text {bi }}$ | -an | -al | $38.0{ }^{\text {ax }}$ | $437.0^{\text {ax }}$ |
| M985A2R1 WWN (T39654) | 216.0 | 92.0 | 65.0 | $45.0{ }^{\text {be }}$ | $518.0^{\text {bi }}$ | -an | -al | $38.0{ }^{\text {ax }}$ | $437.0^{\text {ax }}$ |
| $\begin{aligned} & \text { M985E1 } \\ & \text { (T41721) } \end{aligned}$ | 216.0 | 92.0 | 67.0 | $45.0{ }^{\text {be }}$ | $518.0^{\text {bi }}$ | -an | -al | $38.0{ }^{\text {ax }}$ | $437.0^{\text {ax }}$ |
| $\begin{aligned} & \text { M985E1A2 } \\ & (\mathrm{T} 41721) \\ & \hline \end{aligned}$ | 216.0 | 92.0 | 67.0 | $45.0{ }^{\text {be }}$ | $518.0^{\text {bi }}$ | -an | -al | $38.0{ }^{\text {ax }}$ | $437.0^{\text {ax }}$ |
| 11-Ton |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M1120 } \\ & \text { (T96496) } \end{aligned}$ | 234.0 | 96.0 | $70.0{ }^{\text {cb }}$ | N/A | N/A | $129.0{ }^{\text {by }}$ | 1,677.0 ${ }^{\text {by }}$ | N/A | N/A |
| $\begin{aligned} & \text { M1120A2 } \\ & \text { (T96496) } \end{aligned}$ | 234.0 | 96.0 | $70.0{ }^{\text {cb }}$ | N/A | N/A | $129.0{ }^{\text {by }}$ | 1,677.0 ${ }^{\text {by }}$ | N/A | N/A |
| $\begin{aligned} & \text { M1120A2R1 } \\ & \text { (T96496) } \end{aligned}$ | 234.0 | 96.0 | $70.0{ }^{\text {cb }}$ | N/A | N/A | $129.0{ }^{\text {by }}$ | 1,677.0 ${ }^{\text {by }}$ | N/A | N/A |
| 16-1/2-Ton |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M1074 } \\ & \text { (T41067) } \end{aligned}$ | 227.0 | 90.0 | $67.0{ }^{\text {cb }}$ | N/A | N/A | 61.0by | $722.0{ }^{\text {by }}$ | N/A | N/A |
| M1075 <br> (T40999) | 227.0 | 90.0 | $67.0{ }^{\text {cb }}$ | N/A | N/A | $61.0{ }^{\text {by }}$ | $722.0{ }^{\text {by }}$ | N/A | N/A |
| See notes following table 2-25. |  |  |  |  |  |  |  |  |  |

Table 2-7. Dimensions and Loading Capacity for Dump Truck Bodies

| Vehicle type (LIN) | Cargo deck |  |  | Cargo body loading height and capacity |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Length <br> (in.) | Width (in.) | Bed height (in.) | Top of (in.) | panels <br> (ft ${ }^{3}$ ) | $\begin{aligned} & \text { Top } \\ & \text { (in.) } \end{aligned}$ | racks <br> $\left(\mathrm{ft}^{3}\right)$ | Top of (in.) | shield ( $\mathrm{ft}^{3}$ ) |
| 5-Ton |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M51 } \\ & \text { (X43708) } \end{aligned}$ | 125.0 | 82.0 | 60.0 | 23.0 | -av | N/A | N/A | 51.0 | 303.0 |
| $\begin{aligned} & \text { M51 WWN } \\ & \text { (X43845) } \end{aligned}$ | 125.0 | 82.0 | 60.0 | 23.0 | -av | N/A | N/A | 51.0 | 303.0 |
| $\begin{aligned} & \text { M51A1 WWN } \\ & \text { (X43845) } \end{aligned}$ | 125.0 | 82.0 | 60.0 | 23.0 | -av | N/A | N/A | 51.0 | 303.0 |
| $\begin{aligned} & \text { M51A2 } \\ & \text { (X43708) } \end{aligned}$ | 125.0 | 82.0 | 60.0 | 23.0 | -av | N/A | N/A | 51.0 | 303.0 |
| $\begin{aligned} & \text { M51A2 WWN } \\ & \text { (X43845) } \end{aligned}$ | 125.0 | 82.0 | 60.0 | 23.0 | -av | N/A | N/A | 51.0 | 303.0 |
| $\begin{aligned} & \text { M817 WWN } \\ & \text { (X43845) } \end{aligned}$ | 125.0 | 82.0 | 58.0 | 23.0 | -av | N/A | N/A | 52.0 | 309.0 |
| $\begin{aligned} & \text { M929A1 } \\ & \text { (X43708) } \end{aligned}$ | 125.0 | 82.0 | 63.0 | 23.0 | -av | N/A | N/A | 62.0 | 368.0 |
| $\begin{aligned} & \text { M929A2 } \\ & \text { (X43708) } \end{aligned}$ | 125.0 | 82.0 | 63.0 | 23.0 | -av | N/A | N/A | 62.0 | 368.0 |
| $\begin{aligned} & \text { M930 WWN } \\ & \text { (X43845) } \end{aligned}$ | 125.0 | 82.0 | 60.0 | 23.0 | -av | N/A | N/A | 61.0 | 362.0 |
| $\begin{aligned} & \text { M930A1 WWN } \\ & \text { (X43845) } \end{aligned}$ | 125.0 | 82.0 | 63.0 | 23.0 | -av | N/A | N/A | 62.0 | 368.0 |
| $\begin{aligned} & \text { M930A2 WWN } \\ & \text { (X43845) } \end{aligned}$ | 125.0 | 82.0 | 63.0 | 23.0 | -av | N/A | N/A | 62.0 | 368.0 |
| $\begin{aligned} & \text { M1090 } \\ & \text { (T64911) } \end{aligned}$ | 125.0 | 82.0 | 59.0 | N/A | N/A | N/A | N/A | 53.0 | 315.0 |
| $\begin{aligned} & \text { M1090 WWN } \\ & \text { (T64979) } \end{aligned}$ | 125.0 | 82.0 | 59.0 | N/A | N/A | N/A | N/A | 53.0 | 315.0 |
| $\begin{aligned} & \text { M1090A1 } \\ & \text { (T64911) } \end{aligned}$ | 125.0 | 82.0 | 59.0 | N/A | N/A | N/A | N/A | 53.0 | 315.0 |
| M1090A1 WWN (T64979) | 125.0 | 82.0 | 59.0 | N/A | N/A | N/A | N/A | 53.0 | 315.0 |
| $\begin{aligned} & \text { M1094 } \\ & \text { (T65526) } \end{aligned}$ | 125.0 | 82.0 | 59.0 | N/A | N/A | N/A | N/A | 53.0 | 315.0 |
| M1094 WWN (T65594) | 125.0 | 82.0 | 59.0 | N/A | N/A | N/A | N/A | 53.0 | 315.0 |
| 20-Ton |  |  |  |  |  |  |  |  |  |
| M917 <br> (X44403) | 216.0 | 84.0 | 68.0 | 31.0 | -ay | N/A | N/A | $73.0{ }^{\text {ax }}$ | $754.0^{\text {az }}$ |
| $\begin{aligned} & \text { M917A1 } \\ & \text { (X44403) } \end{aligned}$ | 216.0 | 84.0 | 68.0 | 31.0 | -ay | N/A | N/A | $63.0{ }^{\text {ax }}$ | $650.0^{\text {az }}$ |
| $\begin{aligned} & \text { M917A1 W/MCS } \\ & \text { (X44403) } \end{aligned}$ | 216.0 | 84.0 | 68.0 | 31.0 | -ay | N/A | N/A | $63.0{ }^{\text {ax }}$ | $650.0^{\text {az }}$ |
| See notes following table 2-25. |  |  |  |  |  |  |  |  |  |

Table 2-8. Dimensions and Loading Capacity for Cargo Trailer Bodies

| Vehicle type (LIN) | Cargo deck |  | Bed height (in.) | Cargo body loading height and capacity |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Length (in.) | $\begin{aligned} & \text { Width } \\ & \text { (in.) } \\ & \hline \end{aligned}$ |  | $\underset{(\text { in.) }}{ }$ | (ft ${ }^{3}$ ) | $\begin{gathered} \mathrm{T}^{\mathrm{T}} \\ \text { (in.) } \end{gathered}$ | acks <br> (ft ${ }^{3}$ ) |
| 1/4-Ton |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M101 } \\ & \text { (W95400) } \end{aligned}$ | 95.0 | 65.0 | 32.0 | 49.0 | $173.0^{\text {b,r }}$ | 33.0 | $114.0^{6}$ |
| $\begin{aligned} & \text { M101A2 } \\ & \text { (W95537) } \end{aligned}$ | 95.0 | 65.0 | 32.0 | 49.0 | $173.0^{\text {b,r }}$ | 33.0 | $114.0^{\text {b }}$ |
| $\begin{aligned} & \text { M101A3 } \\ & \text { (W95537) } \end{aligned}$ | 95.0 | 65.0 | 32.0 | 49.0 | $173.0^{\text {b,r }}$ | 33.0 | $114.0^{\text {b }}$ |
| 3/4-Ton |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M1101 } \\ & \text { (T95992) } \end{aligned}$ | 86.0 | 56.0 | 34.0 | 66.0 | 184.0 | N/A | N/A |
| M101 (W95400) | 95.0 | 65.0 | 32.0 | 49.0 | $173.0^{\text {b,r }}$ | 33.0 | $114.0^{\text {b }}$ |
| $\begin{aligned} & \text { M101A2 } \\ & \text { (W95537) } \end{aligned}$ | 95.0 | 65.0 | 32.0 | 49.0 | $173.0{ }^{\text {b,r }}$ | 33.0 | $114.0^{\text {b }}$ |
| $\begin{aligned} & \text { M101A3 } \\ & \text { (W95537) } \end{aligned}$ | 95.0 | 65.0 | 32.0 | 49.0 | $173.0{ }^{\text {b,r }}$ | 33.0 | $114.0{ }^{\text {b }}$ |
| 1-1/4-Ton |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M104A1 } \\ & \text { W95811) } \end{aligned}$ | 110.0 | 74.0 | 37.0 | 61.0 | $282.0{ }^{\text {c,s }}$ | 45.0 | 206.0 ${ }^{\text {c }}$ |
| 1-1/2-Ton |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M105 } \\ & \text { (W95811) } \end{aligned}$ | 110.0 | 74.0 | 37.0 | 61.0 | $282.0{ }^{\text {c,s }}$ | 45.0 | $206.0^{\text {c }}$ |
| $\begin{aligned} & \text { M105A1 } \\ & \text { (W95811) } \end{aligned}$ | 110.0 | 74.0 | 37.0 | 61.0 | 282.0 $0^{\text {c,s }}$ | 45.0 | 206.0 ${ }^{\text {c }}$ |
| $\begin{aligned} & \text { M105A3 } \\ & \text { (W95811) } \end{aligned}$ | 110.0 | 74.0 | 37.0 | 61.0 | 282.0 ${ }^{\text {c,s }}$ | 45.0 | $206.0{ }^{\text {c }}$ |
| 2-1/2-Ton |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M1082 } \\ & \text { (T96564) } \end{aligned}$ | 149.0 | 91.0 | 45.0 | 61.0 | N/A | N/A | N/A |
| 5-Ton |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M1095 } \\ & \text { (T95555) } \end{aligned}$ | 170.0 | 91.0 | 45.0 | 63.0 | N/A | N/A | N/A |
| 11-Ton |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M989 } \\ & \text { (T45465) } \end{aligned}$ | 206.0 | 92.0 | 45.0 | N/A | N/A | N/A | N/A |
| $\begin{aligned} & \text { M989A1 } \\ & \text { (T45465) } \end{aligned}$ | 206.0 | 92.0 | 45.0 | N/A | N/A | N/A | N/A |
| 16-1/2-Ton |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M1076 } \\ & \text { (T93761) } \end{aligned}$ | 227.0 | 88.0 | $60.0{ }^{\text {cb }}$ | N/A | N/A | 69.0 | 798.0 |
| See notes followin | 2-25. |  |  |  |  |  |  |

Table 2-9. Dimensions and Loading Capacity for Stake Semitrailer Cargo Bodies

|  | Cargo deck |  | Bed height (in.) | Cargo body loading measurement |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Vehicle type (LIN) | Length (in.) | Width (in.) |  | Height (in.) | Capacity $\left(\mathrm{ft}^{3}\right)$ |
| 12-Ton |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M127 } \\ & \text { (S72024) } \end{aligned}$ | 336.0 | 89.0 | 60.0 | 49.0 | $848.0{ }^{\text {ap }}$ |
| $\begin{aligned} & \text { M127A1 } \\ & \text { (S72024) } \end{aligned}$ | 336.0 | 89.0 | 60.0 | 49.0 | $848.0{ }^{\text {ap }}$ |
| $\begin{aligned} & \text { M127A1C } \\ & \text { (S72024) } \end{aligned}$ | 336.0 | 89.0 | 60.0 | 49.0 | $848.0^{\text {ap }}$ |
| $\begin{aligned} & \text { M127A2C } \\ & \text { (S72024) } \end{aligned}$ | 336.0 | 89.0 | 60.0 | 49.0 | $848.0{ }^{\text {ap }}$ |
| $\begin{aligned} & \text { M270 } \\ & \text { (S70243) } \end{aligned}$ | 476.0 | 96.0 | 49.0 | 72.0 | 1,904.0 ${ }^{\text {ap }}$ |
| $\begin{aligned} & \text { M270A1 } \\ & \text { (S70243) } \\ & \hline \end{aligned}$ | 476.0 | 96.0 | 49.0 | 72.0 | 1,904.0 ${ }^{\text {ap }}$ |
| 15-Ton |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M172 } \\ & \text { (S70517) } \end{aligned}$ | 192.0 | 115.0 | 39.0 | 48.0 | $614.0^{\text {ap }}$ |
| 22-1/2-Ton |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M871 } \\ & \text { (S70027) } \end{aligned}$ | 350.0 | 88.0 | 55.0 | 48.0 | $856.0^{\text {ap }}$ |
| $\begin{aligned} & \text { M871R } \\ & \text { (S70027) } \end{aligned}$ | 350.0 | 88.0 | 55.0 | 48.0 | $856.0^{\text {ap }}$ |
| $\begin{aligned} & \text { M871A1 } \\ & \text { (S70027) } \end{aligned}$ | 350.0 | 88.0 | 55.0 | 48.0 | $856.0^{\text {ap }}$ |
| $\begin{aligned} & \text { M871A1R } \\ & \text { (S70027) } \end{aligned}$ | 350.0 | 88.0 | 55.0 | 48.0 | $856.0^{\text {ap }}$ |
| $\begin{aligned} & \text { M871A2 } \\ & \text { (S70027) } \end{aligned}$ | 350.0 | 88.0 | 55.0 | 48.0 | $856.0^{\text {ap }}$ |
| $\begin{aligned} & \text { M871A2R } \\ & \text { (S70027) } \end{aligned}$ | 350.0 | 88.0 | 55.0 | 48.0 | $856.0^{\text {ap }}$ |
| $\begin{aligned} & \text { M871A3 } \\ & \text { (S70027) } \end{aligned}$ | 384.0 | 97.0 | 55.0 | 48.0 | $1,035.0{ }^{\text {ap }}$ |
| 25-Ton |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M172A1 } \\ & \text { (S70517) } \end{aligned}$ | 192.0 | 115.0 | 39.0 | 48.0 | $614.0{ }^{\text {ap }}$ |
| 34-Ton |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M872 } \\ & \text { (S70159) } \end{aligned}$ | 485.0 | 93.0 | 58.0 | 48.0 | 1,253.0ap |
| $\begin{aligned} & \text { M872A1 } \\ & (\mathrm{S} 70159) \end{aligned}$ | 485.0 | 93.0 | 58.0 | 48.0 | 1,253.0ap |
| $\begin{aligned} & \text { M872A2 } \\ & \text { (S70159) } \end{aligned}$ | 485.0 | 93.0 | 58.0 | 48.0 | 1,253.0ap |
| $\begin{aligned} & \text { M872A4 } \\ & \text { (S70159) } \end{aligned}$ | 491.0 | 96.0 | 56.0 | 101.0 | 2,755.0 ${ }^{\text {ap }}$ |
| 40-Ton |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M870 } \\ & \text { (S70594) } \end{aligned}$ | 357.0 | 96.0 | 40.0 | 30.0 | $595.0^{\text {ap }}$ |
| $\begin{aligned} & \text { M870A1 } \\ & \text { (S70594) } \end{aligned}$ | 357.0 | 96.0 | 40.0 | 45.0 | $893.0^{\text {ap }}$ |
| $\begin{aligned} & \text { M870A3 } \\ & \text { (S70594) } \end{aligned}$ | 395.0 | 102.0 | 44.0 | 62.0 | 1,446.0 ${ }^{\text {ap }}$ |
| 60-Ton |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M747 } \\ & \text { (S70661) } \end{aligned}$ | 317.0 | 120.0 | 44.0 | 70.0 | 1,541.0ap |
| 70-Ton |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M1000 } \\ & \text { (S70859) } \\ & \hline \end{aligned}$ | 403.0 | 120.0 | 43.0 | 83.0 | 2,323.0ap |
| See notes following |  |  |  |  |  |

Table 2-10. Dimensions and Loading Capacity for Van Semitrailer Cargo Bodies

|  | Cargo deck |  |  | Cargo body loading measurement |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Vehicle type (LIN) | Length (in.) | Width (in.) | Bed Height (in.) | Height (in.) | Capacity (ft ${ }^{3}$ ) |
| 6-Ton |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M146 } \\ & \text { (S75038) } \end{aligned}$ | 264.0 | 90.0 | 56.0 | 76.0 | 1,045.0 |
| 12-Ton |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M128 } \\ & \text { (S74079) } \end{aligned}$ | 337.0 | 89.0 | 57.0 | 78.0 | 1,354.0 |
| $\begin{aligned} & \text { M128A1C } \\ & \text { (S74079) } \end{aligned}$ | 337.0 | 89.0 | 57.0 | 78.0 | 1,354.0 |
| $\begin{aligned} & \text { M128A2C } \\ & \text { (S74079) } \end{aligned}$ | 337.0 | 89.0 | 57.0 | 78.0 | 1,354.0 |
| $\begin{aligned} & \text { M129 } \\ & \text { (S75175) } \end{aligned}$ | 337.0 | 89.0 | 57.0 | 78.0 | 1,354.0 |
| $\begin{aligned} & \text { M129A1 } \\ & \text { (S75175) } \end{aligned}$ | 337.0 | 89.0 | 57.0 | 78.0 | 1,354.0 |
| $\begin{aligned} & \text { M129A1C } \\ & \text { (S75175) } \end{aligned}$ | 337.0 | 89.0 | 57.0 | 78.0 | 1,354.0 |
| $\begin{aligned} & \text { M129A2C } \\ & \text { (S75175) } \end{aligned}$ | 337.0 | 89.0 | 57.0 | 78.0 | 1,354.0 |
| $\begin{aligned} & \text { M129A3 } \\ & \text { (S75175) } \end{aligned}$ | 337.0 | 89.0 | 57.0 | 78.0 | 1,354.0 |
| $\begin{aligned} & \text { M129A4 } \\ & \text { (S75175) } \end{aligned}$ | 337.0 | 89.0 | 57.0 | 78.0 | 1,354.0 |
| See notes following table 2-25. |  |  |  |  |  |

Table 2-11. Dimensions and Loading Capacity for Amphibious Vehicle

|  | Cargo body loading height and capacity |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Cargo deck |  |  |  |  | Top of cab |  |  |
| Vehicle type(LIN) | Length (in.) | $\begin{gathered} \text { Width } \\ \text { (in.) } \\ \hline \end{gathered}$ | Bed height (in.) | Top of hull |  | Reduced |  | $\begin{gathered} \text { Operational (in.) } \\ \left(\mathrm{ft}^{3}\right) \\ \hline \end{gathered}$ |
|  |  |  |  |  |  | (in.) | (ft ${ }^{\text {a }}$ ) |  |
| 60-Ton |  |  |  |  |  |  |  |  |
| N/A |  |  |  |  |  |  |  |  |
| See notes following table 2-25. |  |  |  |  |  |  |  |  |

Table 2-12. Dimensions and Loading Capacity for Landing Craft

| Vehicle type (LIN) | Cargo deck |  | Cargo body loading measurement |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Length (in.) | Width <br> (in.) | Top of hull |  | Top of pilothouse <br> (Reduced) |  |
|  |  |  | (in.) | $\left(\mathrm{ft}^{3}\right)$ | (in.) | $\left(\mathrm{ft}^{3}\right)$ |
| 60-Short Ton |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { LCM-8 } \\ & \text { (L36739) } \end{aligned}$ | 513.0 | 174.0 | 51.0 | 2,635.0 | N/A | N/A |
| $\begin{aligned} & \text { LCM-8 (Mod 1) } \\ & (\mathrm{L} 36739) \end{aligned}$ | 513.0 | 174.0 | 51.0 | 2,635.0 | N/A | N/A |
| LCAC | 937.0 | 324.0 | 66.0 | 15,917.7 | 177.0 | N/A |
| 150-Short Ton |  |  |  |  |  |  |
| LCU-1600 | 1,260.0 | 204.0 | 54.0 | 10,476.0 | 213.0 | N/A |
| 350-Short Ton |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { LCU-2000 } \\ & \text { (L36989) } \\ & \hline \end{aligned}$ | 1,200.0 | 456.0 | 96.0 | 30,400.0 | N/A | N/A |
| See notes following table 2-25. |  |  |  |  |  |  |

Table 2-13. Dimensions and Loading Capacity for FTRAC Cargo Carrier Bodies

| Vehicle type (LIN) | Cargo deck |  | Bed height (in.) | Cargo body loading height and capacity |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Length (in.) | Width (in.) |  | Under bows |  | Top of side panels |  |
|  |  |  |  | (in.) | $\left(\mathrm{ft}^{3}\right)$ | (in.) | $\left(\mathrm{ft}^{3}\right)$ |
| 1-1/2-Ton |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M116 } \\ & \text { (D10990) } \end{aligned}$ | 91.0 | 76.0 | 41.0 | 43.0 | $173.0^{\text {bh }}$ | 23.0 | 92.0 |
| 6-Ton |  |  |  |  |  |  |  |
| $\begin{aligned} & \hline \text { M548 } \\ & \text { (D11049) } \end{aligned}$ | 132.0 | 96.0 | 32.0 | 79.0 | $529.0^{\mathrm{k}, \mathrm{w}}$ | 46.0 | $294.0{ }^{\text {k }}$ |
| $\begin{aligned} & \text { M548A1 } \\ & \text { (D11049) } \end{aligned}$ | 130.0 | 97.0 | 32.0 | 81.0 | $541.0^{\mathrm{k}, \mathrm{w}}$ | 45.0 | $285.0^{\text {k }}$ |
| $\begin{aligned} & \text { M548A3 } \\ & \text { (D11049) } \end{aligned}$ | 130.0 | 97.0 | 32.0 | 81.0 | $541.0^{\mathrm{k}, \mathrm{w}}$ | 45.0 | $285.0^{\mathrm{k}}$ |
| See notes following table 2-25. |  |  |  |  |  |  |  |

Table 2-14. Dimensions and Loading Capacity for Army Helicopter Cargo Compartments

| Aircraft model <br> (LIN) | Cargo deck |  | Bed Cargo compartment loading |  |  | Aircraft maximum cargo load <br> (lb) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Length (in.) | Width <br> (in.) | Bed height (in.) | Height <br> (in.) | Capacity <br> (ft ${ }^{3}$ ) |  |
| $\begin{aligned} & \hline \text { CH-47D } \\ & \text { (H30517) } \end{aligned}$ | 366.0 | 90.0 | 34.0 | 78.0 | 1,487.0 | $19,887.0^{\text {au }}$ |
| $\mathrm{UH}-1 \mathrm{H}$ <br> (K31795) | 92.0 | 84.0 | 15.0 | 49.0 | $191.0{ }^{\text {af }}$ | $3,344.0^{\text {au }}$ |
| $\begin{aligned} & \text { UH-60A } \\ & \text { (K32293) } \end{aligned}$ | 139.0 | 73.0 | 26.0 | 52.0 | 306.0 | $3,000.0^{\text {au }}$ |
| See notes following table 2-25. |  |  |  |  |  |  |

Table 2-15. Wheelbase Dimensions for Trucks

| Vehicle type | Model | LIN | Wheelbase <br> (in.) |
| :---: | :---: | :---: | :---: |
| 1-1/4-Ton | M966 | T05096 | $130.0^{\text {bj }}$ |
|  | M966A1 | T05096 | $130.0{ }^{\text {bj }}$ |
|  | M996 | T38707 | $130.0{ }^{\text {bj }}$ |
|  | M996A1 | T38707 | $130.0{ }^{\text {bj }}$ |
|  | M997 | T38844 | $130.0{ }^{\text {bj }}$ |
|  | M997A1 | T38844 | $130.0{ }^{\text {bj }}$ |
|  | M997A1P1 | T38728 | $130.0{ }^{\text {bj }}$ |
|  | M997A2 | T38844 | $130.0{ }^{\text {bj }}$ |
|  | M997A2P1 | T38728 | $130.0{ }^{\text {bj }}$ |
|  | M997A3 | T38844 | $130.0{ }^{\text {bj }}$ |
|  | M997P1 | T38728 | $130.0{ }^{\text {bj }}$ |
|  | M998 | T61494 | $130.0{ }^{\text {bj }}$ |
|  | M998A1 | T61494 | $130.0{ }^{\text {bj }}$ |
|  | M1008 | T59482 | $132.0{ }^{\text {bj }}$ |
|  | M1010 | T38660 | $132.0{ }^{\text {bj }}$ |
|  | M1025 | T92242 | $130.0{ }^{\text {bj }}$ |
|  | M1025A1 | T92242 | $130.0{ }^{\text {bj }}$ |
|  | M1025A2 | T92242 | $130.0{ }^{\text {bj }}$ |
|  | M1026 | T92310 | $130.0{ }^{\text {bj }}$ |
|  | M1026A1 | T92310 | $130.0{ }^{\text {bj }}$ |
|  | M1026A1P1 | T37338 | $130.0{ }^{\text {bj }}$ |
| See notes following table 2-25 |  |  |  |

Table 2-15. Wheelbase Dimensions for Trucks - Continued

|  |  | Model | Wheelbase |
| :--- | :--- | :--- | :--- |
| Vehicle type | (in.) |  |  |

[^2]Table 2-15. Wheelbase Dimensions for Trucks - Continued

$\left.\begin{array}{llcc}\hline & & & \text { Model }\end{array}\right]$| Wheelbase |  |
| :---: | :---: |
| Vehicle type | Lin.) |
| 5-Ton | M1083 |

Table 2-15. Wheelbase Dimensions for Trucks - Continued

| Vehicle type | Model | LIN | Wheelbase (in.) |
| :---: | :---: | :---: | :---: |
| 5-Ton, continued | M1090A1P1 | T44643 | $161.0{ }^{\text {bm }}$ |
|  | M1090A1P1WWN | T67068 | $161.0{ }^{\text {bm }}$ |
|  | M1090P1 | T44643 | $161.0{ }^{\text {bm }}$ |
|  | M1090P1WWN | T67068 | $161.0{ }^{\text {bm }}$ |
|  | M1092A1P2 | T01691 | $161.0{ }^{\text {bm }}$ |
|  | M1093 | T41036 | $161.0{ }^{\text {bm }}$ |
|  | M1093 WWN | T41104 | $161.0{ }^{\text {bm }}$ |
|  | M1093W/LAPES | T41104 | $161.0{ }^{\text {bm }}$ |
|  | M1093A1W/LAPES | T41036 | $161.0{ }^{\text {bm }}$ |
|  | M1094 | T65526 | $161.0{ }^{\text {bm }}$ |
|  | M1094 WWN | T65594 | $161.0{ }^{\text {bm }}$ |
|  | M291A1 | X62237 | $215.0{ }^{\text {bm }}$ |
|  | M291A1D | X62271 | $215.0{ }^{\text {bm }}$ |
|  | M291A2 | X62237 | $215.0{ }^{\text {bm }}$ |
|  | M41 WWN | X40968 | $179.0{ }^{\text {bm }}$ |
|  | M51 | X43708 | $167.0{ }^{\text {bm }}$ |
|  | M51 WWN | X43845 | $167.0{ }^{\text {bm }}$ |
|  | M51A1 | X43708 | $167.0{ }^{\text {bm }}$ |
|  | M51A1 WWN | X43845 | $167.0{ }^{\text {bm }}$ |
|  | M52A2 | X43708 | $167.0{ }^{\text {bm }}$ |
|  | M52A2 WWN | X43845 | $167.0{ }^{\text {bm }}$ |
|  | M52 | X59326 | $167.0{ }^{\text {bm }}$ |
|  | M52 WWN | X59463 | $167.0{ }^{\text {bm }}$ |
|  | M52A1 | X59326 | $167.0{ }^{\text {bm }}$ |
|  | M52A1 WWN | X59463 | $167.0{ }^{\text {bm }}$ |
|  | M52A2 | X59326 | $167.0{ }^{\text {bm }}$ |
|  | M52A2 WWN | X59463 | $167.0{ }^{\text {bm }}$ |
|  | M54 | X40831 | $179.0{ }^{\text {bm }}$ |
|  | M54 WWN | X40968 | $179.0{ }^{\text {bm }}$ |
|  | M54A1 | X40831 | $179.0{ }^{\text {bm }}$ |
|  | M54A1 WWN | X40968 | $179.0{ }^{\text {bm }}$ |
|  | M54A1C | X40794 | $179.0{ }^{\text {bm }}$ |
|  | M54A1C WWN | X40931 | $179.0{ }^{\text {bm }}$ |
|  | M54A2 | X40831 | $179.0{ }^{\text {bm }}$ |
|  | M54A2 WWN | X40968 | $179.0{ }^{\text {bm }}$ |
|  | M54A2C | X40794 | $179.0{ }^{\text {bm }}$ |
|  | M54A2C WWN | X40931 | $179.0{ }^{\text {bm }}$ |
|  | M543 WWN | X63299 | $179.0{ }^{\text {bm }}$ |
|  | M543A1WWN | X63299 | $179.0{ }^{\text {bm }}$ |
|  | M543A2WWN | X63299 | $179.0{ }^{\text {bm }}$ |
|  | M55 WWN | X41242 | $215.0{ }^{\text {bm }}$ |
|  | M55A1 | X41105 | $215.0{ }^{\text {bm }}$ |
|  | M55A2 | X41105 | $215.0{ }^{\text {bm }}$ |
|  | M55A2 WWN | X41242 | $215.0{ }^{\text {bm }}$ |
|  | M62 WWN | X63299 | $179.0{ }^{\text {bm }}$ |
|  | M813 | X40831 | $179.0{ }^{\text {bm }}$ |
|  | M813 WWN | X40968 | $179.0{ }^{\text {bm }}$ |
|  | M813A1 | X40794 | $179.0{ }^{\text {bm }}$ |
|  | M813A1 WWN | X40931 | $179.0{ }^{\text {bm }}$ |
|  | M814 | X41105 | $215.0{ }^{\text {bm }}$ |
|  | M814 WWN | X41242 | $215.0{ }^{\text {bm }}$ |
|  | M815 WWN | X39187 | $179.0{ }^{\text {bm }}$ |
|  | M816 WWN | X63299 | $179.0{ }^{\text {bm }}$ |
|  | M817 | X43708 | $167.0{ }^{\text {bm }}$ |

See notes following table 2-25.

Table 2-15. Wheelbase Dimensions for Trucks - Continued

| Vehicle type | Model | LIN |  | Wheelbase (in.) |
| :---: | :---: | :---: | :---: | :---: |
| 5-Ton, continued | M817 WWN | X43845 | $167.0{ }^{\text {bm }}$ |  |
|  | M818 | X59326 | $167.0{ }^{\text {bm }}$ |  |
|  | M818 WWN | X59463 | $167.0{ }^{\text {bm }}$ |  |
|  | M820 | X62237 | $215.0{ }^{\text {bm }}$ |  |
|  | M820A2 | X62271 | $215.0{ }^{\text {bm }}$ |  |
|  | M876 | T53858 | $187.0{ }^{\text {bm }}$ |  |
|  | M878 | T60353 | $114.0{ }^{\text {bj }}$ |  |
|  | M878A1 | T60353 | $114.0{ }^{\text {bj }}$ |  |
|  | M878A2 | T60353 | $114.0{ }^{\text {bj }}$ |  |
|  | M923 | X40794 | $179.0{ }^{\text {bm }}$ |  |
|  | M923A1 | X40794 | $179.0{ }^{\text {bm }}$ |  |
|  | M923A2 | X40794 | $179.0{ }^{\text {bm }}$ |  |
|  | M924 | X40831 | $179.0{ }^{\text {bm }}$ |  |
|  | M924A1 | X40831 | $179.0{ }^{\text {bm }}$ |  |
|  | M925 WWN | X40931 | $179.0{ }^{\text {bm }}$ |  |
|  | M925A1 WWN | X40931 | $179.0{ }^{\text {bm }}$ |  |
|  | M925A2 WWN | X40931 | $179.0{ }^{\text {bm }}$ |  |
|  | M926 WWN | X40968 | $179.0{ }^{\text {bm }}$ |  |
|  | M926A1 WWN | X40968 | $179.0{ }^{\text {bm }}$ |  |
|  | M927 | X41105 | $215.0{ }^{\text {bm }}$ |  |
|  | M927A1 | X41105 | $215.0{ }^{\text {bm }}$ |  |
|  | M927A2 | X41105 | $215.0{ }^{\text {bm }}$ |  |
|  | M928 WWN | X41242 | $215.0{ }^{\text {bm }}$ |  |
|  | M928A1 WWN | X41242 | $215.0{ }^{\text {bm }}$ |  |
|  | M928A2 WWN | X41242 | $215.0{ }^{\text {bm }}$ |  |
|  | M929 | X43708 | $167.0{ }^{\text {bm }}$ |  |
|  | M929A1 | X43708 | $167.0{ }^{\text {bm }}$ |  |
|  | M929A2 | X43708 | $167.0{ }^{\text {bm }}$ |  |
|  | M930 WWN | X43845 | $167.0{ }^{\text {bm }}$ |  |
|  | M930A1 WWN | X43845 | $167.0{ }^{\text {bm }}$ |  |
|  | M930A2 WWN | X43845 | $167.0{ }^{\text {bm }}$ |  |
|  | M931 | X59326 | $167.0{ }^{\text {bm }}$ |  |
|  | M931A1 | X59326 | $167.0{ }^{\text {bm }}$ |  |
|  | M931A2 | X59326 | $167.0{ }^{\text {bm }}$ |  |
|  | M932 WWN | X59463 | $167.0{ }^{\text {bm }}$ |  |
|  | M932A1 WWN | X59463 | $167.0{ }^{\text {bm }}$ |  |
|  | M932A2 WWN | X59463 | $167.0{ }^{\text {bm }}$ |  |
|  | M934 | X62237 | $215.0{ }^{\text {bm }}$ |  |
|  | M934A1 | X62237 | $215.0{ }^{\text {bm }}$ |  |
|  | M934A2 | X62237 | $215.0{ }^{\text {bm }}$ |  |
|  | M935 | X62271 | $215.0{ }^{\text {bm }}$ |  |
|  | M935A1 | X62271 | $215.0{ }^{\text {bm }}$ |  |
|  | M935A2 | X62271 | $215.0{ }^{\text {bm }}$ |  |
|  | M936 WWN | X63299 | $179.0{ }^{\text {bm }}$ |  |
|  | M936A1 WWN | X63299 | $179.0{ }^{\text {bm }}$ |  |
|  | M936A2 WWN | X63299 | $179.0{ }^{\text {bm }}$ |  |
| 10-Ton | M977 | T59278 | $210.0{ }^{\text {bn }}$ |  |
|  | M977 WWN | T39518 | $210.0{ }^{\text {bn }}$ |  |
| See notes following table 2-25. |  |  |  |  |

Table 2-15. Wheelbase Dimensions for Trucks - Continued

| Vehicle type | Model | LIN | Wheelbase (in.) |
| :---: | :---: | :---: | :---: |
| 10-Ton, continued | M977A2 | T59278 | $210.0{ }^{\text {bn }}$ |
|  | M977A2 WWN | T39518 | $210.0{ }^{\text {bn }}$ |
|  | M977A2R1 | T59278 | $210.0{ }^{\text {bn }}$ |
|  | M978 | T87243 | $210.0{ }^{\text {bn }}$ |
|  | M978 WWN | T58161 | $210.0{ }^{\text {bn }}$ |
|  | M978A2 | T87243 | $210.0{ }^{\text {bn }}$ |
|  | M978A2 WWN | T58161 | $210.0{ }^{\text {bn }}$ |
|  | M978A2R1 | T87243 | $210.0{ }^{\text {bn }}$ |
|  | M978A2R1 WWN | T58161 | $210.0{ }^{\text {bn }}$ |
|  | M983 WWN | T88677 | $181.0{ }^{\text {bn }}$ |
|  | M983A2 WWN | T88677 | $181.0{ }^{\text {bn }}$ |
|  | M983A2R1 WWN | T88677 | $181.0{ }^{\text {bn }}$ |
|  | M984 WWN | T63093 | $191.0^{\text {bn }}$ |
|  | M984A1 WWN | T63093 | $191.0{ }^{\text {bn }}$ |
|  | M984A2 WWN | T63093 | $191.0^{\text {bn }}$ |
|  | M984A2R1 WWN | T63093 | $191.0{ }^{\text {bn }}$ |
|  | M985 | T39586 | $210.0{ }^{\text {bn }}$ |
|  | M985 WWN | T39654 | $210.0{ }^{\text {bn }}$ |
|  | M985A2 | T39586 | $210.0{ }^{\text {bn }}$ |
|  | M985A2 WWN | T39654 | $210.0{ }^{\text {bn }}$ |
|  | M985A2R1 | T39586 | $210.0{ }^{\text {bn }}$ |
|  | M985A2R1 WWN | T39654 | $210.0{ }^{\text {bn }}$ |
|  | M985E1 | T41721 | $210.0{ }^{\text {bn }}$ |
|  | M985E1A2 | T41721 | $210.0{ }^{\text {bn }}$ |
|  | M985E1A2R1 | T41721 | $210.0^{\text {bn }}$ |
| 11-Ton | M1120 | T96496 | $221.0^{\text {ca }}$ |
|  | M1120A2 | T96496 | $221.0{ }^{\text {ca }}$ |
|  | M1120A2R1 | T96496 | $221.0{ }^{\text {ca }}$ |
| 16-1/2-Ton | M1074 | T41067 | $224.0{ }^{\text {ca }}$ |
|  | M1074A1 | T55236 | $224.0{ }^{\text {ca }}$ |
|  | M1074P1 | T82696 | $224.0{ }^{\text {ca }}$ |
|  | M1075 | T40999 | $224.0{ }^{\text {ca }}$ |
|  | M1075A1 | T81874 | $224.0{ }^{\text {ca }}$ |
|  | M1075P1 | T54918 | $224.0{ }^{\text {ca }}$ |
| 20-Ton | F5070 | X44403 | $184.0{ }^{\text {bm }}$ |
|  | M916 | T91656 | $186.0^{\text {bm }}$ |
|  | M916A1 | T91656 | $175 .{ }^{\text {bm }}$ |
|  | M916A2 | T91656 | $175 . \mathrm{O}^{\text {bm }}$ |
|  | M916A3 | T91656 | $175 . \mathrm{O}^{\text {bm }}$ |
|  | M917 | X44403 | $211.0^{\text {bm }}$ |
|  | M917A1 | X44403 | $211.0^{\text {bm }}$ |
|  | M917A1 W/MCS | X44403 | $211.0^{\text {bm }}$ |
|  | M917A2 | X44403 | $180.0^{\text {bm }}$ |
|  | M917A2 W/MCS | X44403 | $180.0^{\text {bm }}$ |
|  | M920 | T61171 | $211.0^{\text {bm }}$ |
| 25-Ton | M911 | T61035 | $235.0^{6 \mathrm{~m}}$ |
|  | M915 | T61103 | $167.0^{\text {bm }}$ |
|  | M915A1 | T61103 | $167 .{ }^{\text {bm }}$ |
|  | M915A2 | T61103 | $167.0^{\text {bm }}$ |
|  | M915A3 | T61103 | $167.0^{\text {bm }}$ |
|  | M915A4 | T61103 | $220.0{ }^{\text {bm }}$ |
|  | M915A5 | T88858 | $220.0{ }^{\text {bm }}$ |
|  | M915A2P1 | T91724 | $220.0{ }^{\text {bm }}$ |
|  | M915A3P1 | T91724 | $220.0{ }^{\text {bm }}$ |
|  | M915A4P1 | T91724 | $220.0{ }^{\text {bm }}$ |
| Heavy Equipment Transporter (HET) | M1070 | T59048 | $215.0{ }^{\text {bk }}$ |
|  | XM1070A1 | T05012 | $215.0^{\text {bk }}$ |
|  | M1070P1 A0A | T91724 | $215.0^{\text {bk }}$ |
| See notes following table 2-25. |  |  |  |

Table 2-16. Wheelbase Dimensions for Trailers

|  |  |  | Model |
| :--- | :--- | :--- | :---: |

Table 2-17. Wheelbase Dimensions for Semitrailers

|  |  |  | Model |
| :--- | :--- | :--- | :--- |

Table 2-17. Wheelbase Dimensions for Semitrailers - Continued

| Vehicle type | Model | LIN | Wheelbase <br> (in.) |
| :---: | :---: | :---: | :---: |
| 22-1/2-Ton | M871 | S70027 | $162.0{ }^{\text {b9 } / 262.0 ~}{ }^{\text {br }}$ |
|  | M871R | S70027 | $162.0{ }^{\text {bq}} / 262.0^{\text {br }}$ |
|  | M871A1 | S70027 | $162.0{ }^{\text {ba }} / 262.0^{\text {br }}$ |
|  | M871A1R | S70027 | $162.0{ }^{\text {bq }} / 262.0^{\text {br }}$ |
|  | M871A2 | S70027 | $162.0{ }^{\text {ba }} / 262.0^{\text {br }}$ |
|  | M871A2R | S70027 | $162.0{ }^{\text {bq} / 262.0 ~}{ }^{\text {br }}$ |
|  | M871A3 | S70027 | $162.0{ }^{\text {bq} / 262.0 ~}{ }^{\text {br }}$ |
| 34-Ton | M872 | S70159 | $239.00^{\text {bt/ }} 339.0^{\text {bu }}$ |
|  | M872A1 | S70159 | $239.00^{\text {bt/ }} 339.0^{\text {bu }}$ |
|  | M872A2 | S70159 | $239.00^{\text {bt }} 339.0^{\text {bu }}$ |
|  | M872A3 | S70159 | $239.00^{\text {bt }} 339.0^{\text {bu }}$ |
|  | M872A4 | S70159 | $239.00^{\text {bt }} / 339.0^{\text {bu }}$ |
| 40-Ton | M870 | S70594 | $338.0{ }^{\text {bo }}$ |
|  | M870A1 | S70594 | $338.0{ }^{\text {bo }}$ |
|  | M870A3 | S70594 | $449.0{ }^{\text {bo }}$ |
| 60-Ton | M747 | S70661 | $316.0^{\text {bt }}$ |
| 70-Ton | M1000 | S70859 | $539.0^{\text {bs }}$ |
| See notes following table 2-25. |  |  |  |

Table 2-18. Wheelbase dimensions for Truck-Lift Forks
$\left.\left.\begin{array}{llcc}\hline & & & \text { Model }\end{array}\right] \begin{array}{c}\text { Wheelbase } \\ \text { (in.) }\end{array}\right]$

Table 2-19. Wheelbase Dimensions for Truck-Mounted Equipment

| Vehicle type | Model | LIN | Wheelbase (in.) |
| :---: | :---: | :---: | :---: |
| 1/4-Ton | CMU-3 | T10138 | $112.0^{\text {bj }}$ |
|  | CMU-5 | T10138 | $112.0{ }^{\text {bj }}$ |
|  | SECM-1960 | T10138 | $112.0{ }^{\text {bj }}$ |
| 1-1/4-Ton | AVNC 6217 | T10138 | $126.0{ }^{\text {bj }}$ |
|  | CMU-6 | T10138 | $126.0{ }^{\text {bj }}$ |
|  | SECM-1975 | T10138 | $131.0{ }^{\text {bj }}$ |
| 2-1/2-Ton | M185 | K90188 | $154.0{ }^{\text {bm }}$ |
|  | M185A2 | K90188 | $154.0{ }^{\text {bm }}$ |
|  | M185A3 | K90188 | $154.0{ }^{\text {bm }}$ |
|  | MEDL-1956 | T13152 | $190.0{ }^{\text {bm }}$ |
| 5-Ton | 1602 | G28212 | $167.0^{\text {bm }}$ |
|  | M918 | G27844 | $186.0{ }^{\text {bm }}$ |
|  | SOUTH WEST | T13152 | $215.0{ }^{\text {bm }}$ |
|  | W15A61A2 | G28212 | $167.0{ }^{\text {bm }}$ |
|  | W15A4112 | G28212 | $167.0{ }^{\text {bm }}$ |
|  | W15B | G28212 | $167.0{ }^{\text {bm }}$ |
|  | WD10 | G28212 | $167.0{ }^{\text {bm }}$ |
|  | WD1000 | G28212 | $167.0{ }^{\text {bm }}$ |
| See notes following table 2-25. |  |  |  |

Table 2-20. Wheelbase Dimensions for Trailer-Mounted Equipment

| Vehicle type | Model | LIN | Wheelbase (in.) |
| :---: | :---: | :---: | :---: |
| Artillery Loc Radar | AN/TPQ-37V1 | A41666 | $150.0^{\text {bo }}$ |
| Comp Unit RCP | BGR-5M-1 | E70338 | $69.0^{\text {bo }} / 55.0^{\text {bp }}$ |
| Dolly Set Lift | M1022 | D34883 | $331.0^{\text {bj }}$ |
|  | M1022A1 | D34883 | $331.0^{\text {bj }}$ |
| Clothing Repair | M-4746CLP | E40961 | $110.0{ }^{\text {bo }} / 83.0^{\text {bp }}$ |
| Kitchen Field | MFK75A | L28351 | $110.0{ }^{\text {bo} / 83.0 ~} 0^{\text {bp }}$ |
| Cleaner Steam | NONE | C32887 | $100.0^{\text {bo }}$ |
| Heater Oil | STRHE2100M | K25215 | $122.0{ }^{\text {bo}} / 79.0^{\text {bp }}$ |
| Compressor Air | 250RPV | E72804 | $140.0{ }^{\text {bo}} / 81.0^{\text {bp }}$ |
| Heater Oil | 200-STM-77 | K25215 | $121.0{ }^{\text {bo}} / 79.0^{\text {bp }}$ |
| Air Conditioner | 60000 BTU | A26715 | $110.0{ }^{\text {bo}} / 83.0^{\text {bp }}$ |
| See notes following table 2-25. |  |  |  |

Table 2-21. Wheelbase Dimensions for Semitrailer-Mounted Equipment

| Vehicle type | Model | LIN | Wheelbase (in.) |
| :---: | :---: | :---: | :---: |
| Tank Fuel | M131A1 | S72846 | $137.0^{\text {bq/ } / 215.0}{ }^{\text {br }}$ |
|  | M131A4 | S72846 | $212.0{ }^{\text {bq/ }} / 290.0^{\text {br }}$ |
|  | M131A4C | S72983 | $212.0{ }^{\text {ba }} / 290.0^{\text {br }}$ |
|  | M131A5 | S72846 | $212.0{ }^{\text {bq/ }} / 290.0^{\text {br }}$ |
|  | M131A5C | S72983 | $212.0{ }^{\text {bq/ }} / 290.0^{\text {br }}$ |
|  | M967 | S10059 | $204.0{ }^{\text {bp}} / 278.0^{\text {bs }}$ |
|  | M967A1 | S10059 | $204.0{ }^{\text {bp }} / 278.0^{\text {bs }}$ |
|  | M967A2 | S10059 | $204.0{ }^{\text {bp }} / 278.0^{\text {bs }}$ |
|  | M969 | S73372 | $204.0{ }^{\text {bp }} / 278.0^{\text {bs }}$ |
|  | M969A1 | S73372 | $204.0{ }^{\text {bp/ } / 278.0 ~} 0^{\text {bs }}$ |
|  | M969A2 | S73372 | $204.0{ }^{\text {bp }} / 278.0^{\text {bs }}$ |
|  | M969A3 | S73372 | $204.0{ }^{\text {bp}} / 278.0^{\text {bs }}$ |
| Reefer | 4A943-60 | S71613 | $126.0^{\text {bp/ }} / 202.0^{\text {bs }}$ |
| Shop Equipment | SER 1976 | T10275 | $244.0{ }^{\text {br }}$ |
| See notes following table 2-25. |  |  |  |

Table 2-22. Wheelbase Dimensions for Truck/Trailer-Mounted Power Units

| Vehicle type | Model | LIN | Wheelbase <br> (in.) |
| :--- | :--- | :--- | :---: |
| Power Units | PU-405/M | J 35492 | $120.0^{\mathrm{bo} / 97.0^{\mathrm{bp}}}$ |
|  | PU-406A/M | J 36383 | $120.0^{\mathrm{bo} / 97.0^{\mathrm{bp}}}$ |
|  | PU-406B/M | J 36383 | $120.0^{\mathrm{bo} / 97.0^{\mathrm{bp}}}$ |
|  | PU-495/G | J 35801 | $140.0^{\mathrm{bo} / 98.0^{\mathrm{bp}}}$ |
|  | $\mathrm{PU}-564 \mathrm{~A} / \mathrm{G}$ | J 49946 | $110.0^{\mathrm{bo} / 83.0^{\mathrm{bp}}}$ |
|  | PU-617/M | J 46384 | $100.0^{\mathrm{bo} / 86.0^{\mathrm{bp}}}$ |
|  | PU-625/G | J 46252 | $100.0^{\mathrm{bo} / 86.0^{\mathrm{bp}}}$ |
| See notes following table 2-25. |  |  |  |

TB 55-46-1/NAVFAC P-1055
Table 2-22. Wheelbase Dimensions for Truck/Trailer-Mounted Power Units - Continued

|  |  |  | Model |
| :--- | :--- | :--- | :--- |

Table 2-23. Wheelbase Dimensions for Wheeled Tractors

|  |  |  | Model |
| :--- | :--- | :---: | :---: |

Table 2-24. Wheelbase Dimensions for Wheeled Engineer Equipment
$\left.\begin{array}{llcc}\hline & & \text { Model } & \text { LIN }\end{array} \begin{array}{c}\text { Wheelbase } \\ \text { (in.) }\end{array}\right]$

Table 2-25. Metric Conversion Table

| Linear Conversion Factors | $\underline{\mathrm{m}}$ | In | Ft | Yd |
| :---: | :---: | :---: | :---: | :---: |
|  | 1.0 | 39.37 | 3.2808 | 1.0936 |
|  | 0.0254 | 1.0 | 0.0833 | 0.0278 |
|  | 0.3048 | 12.0 | 1.0 | 0.3333 |
|  | 0.9144 | 36.0 | 3.0 | 1.0 |
| Surface Conversion Factors | $\mathrm{m}^{2}$ | $\mathrm{In}^{2}$ | Ft ${ }^{2}$ | Yd ${ }^{2}$ |
|  | 1.0 | 1,550.0 | $\overline{0.764}$ | $\overline{1.196}$ |
|  | 0.00064 | 1.0 | 0.0069 | 0.00077 |
|  | 0.0929 | 144.0 | 1.0 | 0.1111 |
|  | 0.8361 | 1,296.0 | 9.0 | 1.0 |
| Cubic Conversion Factors | $\mathrm{m}^{3}$ | $\mathrm{In}^{3}$ | $\mathrm{Ft}^{3}$ |  |
|  | 1.0 | 61,023.7 | $3 \overline{5.31}$ |  |
|  | 0.000016 | 1.0 | 0.00058 |  |
|  | 0.02832 | 1,728.0 | 1.0 |  |
| Weight Conversion Factors | Kg | Lb | STON |  |
|  | 1.0 | 2.20462 (avdp) | NA |  |
|  | 0.45359 | 1.0 (avdp) | NA |  |
|  | 907.18 | 2,000.0 | 1.0 |  |
|  | 1000.0 (t) | 2,204.62 | 1.1 |  |

Common Metric Abbreviations
$\mathrm{m}=$ meter; $\mathrm{dm}=$ decimeter; $\mathrm{cm}=$ centimeter; $\mathrm{kg}=$ kilogram; $\mathrm{km}=$ kilometer; and $\mathrm{t}=$ ton or metric ton $(1000 \mathrm{~kg})$
Simplified Conversion Computation (accurate within 2 percent):
$\bullet$ in to cm - multiply inches (in) by 10 and divide by 4 .

- ft to m - multiply feet ( ft ) by 3 and divide by 10 .
- mi to km - multiply miles (mi) by 8 and divide by 5 .
- lb to kg - multiply pounds (lb) by 5 and divide by 11 .

Notes for tables 2-6 through 2-24

| a. | Cubic capacity reduced by 2.4 cubic feet for wheel wells. |
| :---: | :---: |
| b. | Cubic capacity reduced by 4.6 cubic feet for wheel wells. |
| c. | Cubic capacity reduced by 5.6 cubic feet for wheel wells. |
| d. | Cubic capacity reduced by 6.6 cubic feet for wheel wells. |
| e. | Cubic capacity reduced by 6.4 cubic feet for wheel wells. |
| f. | Cubic capacity reduced by 10.7 cubic feet for wheel wells. |
| g. | Cubic capacity reduced by 12.7 cubic feet for wheel wells. |
| h. | Cubic capacity reduced by 16.8 cubic feet for wheel wells. |
| i. | Cubic capacity reduced by 24.0 cubic feet for wheel wells. |
| j. | Cubic capacity reduced by 93.8 cubic feet for wheel wells. |
| k. | Cubic capacity reduced by 43.6 cubic feet for track wells. |
| 1. | Cubic capacity reduced by 5.0 cubic feet for spare tire and carrier in cargo body. |
| m. | Cubic capacity reduced by 11.3 cubic feet for spare tire and carrier in cargo body. |
| n. | Cubic capacity reduced by 14.5 cubic feet for spare tire and carrier in cargo body. |
| o. | Cubic capacity reduced by 21.9 cubic feet for spare tire and carrier in cargo body. |
| p. | Cubic capacity reduced by 26.1 cubic feet for spare tire and carrier in cargo body. |
| q. | Cubic capacity reduced by 27.0 cubic feet for spare tire and carrier in cargo body. |
| r. | Cubic capacity reduced by 0.4 cubic feet for curve of bows. |
| s. | Cubic capacity reduced by 0.5 cubic feet for curve of bows. |
| t. | Cubic capacity reduced by 3.3 cubic feet for curve of bows. |
| u. | Cubic capacity reduced by 3.9 cubic feet for curve of bows. |
| v. | Cubic capacity reduced by 4.6 cubic feet for curve of bows. |
| w. | Cubic capacity reduced by 6.6 cubic feet for curve of bows. |
| x. | Cubic capacity reduced by 6.9 cubic feet for curve of bows. |
| y. | Cubic capacity reduced by 7.0 cubic feet for curve of bows. |
| z. | Cubic capacity reduced by 7.5 cubic feet for curve of bows. |
| aa. | Cubic capacity reduced by 8.5 cubic feet for curve of bows. |
| ab. | Cubic capacity reduced by 10.2 cubic feet for curve of bows. |
| ac. | Cubic capacity reduced by 24.8 cubic feet for tie down brackets on each side of cargo body. |
| ad. | Cubic capacity reduced by 14.8 cubic feet for reference unit. |


|  | Notes for tables 2-6 through 2-24-Continued |
| :---: | :---: |
| ae. | Cubic capacity reduced by 68.3 cubic feet for gussets in hull structure. |
| af. | Cubic capacity reduced by 27.8 feet for transmission housing in center of aft end of cargo compartment |
| ag. | Cubic capacity of forward compartment reduced by 1788.5 cubic feet due to forecastle width of 174.0 inches. |
| ah. | Cubic capacity increased because top 4.5 inches of side panels are 46.0 inches wide. |
| ai. | Use cube indicated under column heading top of side racks and or top of side panels. |
| aj. | Use cube indicated under column heading top of cab operational. |
| ak. | Use cube indicated under column heading top of cab reduced by. |
| al . | Use cube indicated under column heading top of steering wheel, top of hull, and or top of cab. |
| am. | Use height indicated under column heading top of side racks and or top of side panels. Side racks, side panels, or cab shield stowed in cargo body are higher than steering wheel. |
| an. | Use height indicated under column heading top of steering wheel. Steering wheel is higher than side panels. |
| ao. | For height over bows or top of cab shield, use operational height of vehicle listed in body of this publication (chap 3). |
| ap. | For shipping cube over side racks/bows and or top of cab shield use operational cube of vehicle listed in body of this publication (chap 3). |
| aq. | Fore end of cargo well is 23.0 inches deeper than aft end; all dimensions are based on depth of aft end. |
| ar. | Height of cab shield stowed in dump body. |
| as. | Top of hood is higher than steering wheel. |
| at. | Height and cube measured to top of bulkhead. |
| au. | Cargo load limit computed on the following conditions: Altitude, 2,000 feet; range, 50 nautical miles; in-ground-effect takeoff, $15^{\circ} \mathrm{C}\left(59^{\circ} \mathrm{F}\right)$. |
| av. | Removed cab shield stowed in dump body, use cube indicated under column heading top of cab shield. |
| aw. | Cube with cab shield stowed in dump body. |
| ax. | Height and cube measured to top of cab. |
| ay. | Use cube indicated under column heading top of cab shield. Cab shield cannot be removed. |
| az. | Cube capacity reduced by 12.9 cubic feet for hoist doghouse in dump body. |
| ba. | Cube capacity reduced by 0.8 cubic feet for communication tie down brackets. |
| bb. | Cube capacity reduced by 27.3 cubic feet for communication kit. |
| bc. | Cube capacity reduced by 1.8 cubic feet for ribs in dump body. |
| bd. | Cube capacity reduced by 40.1 cubic feet for communication kit. |
| be. | Height over spare tire. |
| bf. | Cube capacity reduced by 20.9 cubic feet for crane in cargo body. |
| bg. | Cube capacity over material handling crane mounted in body. |
| bh. | Cube metal top. |
| bi. | Cube measured to top of spare tire. |
| bj. | From centerline front axle to centerline rear axle. |
| bk. | From centerline front axle to centerline intermediate axle. |
| bl. | From centerline intermediate axle to centerline rear axle. |
| bm . | From centerline front axle to centerline rear bogie. |
| bn. | From centerline front bogie to centerline rear bogie. |
| bo. | From centerline lunette to centerline axle. |
| bp . | From centerline landing gear to centerline axle. |
| bq. | From centerline landing gear to centerline bogie. |
| br. | From centerline kingpin to centerline bogie. |
| bs. | From centerline kingpin to centerline axle. |
| bt. | From centerline landing gear to centerline center axle. |
| bu. | From centerline kingpin to centerline center axle. |
| bv. | Measures from bottom of windshield to deck. |
| bw. | From centerline drawbar to centerline front bogie. |
| bx. | From centerline lunette to centerline trunnion. |
| by. | Height and cube measured to top of load handling system (LHS) hook. |
| bz. | Height and cube measured to top of goose neck. |
| ca. | From centerline of front bogie to centerline of intermediate axle. |
| cb. | Bed height includes M3 Flat Rack (LIN B83002). |

## CHAPTER 3

## EQUIPMENT CHARACTERISTICS DATA

## 3-1. Explanation of columnar headings

a. Preferred Model and Validated Data Codes.
(1) Preferred Model ( P ) and Preferred Model-Validated Data (PV). A preferred (P) model indicator is applied to either the largest and most current model or the model designated by the U.S. Army Materiel Command (AMC) as preferred for oversea deployment. The "P" indicator enables selection of proper data in automated applications and indicates the data to be applied by units for equipment authorized but not issued and for which no substitute is issued. A "V" following the preferred "P" indicator denotes that the data for that model is also validated.
(2) Validated Data (V). The "V" indicates validated data as explained in paragraph 1-3b.
b. TOE LIN and INDEXNO. These data elements constitute the basic COMPASS unit movement data reporting elements. A two-character, alpha-numeric INDEX NO is applied to each LIN data entry record to identify the NSN and shipping configuration. See paragraph 1$4 b$ for proper use of index numbers.
c. NATIONAL STOCK NUMBER (NSN). An NSN is assigned to each model according to the most current information contained in SB 700-20 and the Army Master Data File (AMDF). It identifies a specific model of equipment within a LIN.
d. TOE LIN. This TOE LIN, in parentheses, is the proper TOE LIN to be used in reporting major items included in a set.
e. COMPONENT (COMP). An alphabetic component code suffix is added to an NSN to identify a disassembled component.
f. VEHICLE. An alphabetic code of " N " or " R " indicates the vehicle is non-roadable or roadable in accordance with chapter 2, table 2-5, first position of the Cargo Category Code "A" or "R."
g. TYPE EQUIPMENT (TYPE EQPT). A type of equipment code is applied to each vehicle and equipment data listing to enable automated identification and retrieval of selected data categories. Types of equipment codes and their meanings are in table 3-1:

Table 3-1. Types of equipment codes and their meanings

| Type equipment code | Meaning |
| :--- | :--- |
| Vehicles, wheeled (self-propelled) |  |
| 1 | $1 / 2$ ton or less |
| 2 | Sedan |
| 3 | $2-1 / 2-$ ton or less |
| 4 | Greater than 2-1/2-ton |
| 5 | Materials handling equipment (MHE) |
| 8 | Construction equipment |
| Vehicles, wheeled (not self-propelled) |  |
| 6 | $2-1 / 2-$ ton or less |
| 7 | Greater than 2-1/2-ton |
| 9 | Construction equipment |
| 0 | Materials handling equipment (MHE) |
| Other vehicles |  |
| C | Vehicles, tracked or half-tracked (except D and E type equipment |
|  | codes) |
| D | Tanks (combat) |
| E | Artillery (self-propelled) |
| F | Artillery (towed) |
| G | Floating craft (except amphibious vehicles that are included under the |
|  | appropriate numeric code) |
| H | Aircraft, rotary wing (operational) |
| J | Aircraft, fixed wing (operational) |

Table 3-1. Types of equipment codes and their meanings-Continued

| Type equipment code | Meaning |
| :--- | :--- |
| K | All aircraft in a reduced configuration |
| M | Class A Explosives |
| N | Class B Explosives |
| P | Hazardous items |
| Q | Ammunition and explosives over .60 caliber |
| R | Small-arms ammunition .60 caliber or less |
| S | Yellow TAT organizational equipment and supplies |
| T | Red TAT organizational equipment and supplies |
| U | Equipment other than vehicles |
| V | LVAD (NOTE: Equipment or supplies rigged or packaged for |
|  | air-drop must be reported as "Special Handling Cargo") |
| X | Red TAT baggage |
| Y | Yellow TAT personal baggage |

h. LIN DESCRIPTION, MODEL, and COMPO DESCRIPTION. These headings relate to the generic nomenclature assigned to a LIN, model description for an NSN, and the description applied to a disassembled component.
i. SHIPPING CONFIGURATION. The shipping configurations reflect the rules governing the preparation of Army unit equipment for movement. The various shipping configuration codes, their names, COMPASS file title (in parentheses), and their definitions are as follows:
(1) " 0 " - Vehicle Mounted. A piece of equipment loaded onto a specific type of vehicle for an operational move and authorized to be moved in that configuration.
(2) "1" - Cargo Bag. An adjustable container consisting of a sling assembly, a quick-release assembly, two ring straps, and a canvas cover.
(3) " 2 " - Palletized. A quantity of items, packed or unpacked, that are arranged on a warehouse pallet in a specified manner and secured, strapped, or fastened to the pallet so the whole is handled as a unit.
(4) AIRDROP/Low Velocity Airdrop (LVAD). The shipping configurations for such items are described below in terms of the type of platform (PLATF) on which the item is rigged. These data include dimensions, weight and cube for the rigged item and type V airdrop platforms, as described in the appropriate FM 10-500 series manual.
(a) "3"-8 Foot Platform (8-FT PLATF)
(b) " 4 " - 12 Foot Platform (12-FT PLATF)
(c) " 5 " - 16 Foot Platform (16-FT PLATF)
(d) " 6 " - 20 Foot Platform (20-FT PLATF)
(e) " 7 " - 24 Foot Platform (24-FT PLATF)
(f) " 8 A " - 28 Foot Platform (28-FT PLATF)
(g) " 9 A " - 32 Foot Platform (32-FT PLATF)
(5) " 8 " - Flyaway. This designation applies to aircraft in ready-to-fly condition.
(6) " 9 " - Reduced for Sealift (RED F/SEALIFT). Vehicles in semi-reduced configuration but with some operational form (i.e. exhaust stacks and dump truck cab shields left in place). Mirrors are folded, antennas are secure and canvas tops, frames, and bows are removed. For helicopters, the main rotor blades are aligned, folded or removed. The tail pylon or tail blades may be folded. Other easily removable or folded projections are removed or adjusted flush with frame of helicopter (i.e. remove VHF antenna, remove horizontal stabilizer, etc.). (Note: See REMARKS under the detailed record for additional instructions.)
(7) "9B" - Reduced for Sealift-Operational (RED $F / S E A L I F T-O P$ ). Vehicles reduced to minimal amount to facilitate rapid deployment (i.e. items in operational configuration with mirrors folded and antennas secured). Left in place are canvas tops, frames and bows, dump truck cab shields and exhaust stacks. For helicopters, the main rotor blades are aligned, folded or removed. The tail pylon will remain intact. (Note: See REMARKS under detailed record for additional instructions.)
(8) "A"- Basic Unit. This designation applies to crawler- and truck-mounted cranes without attachments and with the counterweight in the "trailing" position. The counterweights are removed or are in the trailing position except where equipment transportation data plates prescribe that the counterweights will be in the forward position.
(9) "B"- Operational. This designation applies only to vehicles in mission configuration with all component assemblies in place. Component assemblies include only the equipment that is issued with the vehicle.
(10) "BA" - Reduced for C-17 Transport (RED $F O R C-17)$. Equipment/vehicles reduced for shipment in U.S. Air Force C-17 aircraft. This aircraft provides strategic, inter-theater airlift for heavy or outsized cargo vehicles and equipment.
(11) "C"-Reduced. Vehicles reduced to minimum shipping dimensions within the unit's vehicle operator's capability. This data reflects removing the canvas tops, frames and bows, and securing the antennas. Side view mirrors and other easily removable horizontal projections will be removed or adjusted flush with frame of vehicle. All vehicles will be reduced in accordance with the technical publications or other special shipping instructions, which may be issued by the appropriate deploying area command or major OCONUS combatant commander.
(12) "CA"-CDS-Bundle. This shipping configuration is for small items and/or pieces of equipment secured on either an A21 (48"x30"x66"; payload capacity of 500 lbs ) or A22 ( 48 "x 48 "x 60 "; payload capacity of 2,200 lbs) airdrop containers as described in FM 10-500-3, Airdrop of Supplies and Equipment Rigging Containers.
(13) "CP" - Comfort Pallet (Air Transportable Galley/Lavatory (ATGL)). The comfort pallet unit is comprised of a galley, two lavatory compartments, and the necessary plumbing and electrical facilities required for operation when installed on the aircraft. The comfort pallet is $88^{\prime \prime} \mathrm{W} \times 108^{\prime} \mathrm{L} \times 76 " \mathrm{H}$ and is configured for use on the $\mathrm{C}-130, \mathrm{C}-17$ and $\mathrm{C}-5$ aircraft.
(14) "D" - Not Reducible. This indicates that the dimensions and or weight of a vehicle cannot be reduced.
(15) "E" - Assembled. This shipping configuration describes the total cumulative shipping weight and cube of an item that normally is not assembled for shipment. These data should not be used for unit movement data reporting purposes. Data is listed separately for all components that make up the item.
(16) "F" - Reduced for C-130 Transport (RED $F O R C-130$ ). Equipment/vehicles reduced for shipment in U.S. Air Force C-130 aircraft. This aircraft is used mainly for tactical, intra-theater air transport operations.
(17) "G" - With Shelter Kit (W/SHELTER KIT). This designation applies only to vehicles with a fabricated built-up collapsible shelter over the cargo compartment.
(18) "H" - Crated. Any selected reportable item as listed in SB 700-20 or disassembled component, other than a vehicle, that is normally shipped in a specially designed crate (other than a CONEX or an item container).
(19) "I" - Bare Item. This designation denotes that the item is not packaged.
(20) "J" - Boxed. Any selected reportable item as listed in SB 700-20 or disassembled component, other than a vehicle, that is normally shipped in a specially designed box (other than a CONEX or an item container).
(21) "K" - Piggybacked. This designation applies to stacked vehicles. One trailer, wheels removed, is inverted and placed on top of another trailer. They are securely lashed together. The wheels of the flatbed/low bed trailer are stowed on top of the inverted trailer and the wheels of the cargo trailer are stowed within the cargo compartment. Other vehicles in this configuration are mounted on top of one another by support structure. Data reflect dimensions and weight of two vehicles. Helicopters in this configuration will have their tail booms mounted on top of the fuselage with the applicable kit. Data reflect dimensions and weight of one helicopter.
(22) "L" - Folded. An item, such as a blanket, that is bent or pressed so that one part is over another, doubled upon itself.
(23) "M" - Item Container Packaged (ITEM CNTN $P K G$ ). An item normally shipped in its specially designed container.
(24) "N" - Skid Mounted. Item(s) mounted on a platform composed of two or more longitudinal members and two or more cross members to which lading is attached to ease handling and to evenly distribute load weight in transportation, or composed of two or more members secured to lading to ease handling.
(25) "P" - Rolled. A measure of something rolled to form a cylinder.
(26) "S" - Reduced for C-5 Transport (RED FOR $C-5)$. Equipment/vehicles reduced for shipment in U.S. Air Force C-5 aircraft. This aircraft provides strategic, inter-theater airlift for outsized/overweight cargo vehicles and equipment.
(27) "T" - Coiled. Anything wound or gathered into a series of rings or spirals.
(28) "V" - Short-Pallet. Standard 463L pallet, in the lateral direction, that measures 88 inches in length and 108 inches in width.
(29) "W" - Bundled. Two or more articles bound or rolled together, usually without compression, to form a pack.
(30) " X " - Long-Pallet. Standard 463L pallet, in the longitudinal direction, that measures 108 inches in length and 88 inches in width.
(31) "Y" - Depot Pack. Items already packaged for supply system shipments.
(32) "Z" - Dolly Wheel Mounted (DOLLY WHL MTD). This shipping configuration applies to items mounted on dollies. The height is adjustable for highway transport or for aircraft loading.
j. Number of Pieces (NO PCS). The data under this heading indicate the number of identical items applying to a disassembled component description and the related dimensions and weight. To obtain the total quantity of a disassembled component, multiply the number of pieces by the authorized or on-hand quantity of the major end-item.
k. DIMENSIONS, WEIGHT, AND CUBE (For One Item). All entries under these headings reflect the data for one item as described by "model" or "component" description and shipping configuration. Note: The "reduced" height shown for vehicles is the maximum reducible height (see (2) (b), below). For example, to obtain the maximum reducible height for all $3 / 4$-ton, $1-1 / 4-$ ton, 2-1/2-ton (except M34 models), 5 -ton (except M41 models), and 10 -ton cargo trucks, side racks must be removed and stowed in the cargo compartment. The steering wheel of the M34 2-1/2-ton and M415-ton trucks is higher than the side racks and cannot be
lowered.
l. CARGO VEHICLE LOAD LIMITS - WEIGHT, HEIGHT, AND CUBE. These data apply to generalpurpose cargo vehicles and to some utility vehicles with cargo space as follows:
(1) Weight. The manufacturer's off-road rated load capacity, in pounds, is printed on the same line as TOE LIN and its description. Cargo shipped in semitrailer stake bodies should not be loaded above the side cargo racks or the steering wheel, whichever is higher. Dump trucks are normally shipped with the cab shield removed and stowed in the truck bed.

Dump trucks are used for the stowage of other packages only when general cargo vehicles are not available. Under this condition, the cab shield remains installed. Cargo must not be loaded higher than the cab shield.
(2) Height and cube. The maximum loading height, in inches, and the related cargo compartment cubic capacity, in cubic feet, are shown for operational, reduced, reduced for sealift, reduced for sealift-operational, and not reducible shipping configurations. This data is provided to assure that vehicles are not overloaded. The loading height and cargo compartment cubic capacity are computed as follows:
(a) The operational or not reducible loading height is computed from the ground to the highest point of the vehicle and cargo compartment capacity is computed from the deck to the underside of the compartment top.
(b) The reduced loading height and cargo compartment capacity are computed, respectively, from the ground and compartment deck to the top of the side racks or top of steering the wheel, whichever is higher.
m. TOE LIN and INDEX NO. The only entry under these headings is an INDEX NO in parentheses; for example (02), when applicable to a data listing for a disassembled component. This entry indicates the INDEX NO of the related major end-item listing.
n. Cargo Load Indicator (CGO LOAD IND). The columnar headings are listed left to right for $\mathrm{C}-130$, C-17, C-5, KC-10, KC-135, DC-8, DC-10, B-747200F, B-747-400F aircraft, CTN 20-FT, CTN 40-FT, and 463L. An " $X$ " is computer generated under the aircraft headings when the item fits dimensionally and is qualified for airlift by the model referred to in paragraph $2-1 b$ for that heading. An " $E$ " is entered under aircraft headings when the item of equipment in the specified shipping configuration does not fit dimensionally and is not transportable in indicated aircraft. Under the headings of CTN 20-FT, CTN 40-FT, and 463L a " $Y$ " indicates that dimensionally the piece of equipment will fit on a 463 L pallet. An " N " indicates that dimensionally the piece of equipment will not fit on a 463 L pallet.
o. CARGO CATEGORY CODES (CCC). Position 1 is a code that identifies the type of equipment. Position 2 is a code indicating whether an item of equipment is NonAir Transportable, Outsized, Oversized, or Bulk. Position 3 is a code that indicates whether an item of equipment can or cannot be containerized (see table 2-5).
p. HEAVY LIFT AND DIMENSION CODE (H). A code which identifies the item of equipment in short tons and whether it is under or over 35 feet in any dimension (see table 2-5).

## 3-2. Equipment characteristics data listings

See the following pages for equipment characteristics data in LIN sequence.
VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

| $\begin{gathered} \text { TOE LIN } \\ \text { (INDEX) } \\ \text { NO } \end{gathered}$ | $\begin{gathered} \text { NATL STOCK NO } \\ (\text { SET }) \\ (T O E ~ L I N) \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \mathrm{C} \\ \mathrm{O} \\ \mathrm{M} \\ \mathrm{P} \\ \hline \end{array}$ | V E H I C L E | $\begin{aligned} & \mathrm{T} \\ & \mathrm{Y} \\ & \mathrm{P} \\ & \mathrm{E} \\ & \mathrm{E} \\ & \mathrm{Q} \\ & \mathrm{P} \\ & \mathrm{~T} \end{aligned}$ | $<--L I N$ DESCRIPTION--> $<---M O D E L--->$ $(-$ COMPO DESCRIPTION-) | S H I P C O N F | $\begin{gathered} \mathrm{NO} \\ \mathrm{PCS} \end{gathered}$ |  | CGO VEH <br> LD LIMITS WEIGHT HGT CUBE TOE LIN (INDEX NO) |  | sionally mensiona --CGO LOA <CRAF> <br> D D B B C C 77 <br> 8144 077 <br> 324 <br> 000 <br> 00 <br> F F | Fits Fit IND-------> CTN CTN 20 In FT FT |
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| A04334 |  |  |  |  | ASL MOBILITY SYS |  |  | NONE |  |  |  |  |
| V 01 | $5411015245844$ <br> REMARKS |  | N | $\begin{gathered} \mathrm{U} \\ \mathrm{U} \end{gathered}$ | BULK OD <br> BULK OD | $\begin{aligned} & I \\ & I \end{aligned}$ |  | 240 96 96 19160 1280 <br> SPARE PARTS CONTAINER    |  | XXXEE | EEEE | N $\begin{gathered}\text { N }\end{gathered} \mathrm{N} \quad$ J2DB (DETAIL |
| V 08 | 5411015245844 REMARKS |  | N | U | BULK OD BULK OD | I |  |  240 96 96 14300 1280 <br> BULK ITEMS CONTAINER    |  | XXXEE | EEEE | N N <br> (DETAIL INDEXB |
| V 02 | $5411015245845$ <br> REMARKS |  | N | U | PARTS O PARTS O | I |  | 240 96 96 19160 1280 <br> SPARE PARTS CONTAINER    |  | XXXEE | EEEE | N (DETAIL INDEX02) |
| V 11 | $5411015245845$ <br> REMARKS |  | N | U | PARTS O <br> PARTS O | I |  |  240 96 96 14300 1280 <br> BULK ITEMS CONTAINER    |  | XXXEE | EEEE | N (DETAIL |
| V 03 | 5411015245846 REMARKS |  | N | U | BULK DS <br> BULK DS | I |  | 240 96 96 19160 1280 <br> SPARE PARTS CONTAINER   |  | XXXEE | EEEE | N N <br> (DETAIL INDEX03) |
| V 14 | $\begin{gathered} 5411015245846 \\ \text { REMARKS } \end{gathered}$ |  | N | U | BULK DS <br> BULK DS | I |  | 240 96 96 14300 1280  <br> BULK ITEMS CONTAINER    |  | XXXEE | Eete | N N N <br> (DETAIL JND INDEX14) |
| V 04 | $5411015245847$ <br> REMARKS |  | N | U | BULK OD <br> BULK OD | I |  | 240 96 96 19160 1280 <br> SPARE PARTS CONTAINER     |  | XXXEE | EEEE | N N N <br> (DETAIL J2DB  <br> INDEX04)   |
| V 17 | $5411015245847$ <br> REMARKS |  | N | U | BULK OD <br> BULK OD | I |  | 240 96 96 14300 1280 <br> BULK ITEMS CONTAINER   |  | XXXEE | EEEE | N N <br> (DETAIL N <br> INDEX17)  |
| V 05 | 5411015245848 REMARKS |  | N | U | BULK DS <br> BULK DS | I |  | 240 96 96 19160 1280 <br> SPARE PARTS CONTAINER    |  | XXXEE | EEEE | N (DETAIL |
| V 20 | 5411015245848 <br> REMARKS |  | N | U | BULK DS BULK DS | I |  |  240 96 96 14300 1280 <br> BULK ITEMS CONTAINER    |  | XXXEE | EEEE | $\begin{array}{ccc}\mathrm{N} & \mathrm{N} \quad \mathrm{N} & \text { J2DB } \\ \text { (DETAIL } & \text { INDEX20) }\end{array}$ |
| PV 06 | $5411015245849$ <br> REMARKS |  | N | U | $\begin{array}{ll} \text { PARTS } & \mathrm{D} \\ \text { PARTS } & \mathrm{D} \end{array}$ | I |  | 240 96 96 19160 1280 <br> SPARE PARTS CONTAINER    |  | XXXEE | EEEE | N $($ DETAIL $\mathrm{INDEXO6)}$ |
| V 23 | 5411015245849 <br> REMARKS |  | N | U | PARTS D <br> PARTS D | I |  | 240 96 96 14300 1280 <br> BULK ITEMS CONTAINER   |  | XXXEE | EEEE | $\begin{array}{ccc}\mathrm{N} & \mathrm{N} \quad \mathrm{N} & \text { J2DB } \\ \text { (DETAIL } & \text { INDEX23) }\end{array}$ |
| A05001 |  |  |  |  | ASSLT BREACHER VEH (A |  |  | TM 9-2350-382-10 |  |  |  |  |
| V 01 | $\begin{gathered} 2350015117783 \\ \text { REMARKS } \end{gathered}$ |  | N | $\begin{aligned} & \mathrm{C} \\ & \mathrm{C} \end{aligned}$ | ABV M1150 <br> ABV M1150 | $\begin{aligned} & \text { B } \\ & \text { B } \end{aligned}$ |  | 321 152 115 110510 3248 <br> ASSAULT BREACHER VEHICLE (ABV)  <br> DIMENSIONS IS THE VEHICLE WITH NO  <br> ATTACHMENTS CONNECTED. FOR    <br> ATTACHMENTS SEE ADDITIONAL LIN\#S   |  | EXEEE | EEEE | NN $\mathrm{N} \quad$ A1DE |


VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE


TB 55-46-1 / NAVFAC P-1055

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ | $\begin{gathered} \text { NATL STOCK NO } \\ \text { (SET) } \\ \text { (TOE LIN) } \\ \hline \end{gathered}$ | $\left\lvert\, \begin{aligned} & \\ & { }_{C}^{C} \\ & 0 \\ & 0 \\ & { }_{\mathrm{M}} \\ & \mathrm{P} \end{aligned}\right.$ | V <br> E <br> E <br> H <br> I <br> C <br> I <br> E | E | $\begin{aligned} & \text { <--LIN DESCRIPTION--> } \\ & \text { <--MODEL----- } \\ & \text { (-COMPO DESCRIPTION-) } \end{aligned}$ | $\begin{aligned} & I \\ & P \\ & \\ & \\ & C \\ & 0 \\ & N \\ & \text { N } \end{aligned}$ | $\begin{aligned} & \text { NO } \\ & \text { PCS } \end{aligned}$ |  | $\begin{gathered} \text { CGO VEH } \\ \text { LD LIMITS } \\ \text { WEIGHT } \\ \text { HGT CUBE } \\ \text { TOE LIN } \\ \text { (INDEX NO) } \end{gathered}$ |  | $\begin{array}{r} \text { Sionall } \\ \text { mension } \\ - \text { CCGO } \\ \text { CCRAF } \\ \text { D D B B } \\ \text { CC77 } \\ 8144 \\ 077 \\ 324 \\ 000 \\ 00 \\ 00 \\ \text { FF } \end{array}$ | $\begin{array}{llll} \text { Fits } \\ \text { Fit } \\ \text { Fit } & \\ \text { IND-------> } \\ & & \\ \text { CTN } & \text { CTN } & 4 & \text { CCCH } \\ \text { 20 } & 40 & 6 & \\ \text { FT } & \text { FT } & 3 & \\ & & \text { L } & \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A05046 |  |  |  |  | DIG COM SAT SYS |  |  | SUB SYSTEM (DCSS) AN/GSC-XXX (V) 4 IS A RACK-MOUNTED CONFIGURATION OF DIfferent types of modem, MULTIPLEXING, SWITCHING, ROUTING, PATCHING, BULK ENCRYPTION, LINK ADAPTATION AND TRANSMISSION SECURITY EQUIPMENT. |  |  |  |  |
| PV ${ }^{\text {A05051 }} 001$ | 5895016609601 |  | N | U | DETECTING SYSTEM <br> AN/TSQ-303(V) 1 | I |  | $$ |  | ExXEE | EEXX | N N N J1DA |
|  | REMARKS |  |  | U | AN/TSQ-303 (V) 1 | I |  | THE SERVER GROUP, NETWORK FUNCTIONS AS THE NETWORK HUB FOR 1 TO 5 INTERFACE UNIT, COMMUNICATIONS EQUIPMENT AND PROVIDES THE WEB USERS INTERFACE TO ACCESS THE INTERFACE UNITS. |  |  |  | (DETAIL INDEX01) |
| A05056 |  |  |  |  | NETWORK MAN SYS NOSC- |  |  | NONE |  |  |  |  |
| PV 01 | $\begin{gathered} 5895016577337 \\ \text { REMARKS } \end{gathered}$ |  | R | 4 4 4 | AN/TSC-234 V1 TRK <br> AN/TSC-234 V1 TRK | $\begin{aligned} & 9 B \\ & 9 B \end{aligned}$ |  | $\begin{array}{lllll} 194 & 91 & 105 & 12090 & 1073 \end{array}$ <br> THE NETWORK MANAGEMENT SYSTEM, AN/TSC-234 (V)1,OTHERWISE KNOWN AS THE NETWORK OPERATIONS AND SECURITY CENTER-LITE (NOSC-LITE OR NOSC-L) C/CMI HOST VECHICAL |  | Exiee | EEXX | $\begin{gathered} N \\ \text { (DETAIL } \end{gathered} \quad \begin{gathered} \mathrm{N} \\ \text { INDEX01) } \end{gathered}$ |
| V 02 | $\begin{gathered} 5895016577337 \\ \text { REMARKS } \end{gathered}$ |  | R | 6 | AN/TSC-234 V1 TRL AN/TSC-234 V1 TRL | $\begin{aligned} & 9 \mathrm{~B} \\ & 9 \mathrm{~B} \end{aligned}$ |  | $\begin{array}{lllll} 167 & 91 & 82 & 4180 & 722 \end{array}$ <br> THE NETWORK MANAGEMENT SYSTEM, AN/TSC-234 (V) 1, OTHERWISE KNOWN AS THE NETWORK OPERATIONS AND SECURITY CENTER-LITE (NOSC-LITE OR NOSC-L)W/ CMI HOST TRAILER |  | xxxxx | xxxx | $\begin{array}{ccc} \mathrm{N} & \mathrm{~N} & \mathrm{~N} \\ \text { (DETAIL } & \text { R2DA } \\ \text { INDEX02) } \end{array}$ |

TB 55-46-1 / NAVFAC P-1055

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TB 55-46-1 / NAVFAC P-1055



VEHICLE
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TB 55-46-1 / NAVFAC P-1055
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TB 55-46-1 / NAVFAC P-1055


TB 55-46-1 / NAVFAC P-1055
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TB 55-46-1 / NAVFAC P-1055

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TB 55-46-1 / NAVFAC P-1055

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VEHICLE
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VEHICLE
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TB 55-46-1 / NAVFAC P-1055
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TB 55-46-1 / NAVFAC P-1055

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VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=\mathrm{NON} \mathrm{ROADABLE}$

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE



| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ | $\begin{gathered} \text { NATL STOCK NO } \\ \text { (SET) } \\ (\text { TOE LIN }) \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \mathrm{C} \\ \mathrm{O} \\ \mathrm{M} \\ \mathrm{P} \\ \hline \end{array}$ |   <br>   <br> $V$  <br> E  <br> E  <br> H  <br> I  <br> C  <br> L  <br> L  <br> E  <br>   | $\begin{aligned} & \mathrm{T} \\ & \mathrm{Y} \\ & \mathrm{P} \\ & \mathrm{E} \\ & \mathrm{E} \\ & \mathrm{Q} \\ & \mathrm{P} \\ & \mathrm{~T} \\ & \hline \end{aligned}$ | $<--$ LIN DESCRIPTION--> $<---M O D E L---->$ (-COMPO DESCRIPTION-) | $\begin{gathered} \mathrm{S} \\ \mathrm{H} \\ \mathrm{I} \\ \mathrm{P} \\ \\ \mathrm{C} \\ \mathrm{O} \\ \mathrm{~N} \\ \mathrm{~N} \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{NO} \\ \mathrm{PCS} \end{gathered}$ |  | CGO VEH <br> LD LIMITS WEIGHT HGT CUBE TOE LIN (INDEX NO) |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F05004 |  |  |  |  | FULL WIDTH MINE PLOW |  |  | NONE |  |  |  |  |  |
| F05013 |  |  |  |  | FIRE SPT VEH/STRYKER |  |  | EXTENSIONS AND A CENTRAL BLADE. TM 9-2355-369-10-1 |  |  |  |  |  |
| PV 01 | 2355015872321 |  | R | 4 | M1251 FSVV | B |  | $288150 \quad 139 \quad 496033475$ |  | EXEEE | EEEE | N N | N R1DC |
|  | REMARKS |  |  | 4 | M1251 FSVV | B |  | VEH IS FULLY CONFIGURED EXCEPT FOR |  |  |  | (DETAI | Index01) |
| PV 03 | 2355015872321 |  | R | 4 | M1251 FSVV | C |  | $\begin{array}{rrrrrl}\text { ANTENNAS } & \text { REMOVED } \\ 286 & 113 & 107 & 48216 & 2002\end{array}$ |  | EXXEE | EEEE | N N | N R1DC |
|  | REMARKS |  |  | 4 | M1251 FSVV | C |  | LENGTH \& WIDTH REDUCED BY REMOVING |  |  |  | (DETAI | Index03) |
|  |  |  |  |  |  |  |  | BLAST PLATE HEIGHT REDUCED BY LOWERING RWS \& ANTENNA REMOVED |  |  |  |  |  |
| F05016 |  |  |  |  | FREEZER ULTRA LOW TEM |  |  | NONE |  |  |  |  |  |
| PV 01 | 4110016001989 |  | N | U | FULT | I |  | $\begin{array}{llll}38 & 27 & 78 & 200\end{array}$ |  | XXXXX | XXXX | Y Y | Y J3BA |
|  | REMARKS |  |  | U | FULT | I |  | THE FREEZER ULTRA-LOW TEMPERATURE |  |  |  | (DETAI | INDEX01) |
|  |  |  |  |  |  |  |  | (FULT) IS A MEDICAL LABORATORY FREEZER USED FOR THE STORAGE OF |  |  |  |  |  |
|  |  |  |  |  |  |  |  | BLOOD PRODUCTS THAT MUST BE |  |  |  |  |  |
|  |  |  |  |  |  |  |  | MAINTAINED AT -65 DEGREES |  |  |  |  |  |
|  |  |  |  |  |  |  |  | CENTIGRADE. |  |  |  |  |  |
| F05017 |  |  |  |  | FIRE SUP REFIL SYS (F |  |  | TM 9-4910-800-13\&P |  |  |  |  |  |
| PV 01 | 4910016270524 |  | R | 7 | FSRS | B |  | 29296133177602158 |  | EXXEE | EEEE | $N$ N | N R1DB |
|  | REMARKS |  |  | 7 | FSRS | B |  | THE FIRE SUPPRESSION REFILL SYSTEM |  |  |  | (DETA | INDEX01) |
|  |  |  |  |  |  |  |  | (FSRS) IS A TRAILER MOUNTED, SELF |  |  |  |  |  |
|  |  |  |  |  |  |  |  | CONTAINED, INTEGRATED FILLING |  |  |  |  |  |
|  |  |  |  |  |  |  |  | STATION USED FOR THE SAFE |  |  |  |  |  |
|  |  |  |  |  |  |  |  | PERFORMANCE OF REFILLING OF ALL TYPES OF FIRE EXTINGUISHERS. |  |  |  |  |  |
| F05019 |  |  |  |  | FOBAM OUTBOARD MOTOR |  |  | TM 5-2805-250-13\&P |  |  |  |  |  |
| PV 01 | 2805016179509 |  | N | U | 30 HP OUTBOARD MOTOR | I |  | $\begin{array}{lllll}20 & 35 & 59 & 160 & 24\end{array}$ |  | XXXXX | XXXX | Y Y | Y J3BA |

TB 55-46-1 / NAVFAC P-1055

VEHICLE
$\mathrm{R}=$ ROADABLE
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VEHICLE
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$\mathrm{N}=\mathrm{NON}$ ROADABLE

| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ | NATL STOCK NO (SET) (TOE LIN) | $\begin{gathered} \mathrm{C} \\ 0 \\ \mathrm{M} \\ \mathrm{P} \\ \hline \end{gathered}$ |  |  | $\begin{gathered} \text { <--LIN DESCRIPTION--> } \\ <-- \text { MODEL----> } \\ \text { (-COMPO DESCRIPTION-) } \end{gathered}$ | $\begin{aligned} & \mathrm{S} \\ & \mathrm{H} \\ & \mathrm{I} \\ & \mathrm{P} \\ & \\ & \mathrm{C} \\ & \mathrm{O} \\ & \mathrm{~N} \\ & \mathrm{~F} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { NO } \\ & \text { PCS } \end{aligned}$ |  | $\begin{gathered} \text { CGO VEH } \\ \text { LD LIMITS } \\ \text { WEIGHT } \\ \text { HGT CUBE } \\ \text { TOE LINN } \\ \text { (INDEX NO) } \end{gathered}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F79334 |  |  |  |  | FLOODLGT SET TLR MTD |  |  | TM 5-6230-210-13\& P |  |  |  |  |  |
| PV 01 | 6230010565238 |  | R | 6 | 1000 WATT | D |  | $151 \quad \begin{array}{lllll}155 & 50 & 1670 & 284\end{array}$ |  | XXXXX | XXXX | Y Y | N R2BA |
| F83694 |  |  |  |  | FIRE CNTRL SYS RDR |  |  | NONE |  |  |  |  |  |
| PV 01 | 1230014110983 |  | R | 7 | NONE | D |  | $456 \quad 96 \quad 98 \quad 257072483$ |  | XXXEE | EEEE | N N | N R2DK |
|  | REMARKS |  |  | 7 | NONE | D |  | MTD ON SEMITRAILER |  |  |  | (DETAI | L INDEX01) |
| F86571 |  |  |  |  | FIRE SPT VEH BRADLEY |  |  | TM 9-2350-297-10-1 |  |  |  |  |  |
| PV 01 | 2350014321526 |  | N | C | M7 | B |  | 258131 |  | EXXEE | EEEE | $\mathrm{N} \quad \mathrm{N}$ | N A1DC |
|  | REMARKS |  |  | C | M7 | B |  | WITH FUEL \& AMMO |  |  |  | (DETAI | L INDEX01) |
| PV 02 | 2350014321526 |  | N | C | M7 | C |  | $\begin{array}{lllll}258 & 117 & 104 & 55715 & 1817\end{array}$ |  | EXXEE | EEEE | $N \quad \mathrm{~N}$ | N A1DC |
|  | REMARKS |  |  | C | M7 | C |  | W/O FUEL \& AMMO |  |  |  | (DETAI | L INDEX02) |
| F86821 |  |  |  |  | FIRE SPT VEH/STRYKER |  |  | TM 9-2355-311-13\&P |  |  |  |  |  |
| PV 01 | 2355014818574 |  | R | 4 | M1131 | B |  | 297123142381603002 |  | EXXEE | EEEE | N N | N R1DC |
| V 02 | 2355014818574 |  | R | 4 | M1131 | C |  | $288112 \quad 103 \quad 363641923$ |  | XXXEE | EEEE | N N | N R2DC |
|  | REMARKS |  |  | 4 | M1131 | C |  | LENGTH \& WIDTH REDUCED BY REMOVING |  |  |  | (DETAI | L INDEX02) |
|  |  |  |  |  |  |  |  | BLAST PLATE HEIGHT REDUCED BY LOWERTNG RWS \& ANTENNA REMOVED |  |  |  |  |  |
| PV 03 | 2355014818574 |  | R | 4 | M1131 | F |  | $\begin{array}{lllll}288 & 112 & 103 & 36828 & 1923\end{array}$ |  | XXXEE | EEEE | N N | N R2DC |
| V 04 | 2355014818574 |  | R | 4 | M1131 | B |  | $314152140 \quad 417003867$ |  | EXXEE | EEEE | N N | N R1DC |
| V 05 | 2355014818574 |  | R | 4 | M1131 | C |  | $288112 \quad 1031363641923$ |  | XXXEE | EEEE | N N | N R2DC |
| V 06 | 2355014818574 | A | N | U | SLAT ARMOR SEC | V | 1 | $176108 \quad 96 \quad 53791056$ | (05) | XXXEE | EEEE | N N | N J2DA |
|  | REMARKS |  |  | U | SLAT ARMOR SEC | v |  | COMPONENTS TRANSPORTED ON 2-PALLET |  |  |  | ( COMPONEN | T INDEX06) |
|  |  |  |  |  |  |  |  | TRAIN |  |  |  |  |  |
| V 40 | 2355015281274 |  | R | 4 | M1131A | D |  | 28811310635271 |  | EXXEE | EEEE | N N | N R1DC |
| F90796 |  |  |  |  | FIGHTING VEH F/TRACK |  |  | TM 9-2350-294-10-1 |  |  |  |  |  |
| PV 01 | 2350014360007 |  | N | C | M3A3 | B |  |  |  | EXXEE | EEEE | $N \quad \mathrm{~N}$ | N A1DD |
|  | REMARKS |  |  | C | M3A3 | B |  | WITH ARMOR TILES |  |  |  | (DETAI | L INDEX01) |
| PV 11 | 2350014360007 |  | N | C | M3A3 | C |  | $258129117 \quad 648582254$ |  | ExXEE | EEEE | $N \quad \mathrm{~N}$ | N A1DD |
|  | REMARKS |  |  | C | M3A3 | C |  | W/O ARMOR TILES |  |  |  | (DETAI | L INDEX11) |

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TB 55-46-1 / NAVFAC P-1055

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$\mathrm{P}=$ PREFERRED
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| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ | NATL STOCK NO (SET) $(T O E$ LIN $)$ | $\begin{array}{\|l} \hline \mathrm{C} \\ \mathrm{O} \\ \mathrm{M} \\ \mathrm{P} \\ \hline \end{array}$ |  |  | <--LIN DESCRIPTION--> $<---M O D E L---->$ (-COMPO DESCRIPTION-) | $\begin{aligned} & \mathrm{S} \\ & \mathrm{H} \\ & \mathrm{I} \\ & \mathrm{P} \\ & \\ & \mathrm{C} \\ & \mathrm{O} \\ & \mathrm{~N} \\ & \mathrm{~F} \end{aligned}$ | $\begin{gathered} \text { NO } \\ \text { PCS } \end{gathered}$ |  | CGO VEH LD LIMITS WEIGHT HGT CUBE TOE LIN (INDEX NO) | X=Dimensionally |  |  |  |  |
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| J22626 |  |  |  |  | INF CARR VEH/STRYKER |  |  | TM 9-2355-311-13\&P |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | LOWERING RWS \& ANTENNA REMOVED |  |  |  |  |  |  |
| V 03 | 2355014818575 |  | R | 4 | M1126 | B |  | $\begin{array}{lllll}319 & 148 & 142 & 41160 & 3880\end{array}$ |  | EXXEE | EEEE | N | N | N R1DC |
| V 04 | 2355014818575 |  | R | 4 | M1126 | C |  | $\begin{array}{lllll}288 & 112 & 106 & 35574 & 1979\end{array}$ |  | XXXEE | EEEE | N | N | N R1DC |
| V 05 | 2355014818575 | A | N | U | SLAT ARMOR SEC | v | 1 | $\begin{array}{llll}176 & 108 & 96 & 8262\end{array} 1056$ | (04) | XXXEE | EEEE | N | N | N J2DA |
|  | REMARKS |  |  | U | SLAT ARMOR SEC | v |  | COMPONENTS TRANSPORTED ON 2-PALLET |  |  |  | COMP | ONEN | T INDEX05) |
| V 19 | 2355014818575 |  | R | 4 | M1126 | F |  | $\begin{array}{rlllll}\text { TRAIN } \\ 288 & 112 & 106 & 36884 & 1979\end{array}$ |  | XXXEE | EEEE |  |  |  |
| J30093 |  |  |  |  | GENERATOR SET 750 KW |  |  | TM 9-6115-604-12 |  |  |  |  |  |  |
| PV 01 | 6115004505881 |  | N | U | MEP-208A | N |  | 333 96 100 400001850 |  | XXXEE | EEEE | N | N | N J2DC |
| V 04 | 6115005963405 |  | N | U | S-6832 | N |  | $469 \quad 121 \quad 138 \quad 902504533$ |  | EXXEE | EEEE | N | N | N J1DL |
| V 05 | 6115011433850 |  | N | 7 | MEP-012A | B |  | 250 96 101 250001403 |  | XXXEE | EEEE | N | N | N A2DC |
| V 06 | 6115011433850 |  | N | 7 | MEP-012A | C |  | $231 \quad 96 \quad 101 \quad 250001297$ |  | XXXEE | EEEE | N | N | N A2DC |
| V 07 | 6115011433850 |  | N | 7 | MEP-012A | 9B |  | $231 \quad 96 \quad 101 \quad 250001297$ |  | XXXEE | EEEE | N | N | N A2DC |
| J35492 |  |  |  |  | GEN SET DED TLR MTD |  |  | TM 5-6115-625-14\&P |  |  |  |  |  |  |
| PV 03 | 6115003949577 |  | R | 6 | PU-405A/M | D |  | 170 98 93 7760897 |  | XXXEE | EEEX |  | N | N R2DA |
|  | REMARKS |  |  | 6 | PU-405A/M | D |  | MTD ON M200A1 TLR CHASSIS |  |  |  |  | tai | L INDEX03) |
| V 08 | 6115003949577 |  | R | 6 | PU-405A/M | D |  | $165 \quad 96 \quad 1056571963$ |  | EXXEE | EEXE |  | N | N R2DA |
|  | REMARKS |  |  | 6 | PU-405A/M | D |  | W/ACOUSTIC SUPPRESSION KIT |  |  |  |  | tetal | I INDEX08) |
| J35595 |  |  |  |  | GEN SET DED TLR MTD |  |  | TM 5-6115-376-13 |  |  |  |  |  |  |
| V 01 | 6115001320488 |  | R | 6 | PU-699/M | B |  | $190 \quad 97 \quad 85 \quad 8220 \quad 907$ |  | XXXEE | EEXX |  | N | N R2DA |
|  | REMARKS |  |  | 6 | PU-699/M | B |  | MTD ON M200A1 TLR CHASSIS |  |  |  |  | ETAI | I INDEX01) |
| V 02 | 6115001320488 |  | R | 6 | PU-699/M | C |  | $170 \quad 97 \quad 858220812$ |  | XXXEE | EEXX |  | N | N R2DA |
|  | REMARKS |  |  | 6 | PU-699/M | C |  | MTD ON M200A1 TLR CHASSIS FUEL |  |  |  |  | TA | I INDEX02) |
|  |  |  |  |  |  |  |  | CAPACITY 30 GAL DIESEL |  |  |  |  |  |  |
| PV 03 | 6115002581655 |  | R | 6 | PU-699A/M | B |  | $\begin{array}{lllll}175 & 97 & 84 & 8300 & 826\end{array}$ |  | XXXEE | EXEX | N | N | N R2DA |
|  | REMARKS |  |  | 6 | PU-699A/M | B |  | MTD ON M200A1 TLR CHASSIS |  |  |  |  | ta | I INDEX03) |
| PV 04 | 6115002581655 |  | R | 6 | PU-699A/M | C |  | $169 \quad 97 \quad 848300797$ |  | XXXEE | EXEX |  | N | N R2DA |
|  | REMARKS |  |  | 6 | PU-699A/M | C |  | MTD ON M200A1 TLR CHASSIS |  |  |  |  | Etal | L INDEX04) |

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| STANDARD CHARACTERISTICS DATA FOR ARMY EQUIPMENT |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ | NATL STOCK NO (SET) (TOE LIN) | $\begin{aligned} & \mathrm{C} \\ & \mathrm{O} \\ & \mathrm{M} \\ & \mathrm{P} \end{aligned}$ | $\begin{aligned} & \text { V } \\ & \mathrm{E} \\ & \mathrm{H} \\ & \mathrm{I} \\ & \mathrm{C} \\ & \mathrm{~L} \\ & \mathrm{E} \end{aligned}$ | $\begin{aligned} & \mathrm{T} \\ & \mathrm{Y} \\ & \mathrm{P} \\ & \mathrm{E} \\ & \mathrm{E} \\ & \mathrm{Q} \\ & \mathrm{P} \\ & \mathrm{~T} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { <--LIN DESCRIPTION--> } \\ & \text { <---MODEL----> } \\ & \text { (-COMPO DESCRIPTION-) } \end{aligned}$ | $\begin{gathered} \mathrm{S} \\ \mathrm{H} \\ \mathrm{I} \\ \mathrm{P} \\ \\ \mathrm{C} \\ \mathrm{O} \\ \mathrm{~N} \\ \mathrm{~F} \\ \hline \end{gathered}$ | $\begin{gathered} \text { NO } \\ \text { PCS } \end{gathered}$ |  | CGO VEH <br> LD LIMITS WEIGHT HGT CUBE TOE LIN (INDEX NO) | $\begin{aligned} & \left.\begin{array}{l} \text { X=Dimen } \\ \text { E=NO Di } \\ \text { <----- } \\ \text { <AMC> } \\ \text { CCCKK } \\ 115 C C \\ 37 \\ 0 \\ 0 \\ 03 \\ \\ \\ \hline \end{array}\right] \end{aligned}$ |  | Fits Fit IND--- CTN CTN $20 \quad 40$ FT $\quad$ FT |   <br> --->  <br> 4 CCCH <br> 6  <br> 3  <br> L  |
| J35835 |  |  |  |  | GEN SET SK MTD 15KW |  |  | TM 9-6115-464-12 |  |  |  |  |  |
| V 22 | 6115001181241 REMARKS |  | R | 4 | MEP-004A MEP-004A | 0 |  | $\begin{array}{\|cccccc} 265 & 96 & 81 & 16310 & 1193 \\ \text { MOUNTED ON M200A1 } & \text { TLR } & \text { CHASSIS } & \end{array}$ |  | XXXEE | EEEE | $\begin{gathered} \mathrm{N} \\ \text { (DETAI } \end{gathered}$ | $\begin{aligned} & \mathrm{N} \quad \text { R2DB } \\ & \text { INDEX22) } \end{aligned}$ |
| PV 11 | 6115006279031 |  | N | U | O-15H 18M | N |  | $85 \quad 32 \quad 56$ |  | XXXXE | XXXX | Y Y | Y J3BA |
| J36006 |  |  |  |  | GEN SET 15KW |  |  | TM 9-6115-464-12 |  |  |  |  |  |
| PV 01 | 6115001181244 |  | N | U | MEP-113A SKID | ${ }^{\mathrm{N}}$ |  | 70 36 55 2780 |  | XXXXE | XXXX | Y Y | Y J3BA |
|  | REMARKS |  |  | U | MEP-113A SKID | N |  | FUEL CAPACITY 15 GAL DIESEL |  |  |  | (DETAI | INDEX01) |
| V 03 | 6115001181244 |  | N | U | MEP-113A SKID | N |  | $98 \quad 40$ lllllll |  | XXXXE | XXXX | Y Y | Y J3BA |
|  | REMARKS |  |  | U | MEP-113A SKID | N |  | W/ACOUSTIC SUPPRESSION KIT |  |  |  | (DETAI | Index03) |
| V 05 | 6115002603082 |  | R | 6 | PU-732M | 0 |  | $171 \begin{array}{llll}171 & 96 & 8580\end{array}$ |  | XXXEE | EXEX | N N | N R2DA |
|  | REMARKS |  |  | 6 | PU-732M | 0 |  | 15KW, MEP-113A, TRLR MTD TO MAKE PU-732M |  |  |  | (DETAI | INDEX05) |
| J36383 |  |  |  |  | GEN SET DED TLR MTD |  |  | TM 5-6115-626-14\&P |  |  |  |  |  |
| PV 03 | 6115003949576 |  | R | 6 | PU-406B/M | B |  | 186 96 63 6300 858 |  | XXXEE | EXXX | N N | N R2DA |
| PV 04 | 6115003949576 |  | R | 6 | PU-406B/M | C |  | $167 \quad 96 \quad 83 \quad 6300 \quad 771$ |  | XXXEE | EXXX | N N | N R2DA |
| V 12 | 6115003949576 |  | R | 6 | PU-406B/M | D |  | 170 96 104 |  | XXXEE | EEEE | N N | N R2DA |
|  | REMARKS |  |  | 6 | PU-406B/M | D |  | W/ACOUSTIC SUPPRESSION KIT |  |  |  | (DETAI | INDEX12) |
| V 31 | 6115003949576 |  | R | 6 | PU-406B/M | R |  | $\begin{array}{lllll}166 & 93 & 87 & 6777 & 778\end{array}$ |  | XXXEE | EEEX | $\mathrm{N} \quad \mathrm{N}$ | N R2DA |
|  | REMARKS |  |  | 6 | PU-406B/M | R |  | W/ACCESSORIES FOR POWER PLANT MTD |  |  |  | (DETAI | INDEX31) |
|  |  |  |  |  |  |  |  | ON M200A1 TLR |  |  |  |  |  |
| V 32 | 6115003949576 |  | R | 6 | PU-406B/M | R |  | $\begin{array}{lllll}166 & 93 & 87 & 6044 & 778\end{array}$ |  | XXXEE | EEEX | $N \quad N$ | N R2DA |
|  | REMARKS |  |  | 6 | PU-406B/M | R |  | MTD ON M200A1 TLR |  |  |  | (DETAI | INDEX32) |
| J38301 |  |  |  |  | GEN SET DED 60 KW |  |  | TM 5-6115-545-12 |  |  |  |  |  |
| PV 05 | 6115001181243 |  | N | U | MEP-006A | N |  | $88 \quad 36 \quad 59 \quad 4902109$ |  | XXXXE | XXXX | Y Y | Y J3BA |
|  | REMARKS |  |  | U | MEP-006A | N |  | FUEL CAPACITY 50 GAL DIESEL |  |  |  | (DETAI | INDEX05) |
| V 06 | 6115001181243 |  | N | U | MEP-006A | J |  | $92 \quad 39 \quad 62 \quad 5150 \quad 129$ |  | XXXXE | XXXX | Y Y | Y J3BA |
| J41452 |  |  |  |  | GENERATOR SET GAS ENG |  |  | TM 5-6115-365-15 |  |  |  |  |  |
| PV 01 | 6115000568421 |  | R | 6 | PU30 4C/MPQ4A | D |  | $\begin{array}{lllll}175 & 83 & 66 & 3650 & 555\end{array}$ |  | XXXXE | EXEX | Y Y | N R2BA |

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TB 55-46-1 / NAVFAC P-1055
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| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ | $\begin{gathered} \text { NATL STOCK NO } \\ \text { (SET) } \\ \text { (TOE LIN) } \\ \hline \end{gathered}$ | - | C <br> L <br> E |  | $\begin{aligned} & \text { <--LIN DESCRIPTION--> } \\ & \text { <---MODEL-----> } \\ & \text { (-COMPO DESCRIPTION-) } \end{aligned}$ | $\begin{aligned} & \mathrm{S} \\ & \mathrm{H} \\ & \mathrm{I} \\ & \mathrm{P} \\ & \hline \\ & \mathrm{C} \\ & \mathrm{O} \\ & \mathrm{~N} \\ & \mathrm{~F} \end{aligned}$ | $\begin{gathered} \text { NO } \\ \text { PCS } \end{gathered}$ |  | $\begin{gathered} \text { CGO VEH } \\ \text { LD LIMITS } \\ \text { WEIGHT } \\ \text { HGT CUBE } \\ \text { TOE LIN } \\ \text { (INDEX NO) } \end{gathered}$ |  | sionall mension CCGO I CCRAF D D B B CC 77 8144 077 3 3 | Fits <br> 1 Fit <br> AD IND-------> <br> $\begin{array}{llll}\text { CTN } & \text { CTN } & 4 & \text { CCCH } \\ 20 & 40 & 6 & \\ \text { FT } & \text { FT } & 3 & \\ & & \text { L } & \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| L12624 |  |  |  |  | LOAD BANK ELECTRICAL LOAD HVY SCOOP |  |  | NONE THE TRAILER ALONG WITH A GENERATOR TM 5-3805-291-10 |  |  |  |  |
| PV 01 | 3805015331853 REMARKS |  |  | 8 | M966H TYPE II <br> M966H TYPE II | B |  | $\begin{array}{lllll}363 & 127 & 141 & 54320 & 3762\end{array}$ <br> W/BuCket |  | EXXEE | EEEE | $\begin{array}{cccc} \mathrm{N} & \mathrm{~N} & \mathrm{~N} & \text { A1DC } \\ & (\text { DETAIL } & \text { INDEX01) } \end{array}$ |
| PV 04 | 0000000000000 REMARKS | A | N | U | SWEEPER SWEEPER | I | 1 | $\begin{array}{\|rcccr} 74 & 127 & 59 & 1420 & 321 \\ \text { LOAD HVY } & \text { SCOOP ATTACHMENT, } & & \\ \text { SWEEPER. } \end{array}$ | (01) | Exxxx | xxxx | $\begin{gathered} \text { N N N J1DA } \\ \text { (COMPONENT } \\ \text { INDEX04) } \end{gathered}$ |
| PV 05 | $\begin{gathered} 3940015677012 \\ \text { REMARKS } \end{gathered}$ | A | N | U | LOADER FORKS LOADER FORKS | I | 1 | $\begin{aligned} & \text { 99 } \\ & \hline \text { LOAD HVY } \\ & \text { LCOOP } \\ & \text { FORKS. } \end{aligned}$ | (01) | xxxxx | xxxx | $\begin{array}{ccc} \mathrm{N} \quad \mathrm{~N} & \mathrm{~N} & \mathrm{~J} 2 \mathrm{DA} \\ \text { (COMPONENT } \end{array}$ |
| $\left\lvert\, \begin{array}{rr} \text { PV } \quad 03 \\ \text { L25471 } \end{array}\right.$ | $\begin{gathered} 3805015331853 \\ \text { REMARKS } \end{gathered}$ |  | N | 8 | M966H TYPE II <br> M966H TYPE II <br> LOADER SCOOP | c |  | $\begin{array}{\|cccccc}  & 292 & 117 & 141 & 49140 & 2788 \\ \text { W/O } & \text { BUCKET } & & & & \\ & & & \text { NONE } & & \end{array}$ |  | Exxee | eeee | $\begin{array}{cccc} N & N & N & \text { A1DC } \\ \\ \text { (DETAIL } & \text { INDEX03) } \end{array}$ |
| $\left\lvert\, \begin{array}{r} 01 \\ \text { V26934 } \end{array}\right.$ | $\begin{gathered} 3805012422560 \\ \text { REMARKS } \end{gathered}$ |  | N | 8 | $\left\lvert\, \begin{aligned} & \text { 621B } \\ & 621 \mathrm{~B} \\ & \text { LTT } \\ & \text { TRL MTD } \end{aligned}\right.$ | B |  |  277 92 128 26482 1888 <br> CASE $621 B$ SCOOP LOADER   <br>   TM $9-6115-755-13 \& P$   <br>       |  | ExXEE | EEEE | $\begin{array}{ccc} N & N & N \\ \\ (\text { DETAIL } & \text { INDEXO1) } \end{array}$ |
| PV 01 | $\begin{gathered} 6115015623992 \\ \text { REMARKS } \end{gathered}$ |  | R | 6 | PU2001 PU2001 <br> LTT TRL MTD | 9B 98 |  |  |  | xxxee | Exxx | $\begin{array}{cccc} \mathrm{N} & \mathrm{~N} & \mathrm{~N} & \text { R2DA } \\ & (\text { DETAIL } & \text { INDEX01) } \end{array}$ |
| PV 01 | $\begin{gathered} 6115015623700 \\ \text { REMARKS } \end{gathered}$ |  | R | 6 | $\begin{aligned} & \mathrm{PP}-3001 / 5 \mathrm{KW} \\ & \mathrm{PP}-3001 / 5 \mathrm{KW} \end{aligned}$ | D |  | 135 86 71 3040 478 <br> TRAILER-MOUNTED POWER PLANT IS TWO  <br> 5 KW GENERATORS MOUNTED ON |  | XXXEE | EEEE | $\begin{array}{cccc} \mathrm{N} & \mathrm{~N} & \mathrm{~N} & \text { R2DA } \\ & \text { (DETAIL } & \text { INDEX01) } \end{array}$ |

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TB 55-46-1 / NAVFAC P-1055

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$\mathrm{R}=$ ROADABLE
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TB 55-46-1 / NAVFAC P-1055



| UNCLASSIFIED |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| STANDARD CHARACTERISTICS DATA FOR ARMY EQUIPMENT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ | $\begin{gathered} \text { NATL STOCK NO } \\ \text { (SET) } \\ \text { (TOE LIN) } \\ \hline \end{gathered}$ | $\begin{array}{\|l\|} \hline \mathrm{C} \\ \mathrm{O} \\ \mathrm{M} \\ \mathrm{P} \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline V \\ \mathrm{E} \\ \mathrm{E} \\ \mathrm{H} \\ \mathrm{I} \\ \mathrm{C} \\ \mathrm{~L} \\ \mathrm{E} \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline \mathrm{T} \\ \mathrm{Y} \\ \mathrm{P} \\ \mathrm{E} \\ \mathrm{E} \\ \mathrm{Q} \\ \mathrm{P} \\ \mathrm{~T} \\ \hline \end{array}$ | $\begin{gathered} \text { <--LIN DESCRIPTION--> } \\ <-- \text { MODEL----> } \\ \text { (-COMPO DESCRIPTION-) } \end{gathered}$ | $\begin{gathered} \mathrm{S} \\ \mathrm{H} \\ \mathrm{I} \\ \mathrm{P} \\ \mathrm{C} \\ \mathrm{C} \\ \mathrm{O} \\ \mathrm{~N} \\ \mathrm{~F} \\ \hline \end{gathered}$ | $\begin{gathered} \text { NO } \\ \text { PCS } \\ \hline \end{gathered}$ |  | $\begin{aligned} & \text { FOR OI } \\ & \text { NS } \\ & \text { S)-- } \\ & \text { WIDT } \\ & -\quad \text { (RE } \end{aligned}$ | $\begin{aligned} & \text { IEM) } \\ & \text { IGHT } \\ & \hline \end{aligned}$ | WEIGHT <br> (LB) (C $\qquad$ | CUBE (CU FT) | $\begin{gathered} \text { CGO VEH } \\ \text { LD LIMITS } \\ \text { WEIGHT } \\ \text { HGT CUBE } \\ \text { TOE LIN } \\ \text { (INDEX NO) } \end{gathered}$ |  |  | $\begin{aligned} & \text { Fits } \\ & \text { Fit } \\ & \text { IND } \\ & \text { CTN } \\ & 20 \\ & \text { FT } \end{aligned}$ | $\begin{aligned} & \text { CTN } \\ & 40 \\ & \text { FT } \end{aligned}$ | $\begin{aligned} & 4 \\ & 6 \\ & 3 \\ & 3 \\ & \text { L } \end{aligned}$ | $\mathrm{CCCH}$ |
| M23423 |  |  |  |  | MES BLOOD BANK LAB |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PV 22 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 1 | 94 | 36 | 26 | 414 | 51 | (19) | xxxxx | XXXX | Y | Y | Y | J3BA |
| PV 23 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 1 | 94 | 36 | 26 | 424 | 51 | (19) | Xxxxx | XXXX | Y | Y | Y | J3BA |
| PV 24 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 1 | 94 | 36 | 26 | 474 | 51 | (19) | Xxxxx | XXXX | Y | Y | Y | J3BA |
| PV 25 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 1 | 94 | 36 | 26 | 353 | 51 | (19) | XXXXX | XXXX | Y | Y | Y | J3BA |
| PV 26 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 1 | 51 | 18 | 16 | 158 | 9 | (19) | XXXXX | XXXX | Y | Y | Y | J3BA |
| PV 27 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 1 | 73 | 28 | 28 | 470 | 34 | (19) | xxxxx | XXXX | Y | Y | Y | J3BA |
| PV 28 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 1 | 44 | 35 | 49 | 480 | 44 | (19) | xxxxx | XXXX | Y | Y | Y | J3BA |
| PV 29 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 1 | 27 | 15 | 26 | 384 | 7 | (19) | XXXXX | XXXX | Y | Y | Y | J3BA |
| PV 30 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 2 | 31 | 28 | 50 | 245 | 26 | (19) | xxxxx | XXXX | Y | Y | Y | J3BA |
| PV 31 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 1 | 52 | 30 | 30 | 267 | 28 | (19) | XXXXX | XXXX | Y | Y | Y | J3BA |
| PV 32 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 1 | 37 | 20 | 32 | 368 | 14 | (19) | xxxxx | XXXX | Y | Y | Y | J3BA |
| PV 33 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 1 | 37 | 32 | 41 | 372 | 29 | (19) | XXXXX | XXXX | Y | Y | Y | J3BA |
| PV 34 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 1 | 22 | 22 | 29 | 416 | 9 | (19) | XXXXX | XXXX | Y | Y | Y | J3BA |
| PV 35 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 1 | 19 | 17 | 16 | 38 | 3 | (19) | XXXXX | XXXX | Y | Y | Y | J3BA |
| PV 36 | 6545015182964 | B | N | U | MULTIPLE ITEMS | J | 4 | 50 | 46 | 42 | 440 | 56 | (19) | XXXXX | XXXX | Y | Y | Y | J3BA |
| M25430 |  |  |  |  | MES ENVIR LAB BIO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| P 02 | 6545015406709 |  | N | U | BIO-2011 | I |  | 0 | 0 | 0 | 18879 | 0 |  | ????? | ? ? ? ? | N | N | N |  |
| M26392 |  |  |  |  | MINE RES VEH CAIMAN P |  |  |  | TM 9 | -319 | $9-10$ |  | 2270 |  |  |  |  |  |  |
| PV 01 | 2355015612717 |  | R | 4 | CAIMAN PLUS: M1230 | B |  | 312 | 132 | 139 | 55500 | 3313 |  | EXXEE | EEEE | N | N | N | R1DC |
| PV 02 | 2355015612717 |  | R | 4 | CAIMAN PLUS: M1230 | C |  | 291 | 132 | 120 | 55500 | 2668 |  | EXXEE | EEEE | N | N | N | R1DC |
| M26460 |  |  |  |  | MINE RES VEH RG-33 SO |  |  |  | TM 9- | 108- | -23-1 |  |  |  |  |  |  |  |  |
| PV 01 | 2355015573100 |  | R | 4 | M1238 CAT I | B |  | 264 | 141 | 147 | 52000 | 3167 |  | EEXEE | EEEE | N | N | N | R1DC |
| V 02 | 2355015573100 |  | R | 4 | M1238 CAT I | C |  | 260 | 133 | 117 | 52000 | 2342 |  | EXXEE | EEEE | N | N |  | R1DC |
| V 03 | 2355015573100 |  | R | 4 | M1238 CAT II | D |  | 337 | 95 | 117 | 44000 | 2168 |  | EXXEE | EEEE | N | N | N | R1DC |
| M26528 |  |  |  |  | MINE RES VEH RG33 AUV |  |  |  | TM 9 | -108 | -10 |  |  |  |  |  |  |  |  |
| PV 01 | 2355015727419 |  | R | 4 | RG-33 AUV SOCOM: M123 | D |  | 350 | 136 | 118 | 67363 | 3251 |  | EXXEE | EEEE | N |  |  | R1DD |

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[^3]TB 55-46-1 / NAVFAC P-1055

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| UNCLASSIFIED <br> STANDARD CHARACTERISTICS DATA FOR ARMY EQUIPMENT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ | $\begin{gathered} \text { NATL STOCK NO } \\ \text { (SET) } \\ (T O E \text { LIN) } \end{gathered}$ | $\begin{aligned} & \mathrm{C} \\ & \mathrm{O} \\ & \mathrm{M} \\ & \mathrm{P} \end{aligned}$ | $\begin{array}{\|l\|} \hline \\ \mathrm{V} \\ \mathrm{E} \\ \mathrm{H} \\ \mathrm{I} \\ \mathrm{C} \\ \mathrm{~L} \\ \mathrm{E} \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline \mathrm{T} \\ \mathrm{Y} \\ \mathrm{P} \\ \mathrm{E} \\ \mathrm{E} \\ \mathrm{Q} \\ \mathrm{P} \\ \mathrm{~T} \\ \hline \end{array}$ | $\begin{gathered} \text { <--LIN DESCRIPTION--> } \\ <---M O D E L----> \\ \text { (-COMPO DESCRIPTION-) } \end{gathered}$ |  |  |  | ( |  | WEIGHT <br> (LB) | CUBE <br> CU FT) | CGO VEH <br> LD LIMITS WEIGHT <br> HGT CUBE TOE LIN <br> (INDEX NO) | $\begin{aligned} & \mathrm{X}=\text { Dimen } \\ & \mathrm{E}=\mathrm{No} \text { Din } \\ & <------ \\ & \text { <AMC> } \\ & \text { CCCKK } \\ & 115 \mathrm{CC} \\ & 37 \\ & \begin{array}{lr} 11 \\ 0 & 03 \\ & 5 \end{array} . \end{aligned}$ | sionally mensiona --CGO LO <CRAF> D D B B C C 77 8144 077 <br> 324 000 00 F F | Fits <br> Fit <br> IND <br> CTN <br> 20 <br> FT | $\begin{aligned} & \text { CTN } \\ & 40 \\ & \text { FT } \end{aligned}$ | $\begin{aligned} & 4 \\ & 6 \\ & 3 \\ & \mathrm{~L} \end{aligned}$ | $\mathrm{CCCH}$ |
| T09094 |  |  |  |  | TACT WTR DIST EQP SET |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| V 40 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 240 | 96 | 96 | 9860 | 1280 | (35) | XXXEE | EEEE | N | N | N | J2DA |
| V 41 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 240 | 96 | 96 | 10320 | 1280 | (35) | XXXEE | EEEE | N | N | N | J2DB |
| V 42 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5840 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 43 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 4840 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 44 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5340 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 45 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5630 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 46 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5640 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 47 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5670 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 48 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5680 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 49 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5640 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 50 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5740 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 51 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5700 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 52 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5640 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 53 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5730 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 54 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5660 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 55 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5680 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 56 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5660 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 57 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5320 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 58 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 4600 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 59 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5740 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 60 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 4960 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 61 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 4660 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 62 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5740 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 63 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5740 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 64 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5700 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 65 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5700 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 66 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5689 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 67 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5680 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 68 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 96 | 78 | 96 | 5840 | 416 | (35) | XXXEE | EXXE | N | N | Y | J3DA |
| V 69 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 240 | 96 | 96 | 9260 | 1280 | (35) | XXXEE | EEEE | N | N | N | J2DA |
| V 70 | 4320011680590 | B | N | U | MULTIPLE ITEMS | M | 1 | 240 | 96 | 96 | 9360 | 1280 | (35) | XXXEE | EEEE | N | N | N | J2 DA |


$\mathrm{P}=$ PREFERRED
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$N=$ NON ROADABLE

$\mathrm{P}=$ PREFERRED
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TB 55-46-1 / NAVFAC P-1055
VEHICLE
$\mathrm{R}=$ ROADABLE
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$R=$ ROADABLE
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VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=\mathrm{NON} \mathrm{ROADABLE}$

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE



TB 55-46-1 / NAVFAC P-1055
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ | $\begin{gathered} \text { NATL STOCK NO } \\ \text { (SET) } \\ (T O E \text { LIN) } \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \mathrm{C} \\ \mathrm{O} \\ \mathrm{M} \\ \mathrm{P} \\ \hline \end{array}$ | V E H $I$ C L E | $\begin{aligned} & \mathrm{T} \\ & \mathrm{Y} \\ & \mathrm{P} \\ & \mathrm{E} \\ & \mathrm{E} \\ & \mathrm{Q} \\ & \mathrm{P} \\ & \mathrm{~T} \end{aligned}$ |  | $\begin{gathered} \mathrm{S} \\ \mathrm{H} \\ \mathrm{I} \\ \mathrm{P} \\ \\ \mathrm{C} \\ \mathrm{O} \\ \mathrm{~N} \\ \mathrm{~F} \end{gathered}$ | $\begin{gathered} \text { NO } \\ \text { PCS } \end{gathered}$ |  | CGO VEH <br> LD LIMITS WEIGHT <br> HGT CUBE TOE LIN <br> (INDEX NO) |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| V 71 | 2320014928216 REMARKS |  | R | 4 | M978A2 WWN M978A2 WWN | 9B |  |  401 96 117 38230 2607 <br> WITH CIP INSTALLED    |  | EXXEE | EEEE | $\mathrm{N} \quad \mathrm{~N}$ <br> (DETA | N R1DC <br> INDEX71) |
| PV 29 | $2320014928226$ <br> REMARKS |  | R | 4 | M978A2R1 WWN | B |  | 401 96 112 38230 2496 <br> UPDATED PER TM     |  | EXXEE | EEEE | $\begin{gathered} \mathrm{N} \\ (\mathrm{DETA} \end{gathered}$ | $\begin{aligned} & N \quad \text { R1DC } \\ & \text { INDEX29) } \end{aligned}$ |
| PV 30 | $2320014928226$ REMARKS |  | R | 4 | M978A2R1 WWN M978A2R1 WWN | C |  | $\quad 401 \quad 96$ $101 \quad 38230 \quad 2251$ |  | XXXEE | EEEE | N (DETA | N R2DC <br> INDEX30) |
| V 34 | 2320014928226 |  | R | 4 | M978A2R1 WWN | 9 |  | $401 \quad 96 \quad 1013382302251$ |  | XXXEE | EEEE | N N | N R2DC |
| V 35 | 2320014928226 |  | R | 4 | M978A2R1 WWN | 9B |  | $401 \quad 96 \quad 11238230 \quad 2496$ |  | EXXEE | Eete | N N | N R1DC |
| V 73 | 2320014928226 REMARKS |  | R | 4 | M978A2R1 WWN M978A2R1 WWN | 9B |  | 401 96 115 38230 2562 |  | EXXEE | EEEE | $\begin{gathered} \mathrm{N} \\ (\mathrm{DETA} \end{gathered}$ | N R1DC <br> INDEX73) |
| V 75 | $\begin{gathered} 2320014928226 \\ \text { REMARKS } \end{gathered}$ |  | R | 4 | M978A2R1 WWN M978A2R1 WWN | $9 B$ 98 |  | $\begin{array}{cccccc}401 & 96 & 117 & 38230 & 2607 \\ \text { WITH } & \text { CIP } & \text { INSTALLED } & & & \end{array}$ |  | EXXEE | EEEE | N N <br> (DETAI | $\begin{aligned} & \mathrm{N} \quad \text { R1DC } \\ & \quad \text { INDEX75) } \end{aligned}$ |
| T58318 |  |  |  |  | TRUCK TANK HEMTT WO/W |  |  | TM 9-2320-339-10 | 23850 |  |  |  |  |
| V 01 | 2320015341117 |  | R | 4 | M978A4 W/O ARMOR | B |  | $409 \quad 96 \quad 119 \quad 42150 \quad 2704$ |  | XXXEE | EEEE | $N$ N | N R1DC |
|  | REMARKS |  |  | 4 | M978A4 W/O ARMOR | B |  | HEIGHT IS OVER THE SPARE TIRE: 2500 GALLON HEMTT FUELER WITH OUT ARMOR. |  |  |  | (DETA | INDEX01) |
| PV 09 | 2320015341117 |  | R | 4 | M978A4 W/O ARMOR | 9 |  | $\begin{array}{lllll}409 & 96 & 102 & 42150 & 2318\end{array}$ |  | EXXEE | EEXX | N N | N R2DC |
|  | REMARKS |  |  | 4 | M978A4 W/O ARMOR | 9 |  | REDUCED SHIPPING CONFIGS |  |  |  | (DET | INDEX09) |
| V 10 | 2320015341117 |  | R | 4 | M978A4 W/ARMOR KIT | B |  | $415 \quad 112 \quad 119 \quad 455003201$ |  | EXXEE | EEXX | $N$ N | N R1DC |
|  | REMARKS |  |  | 4 | M978A4 W/ARMOR KIT | B |  | M978A4 TANKER VEHICLE DIMENSIONS WITH ARMOR KIT INSTALLED. |  |  |  | (DET | INDEX10) |
| V 11 | 2320015341117 |  | R | 4 | M978A4 W/ARMOR KIT | 9 B |  | 4151112107455002879 |  | EXXEE | EEXX | N N | N R1DC |
|  | REMARKS |  |  | 4 | M978A4 W/ARMOR KIT | 9 B |  | M978A4 TANKER VEHICLE DIMENSIONS WITH ARMOR KIT INSTALLED. |  |  |  | (DETA | INDEX11) |
| T59048 |  |  |  |  | TRK TRACTOR HET |  |  | TM 9-2320-360-10 |  |  |  |  |  |
| PV 01 | 2320013189902 |  | R | 4 | M1070 | B |  | $362102140 \quad 410002992$ |  | EXXEE | EEEE | N N | N R1DC |

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| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ | $\begin{gathered} \text { NATL STOCK NO } \\ (\text { SET ) } \\ (T O E ~ L I N) \\ \hline \end{gathered}$ | C <br>  <br>  <br> M <br> P | $\begin{gathered} \mathrm{V} \\ \mathrm{E} \\ \mathrm{H} \\ \mathrm{I} \\ \mathrm{C} \\ \mathrm{~L} \\ \mathrm{E} \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{T} \\ \mathrm{Y} \\ \mathrm{P} \\ \mathrm{E} \\ \mathrm{E} \\ \mathrm{Q} \\ \mathrm{P} \\ \mathrm{~T} \end{gathered}$ | <--LIN DESCRIPTION--> <---MODEL----> <br> (-COMPO DESCRIPTION-) | $\begin{array}{c\|} \mathrm{S} \\ \mathrm{H} \\ \mathrm{I} \\ \mathrm{P} \\ \\ \mathrm{C} \\ \mathrm{O} \\ \mathrm{~N} \\ \mathrm{~F} \\ \hline \end{array}$ | NO PCS |  | CGO VEH <br> LD LIMITS WEIGHT HGT CUBE TOE LIN (INDEX NO) | $\begin{aligned} & \text { X=Dimen } \\ & \mathrm{E}=\text { No Di } \\ & <------ \\ & <\text { AMC }> \\ & \text { CCCKK } \\ & \begin{array}{lr} 115 C C \\ 37 & 11 \\ 0 & 03 \\ & 5 \end{array} \end{aligned}$ | sionally mensiona --CGO LO <CRAF> <br> D D B B C C 77 <br> 8144 <br> 077 <br> 324 <br> 000 <br> 00 <br> F F | Fits Fit IN CTN 20 FT | CTN 40 <br> FT | $\begin{aligned} & 3 \\ & \mathrm{~L} \end{aligned}$ | $\mathrm{CCCH}$ |
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| T61171 |  |  |  |  | TRUCK TRACTOR 8X6 |  |  | TM55-2320-273-14 |  |  |  |  |  |  |  |
| T61239 |  |  |  |  | TRK TRACTOR MTV W/EQP |  |  | TM 9-2320-390-10-2 |  |  |  |  |  |  |  |
| V 01 | $2320013554332$ REMARKS |  | R | 4 | $\begin{aligned} & \text { M1 } 088 \\ & \text { M1 } 088 \end{aligned}$ | B |  | $\begin{array}{cccccc}282 & 96 & 112 & 19650 & 1755 \\ \text { UPDATED PER }\end{array}$ |  | EXXEE | EEEE |  | $\mathrm{N}$ <br> ETAI |  | R1DB <br> NDEX01) |
| V 02 | 2320013554332 |  | R | 4 | M1088 | C |  | 28296106203931661 |  | XXXEE | EEEE | N | N | N | R2DC |
| V 14 | 2320013554332 |  | R | 4 | M1088 | 9 |  | 28296106203931661 |  | XXXEE | EEEE | N | N | N | R2DC |
| V 15 | 2320013554332 |  | R | 4 | M1088 | 9B |  | $28296112 \quad 203931755$ |  | EXXEE | EEEE | N | N | N | R1DC |
| PV 16 | 2320014473893 |  | R | 4 | M1088A1 | B |  | $284 \quad 96 \quad 112 \quad 204231768$ |  | EXXEE | EEEE | N | N | N | R1DC |
| PV 17 | 2320014473893 |  | R | 4 | M1088A1 | C |  | 284196106204231673 |  | XXXEE | EEEE | N | N | N | R2DC |
| $\mathrm{V} \quad 18$ | 2320014473893 |  | R | 4 | M1088A1 | 9 |  | 284196106204231673 |  | XXXEE | EEEE | N | N | N | R2DC |
| V 19 | 2320014473893 |  | R | 4 | M1088A1 | 9B |  | $284 \quad 96 \quad 112 \quad 204231768$ |  | EXXEE | EEEE | N | N | N | R1DC |
| V 28 | 2320014473893 |  | R | 4 | M1088A1 | R |  | $281 \quad 96 \quad 106 \quad 216001655$ |  | XXXEE | EEEE | N | N | N | R2DC |
| T61242 |  |  |  |  | TRK WEA CARR W/AOA |  |  | NONE | 2131 |  |  |  |  |  |  |
| PV 01 | 2320015231291 |  | R | 3 | M1037P1 | B |  | $189 \quad 91 \quad 107 \quad 64691065$ |  | EXXEE | EEEE | N | N | N | R1DA |
| PV 02 | 2320015231291 |  | R | 3 | M1037P1 | C |  | $189 \quad 91 \quad 102 \quad 64691016$ |  | XXXEE | EEEE | N | N | N | R2DA |
| T61307 |  |  |  |  | TRK TRACTOR MTV W/EQP |  |  | TM 9-2320-392-10-1 |  |  |  |  |  |  |  |
| V 01 | 2320013601892 |  | R | 4 | M1088 WWN | B |  | $28296112 \quad 211841755$ |  | EXXEE | EEEE | N | N | N | R1DC |
| V 02 | 2320013601892 |  | R | 4 | M1088 WWN | C |  | $\begin{array}{lllll}282 & 96 & 106 & 21184 & 1661\end{array}$ |  | XXXEE | EEEE | N | N | N | R2DC |
| V 13 | 2320013601892 |  | R | 4 | M1088 WWN | 9 |  | 282961061211841661 |  | XXXEE | EEEE | N | N | N | R2DC |
| V 14 | 2320013601892 |  | R | 4 | M1088 WWN | 9B |  | $28296112 \quad 211841755$ |  | EXXEE | EEEE | N | N | N | R1DC |
| PV 15 | 2320014473900 |  | R | 4 | M1088A1 WWN | B |  | $284 \quad 96 \quad 112 \quad 214001768$ |  | EXXEE | EEEE | N | N | N | R1DC |
| PV 16 | 2320014473900 |  | R | 4 | M1088A1 WWN | C |  | $284 \quad 96 \quad 106 \quad 214001673$ |  | XXXEE | EEEE | N | N | N | R2DC |
| V 17 | 2320014473900 |  | R | 4 | M1088A1 WWN | 9 |  | $284 \quad 96 \quad 106 \quad 214001673$ |  | XXXEE | EEEE | N | N | N | R2DC |
| $\mathrm{V} \quad 18$ | 2320014473900 |  | R | 4 | M1088A1 WWN | 9B |  | $284 \quad 96 \quad 112 \quad 214001768$ |  | EXXEE | EEEE | N | N | N | R1DC |
| T61375 |  |  |  |  | TRK TRAC 5T W/wn |  |  | TM 9-2320-333-10-1 |  |  |  |  |  |  |  |
| PV 01 | 2320015527753 |  | R | 4 | M1088A1P2 W/WN | D |  | $281 \quad 96 \quad 148 \quad 25307 \quad 2311$ |  | EEXEE | EEEE | N | N | N | R1DC |
| T61494 |  |  |  |  | TRK UTIL CRG/TRP CARR |  |  | TM 9-2320-280-10 | 2500 |  |  |  |  |  |  |

VEHICLE
$\mathrm{R}=$ ROADABLE
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| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ |  | $\begin{gathered} \text { NATL STOCK NO } \\ \text { (SET) } \\ (T O E \text { LIN) } \end{gathered}$ | $\begin{aligned} & \mathrm{C} \\ & 0 \\ & \mathrm{M} \\ & \mathrm{P} \\ & \hline \end{aligned}$ |  |  | $\begin{gathered} \text { <--LIN DESCRIPTION--> } \\ \text { <---MODEL----> } \\ \text { (-COMPO DESCRIPTION-) } \end{gathered}$ | $\begin{gathered} \mathrm{S} \\ \mathrm{H} \\ \mathrm{I} \\ \mathrm{P} \\ \\ \mathrm{C} \\ \mathrm{O} \\ \mathrm{~N} \\ \mathrm{~F} \\ \hline \end{gathered}$ | $\begin{gathered} \text { NO } \\ \text { PCS } \\ \hline \end{gathered}$ |  | CGO VEH <br> LD LIMITS WEIGHT <br> HGT CUBE TOE LIN <br> (INDEX NO) |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | T61494 |  |  |  |  | TRK UTIL CRG/TRP CARR |  |  | TM 9-2320-280-10 | 2500 |  |  |  |  |
|  | 01 | 2320011077155 |  | R | 3 | M998 | B |  | 187 96 7405280769 | 74104 | XXXEE | EXXX | N N | N R2DA |
|  | 02 | 2320011077155 |  | R | 3 | M998T | B |  | 190 96 96 | 96104 | XXXEE | EEXE | N N | N R2DA |
|  | 03 | 2320011077155 |  | R | 3 | M998T | C |  | 190 84 96 | 96104 | XXXEE | EEXE | N N | N R2DA |
|  |  | REMARKS |  |  | 3 | M998T | C |  | INCLUDES (B) PILLARS |  |  |  | (DETAI | Index03) |
| PV | V 04 | 2320011077155 |  | R | 3 | M998 | C |  | 187 84 835 | 5351 | XXXXE | EXXX | Y Y | N R2BA |
|  |  | REMARKS |  |  | 3 | M998 | C |  | FUEL CAPACITY 24.5 GAL DIESEL |  |  |  | (DETA | Index04) |
| V | 13 | 2320011077155 |  | R | 3 | M998T | D |  | 1949669658001035 | 96104 | XXXEE | EXXX | N N | N R2DA |
|  |  | REMARKS |  |  | 3 | M998T | D |  | INCLUDES BRUSH GUARD KIT \& (B) PILLARS |  |  |  | (DETAI | INDEX13) |
|  | 15 | 2320011077155 |  | R | 3 | M998 | G |  | 18796945880977 |  | XXXEE | EEEE | N N | N R2DA |
|  |  | REMARKS |  |  | 3 | M998 | G |  | MODIFIED W/SHELTER KIT PER 10TH MTN DIV |  |  |  | (DETAI | INDEX15) |
|  | 47 | 2320011077155 |  | R | 3 | M998 | 9 |  | $\begin{array}{lllll}187 & 84 & 53 & 5280 & 482\end{array}$ | 5351 | XXXXE | EXXX | Y Y | N R2BA |
|  | 48 | 2320011077155 |  | R | 3 | M998 | 9B |  | 187 84 $\begin{array}{lllll} \\ 187 & 84 & 5280 & 673\end{array}$ | 74104 | XXXEE | EXXX | Y Y | N R2BA |
|  | 55 | 2320011077155 |  | R | 3 | M998 | B |  | $187 \quad 96 \quad 104 \quad 5820 \quad 1081$ | 7479 | XXXEE | EEXE | N N | N R2DA |
|  |  | REMARKS |  |  | 3 | M998 | B |  | HEIGHT MEASURED FROM GROUND TO TOP |  |  |  | (DETAI | INDEX55) |
|  |  |  |  |  |  |  |  |  | of Antenna |  |  |  |  |  |
|  | 56 | 2320011077155 |  | R | 3 | M998 | C |  | $\begin{array}{llll}187 & 84 & 104 & 5820\end{array}$ | 5379 | XXXEE | EEXE | N N | N R2DA |
| V | 58 | 2320011077155 |  | R | 3 | M998 | 9 |  | 187 84 10458820946 | 5379 | XXXEE | EEXE | N N | N R2DA |
|  | 60 | 2320011077155 |  | R | 3 | M998 | B |  | 193 96 91 5820976 | 7479 | XXXEE | EXXX | N N | N R2DA |
|  | 61 | 2320011077155 |  | R | 3 | M998 | C |  | 193 84 91 5820854 | 5379 | XXXEE | EXXX | $N$ N | N R2DA |
|  |  | REMARKS |  |  | 3 | M998 | C |  | HEIGHT MEASURED FROM GROUND TO TOP |  |  |  | (DETAI | INDEX61) |
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| V | 63 | 2320011077155 |  | R | 3 | M998 | 9 |  | 193 84 91 5820854 | 5379 | XXXEE | EXXX | N N | N R2DA |
| V | 77 | 2320011077155 |  | R | 3 | M998 | R |  | 1869296500961 |  | XXXEE | EEXE | N N | N R2DA |
|  | 79 | 2320011077155 |  | R | 3 | M998 | R |  | $180 \quad 85$ 96 7392850 |  | XXXEE | EEXE | $N$ N | N R2DA |
|  |  | REMARKS |  |  | 3 | M998 | R |  | WITH AN/TSQ-183B |  |  |  | (DETAI | Index79) |
| V | 82 | 2320011077155 |  | R | 3 | M998 | R |  | $\begin{array}{lllll}180 & 85 & 96 & 7464 & 850\end{array}$ |  | XXXEE | EEXE | $N$ N | N R2DA |
|  |  | REMARKS |  |  | 3 | M998 | R |  | WITH AN/TSQ-184B |  |  |  | (DETAI | InDEX82) |
| V | 85 | 2320011077155 |  | R | 3 | M998 | R |  | $180 \quad 85 \quad 96 \quad 7080850$ |  | XXXEE | EEXE | $N$ N | N R2DA |
|  |  | REMARKS |  |  | 3 | M998 | R |  | WITH AN/TSQ-183D |  |  |  | (DETA | INDEX85) |

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| YA0032 |  |  |  |  | PALLET, 463L |  |  | NONE |  |  |  |  |  |  |  |
| PV 01 | 1670008204896 |  | N | U | 2500 LB | V |  | $88108 \quad 55 \quad 2500303$ |  | XXXXE | EXXE | N | N | Y | J3DA |
| 02 | 1670008204896 |  | N | U | 2500 LB | X |  | 108 88 55 2500 303 |  | XXXXE | EEEE | N | N | N | J2DA |
| YA0035 |  |  |  |  | STLR VAN SHOP 6-TON |  |  | TM 9-2330-238-14 |  |  |  |  |  |  |  |
| PV 01 | 2330005425709 REMARKS |  | R |  | $\begin{aligned} & \text { M4 } 47 \\ & \text { M4 } 47 \end{aligned}$ | B |  | 328 97 134 21020 2468 <br> W/ACFT SHEET METAL SHOP C-4  |  | EXXEE | EEEE |  | $\begin{aligned} & \mathrm{N} \\ & \text { ETAI } \end{aligned}$ |  | $\begin{aligned} & \text { R1DC } \\ & \text { NDEX01) } \end{aligned}$ |
| PV 02 | 2330005425709 REMARKS |  | R |  | M447 | C |  | $\begin{array}{lllll}321 & 97 & 134 & 21020 & 2415\end{array}$ <br> W/ACFT SHEET METAL SHOP C-4 |  | ExXEE | EEEE |  | $\begin{aligned} & \mathrm{N} \\ & \text { ETAI } \end{aligned}$ | $\stackrel{N}{L}^{N}$ | $\begin{aligned} & \text { R1DC } \\ & \text { NDEX02) } \end{aligned}$ |
| V 05 | 2330005425709 |  | R | 7 | M447 | 9B |  | $321 \quad 97 \quad 134 \quad 21020 \quad 2415$ |  | EXXEE | EEEE |  | N | N | R1DC |
| YA0038 |  |  |  |  | PALLET, 463L |  |  | NONE |  |  |  |  |  |  |  |
| PV 01 | 1670008204896 |  | N | U | 4500 LB | V |  | $\begin{array}{lllll}88 & 108 & 62 & 4500 & 341\end{array}$ |  | XXXXE | EXXE |  | N | Y | J3DA |
| 02 | 1670008204896 |  | N | U | 4500 LB | X |  | $108 \quad 88 \quad 62 \quad 4500 \quad 341$ |  | XXXXE | EEEE | N | N | N | J2DA |
| YA0039 |  |  |  |  | PALLET, 463L |  |  | NONE |  |  |  |  |  |  |  |
| PV 01 | 1670008204896 |  | N | U | 7500 LB | V |  | $\begin{array}{lllll}88 & 108 & 62 & 7500 & 341\end{array}$ |  | XXXXE | EXXE | N | N | Y | J3DA |
| 02 | 1670008204896 |  | N | U | 7500 LB | X |  | $108 \quad 88 \quad 62 \quad 7500 \quad 341$ |  | XXXXE | EEEE | N | N | N | J2DA |
| YA0040 |  |  |  |  | PALLET, 463L |  |  | NONE |  |  |  |  |  |  |  |
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| 02 | 1670008204896 |  | N | U | 10000 LB | X |  | $108 \quad 88 \quad 6210000341$ |  | XXXXE | EEEE | N | N | N | J2DB |
| YA0042 |  |  |  |  | CHASSIS TLR CRGO |  |  | TM 9-2330-202-14\&P | 2000 |  |  |  |  |  |  |
| PV 01 | 2330011018434 |  | R | 6 | M116A2 | D |  | 147 82 36 |  | XXXXX | EXXX |  | Y | N | R2BA |
| V 02 | 2330011018434 |  | R | 6 | M116A2 | R |  | $146 \quad 80 \quad 92 \quad 2720 \quad 622$ |  | XXXEE | EEXX |  | N | N | R2DA |
|  | REMARKS |  |  | 6 | M116A2 | R |  | W/QUICK REACTION ANTENNA |  |  |  |  | ETAI | In | NDEX02) |
| V 05 | 2330011018434 |  | R | 6 | M116A2 | R |  | $147 \quad 85 \quad 77 \quad 2940557$ |  | XXXEE | EXXX |  | N | N | R2DA |
|  | REMARKS |  |  | 6 | M116A2 | R |  | ETG TRAILER FOR SPARE PARTS |  |  |  |  | ETAI | In | NDEX05) |
| YA0044 |  |  |  |  | STLR VAN SHOP 6-TON |  |  | TM 9-2330-238-14 |  |  |  |  |  |  |  |
| PV 01 | 2330004729999 |  | R | 7 | M447C | D |  | 323 95 $132 \quad 25520 \quad 2344$ |  | Exxee | EEEE | N | N |  | R1DC |

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| $\cup \bigcirc \Sigma \square^{\circ}$ |  |  |  |  |  |  |  |  |  |  |
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|  |  | n $\gg$ |  | $\begin{aligned} & m \\ & 0 \\ & 0 \\ & \gg \end{aligned}$ | $\begin{aligned} & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | $\begin{aligned} & m \\ & 0 \\ & 0 \\ & \gg \end{aligned}$ | $\stackrel{-1}{0}$ $\stackrel{>}{p}$ | $\begin{aligned} & m \quad j \\ & 0 \quad 0 \\ & \gg \end{aligned}$ |  |  |

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=\mathrm{NON} \mathrm{ROADABLE}$


TB 55-46-1 / NAVFAC P-1055
VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE व'AIAISS甘TDN

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE


UNCLASSIFIED

TB 55-46-1 / NAVFAC P-1055
VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=\mathrm{NON}$ ROADABLE

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

VEHICLE
$R=$ ROADABLE
$N=$ NON ROADABLE

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

$\begin{aligned} \mathrm{P} & =\text { PREFERRED } \\ \mathrm{V} & =\text { VALIDATED }\end{aligned}$
$\mathrm{V}=$ VALIDATED
वHIAISS甘TDN

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=\mathrm{NON} \mathrm{ROADABLE}$

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \\ & \hline \end{aligned}$ | NATL STOCK NO (SET) (TOE LIN) | $\begin{aligned} & \mathrm{C} \\ & \mathrm{O} \\ & \mathrm{M} \\ & \mathrm{P} \end{aligned}$ | $\begin{aligned} & \mathrm{V} \\ & \mathrm{E} \\ & \mathrm{H} \\ & \mathrm{I} \\ & \mathrm{C} \\ & \mathrm{~L} \\ & \mathrm{E} \\ & \hline \end{aligned}$ | $\begin{aligned} & \mathrm{T} \\ & \mathrm{Y} \\ & \mathrm{P} \\ & \mathrm{E} \\ & \mathrm{E} \\ & \mathrm{Q} \\ & \mathrm{P} \\ & \mathrm{~T} \\ & \hline \end{aligned}$ | $\begin{gathered} \text { <--LIN DESCRIPTION--> } \\ <---M O D E L----> \\ \text { (-COMPO DESCRIPTION-) } \end{gathered}$ | $\begin{gathered} \mathrm{S} \\ \mathrm{H} \\ \mathrm{I} \\ \mathrm{P} \\ \\ \mathrm{C} \\ \mathrm{O} \\ \mathrm{~N} \\ \mathrm{~F} \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{NO} \\ \mathrm{PCS} \end{gathered}$ |  | WEIGHT <br> (LB) | $\begin{gathered} \text { CUBE } \\ (\mathrm{CU} \\ \hline \\ -> \end{gathered}$ | CGO VEH LD LIMITS WEIGHT HGT CUBE TOE LIN (INDEX NO) | $\begin{aligned} & \text { X=Dimer } \\ & \text { E=NO Di } \\ & <------ \\ & <\text { AMC }> \\ & \text { CCCKK } \\ & 115 C C \\ & 37 \\ & \hline 0 \\ & 0 \end{aligned} 11$ | $\begin{aligned} & \text { sionally } \\ & \text { mension } \\ & \text {--CGO LC } \\ & \text { <CRAF } \\ & \text { D D B B } \\ & \text { C C } 77 \\ & 8144 \\ & 077 \\ & 3 \\ & 3 \\ & 0 \end{aligned}$ | $\begin{aligned} & \text { its } \\ & \text { Fit } \\ & \text { IN } \\ & \text { CTN } \\ & 20 \\ & \text { FT } \end{aligned}$ | $\begin{aligned} & \text { CTN } \\ & 40 \\ & \text { FT } \end{aligned}$ | $\begin{aligned} & 4 \\ & 6 \\ & 3 \\ & \text { L } \end{aligned}$ | $\mathrm{CCCH}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| YA0416 |  |  |  |  | BASIC CONST MATERIAL |  |  | NONE |  |  |  |  |  |  |  |  |  |
| 01 | 0000000000000 |  | N | U | NONE | E |  | $0 \quad 0$ | 22010 | 0 |  | ????? | ? ? ? ? | N | N | N |  |
| PV 02 | 0000000000000 | A | N | U | CHANNELS C-SECT | W | 31 | $240 \quad 72$ 24 | 710 | 240 | (01) | XXXEE | EEEX | N | Y | N | J2CA |
| YA0417 |  |  |  |  | BASIC CONST MATERIAL |  |  | NONE |  |  |  |  |  |  |  |  |  |
| 01 | 0000000000000 |  | N | U | NONE | E |  | $0 \quad 0$ | 8000 | 0 |  | ????? | ? ? ? ? | N | N | N |  |
| PV 02 | 0000000000000 | A | N | U | STEEL ROOF PNLS | W | 5 | 240 42 4 | 1600 | 24 | (01) | XXXEE | EEEX | N | Y | N | J2CA |
| YA0421 |  |  |  |  | BASIC CONST MATERIAL |  |  | NONE |  |  |  |  |  |  |  |  |  |
| 01 | 0000000000000 |  | N | U | NONE | E |  | $0 \quad 0$ | 7000 | 0 |  | ????? | ? ? ? ? | N | N | N |  |
| PV 02 | 0000000000000 | A | N | U | ANGLE IRON | W | 4 | 2403 | 1750 | 2 | (01) | XXXEE | EEEX | N | Y | N | J2CA |
| YA0422 |  |  |  |  | BASIC CONST MATERIAL |  |  | NONE |  |  |  |  |  |  |  |  |  |
| 01 | 0000000000000 |  | N | U | NONE | E |  | $0 \quad 0 \quad 0$ | 22000 | 0 |  | ????? | ? ? ? ? | N | N | N |  |
| PV 02 | 0000000000000 | A | N | U | REBAR | W | 10 | 240 1 1 | 2200 | 1 | (01) | XXXEE | EEEX | N | Y | N | J2CA |
| YA0427 |  |  |  |  | AIRDROP PLATFORM |  |  | NONE |  |  | 14500 |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | V | 18FT | 5 |  | 21688 | 1800 | 550 |  | XXXEE | EEEX | N | N | N | J2DA |
| YA0428 |  |  |  |  | SHELTER NONEXPAND S-8 |  |  | NONE |  |  |  |  |  |  |  |  |  |
| P 01 | 5411013874894 |  | R | 3 | AN/GSS-1497A | D |  | $214 \quad 86106$ | 10097 | 1129 |  | EXXEE | EEXE | N | N | N | R1DB |
|  | REMARKS |  |  | 3 | AN/GSS-1497A | D |  | MTD ON M1113 UTILITY TRUCK |  |  |  |  |  |  | ETA | - | NDEX01) |
| YA0429 |  |  |  |  | MIDAS ANTENNA TLR MTD |  |  | NONE |  |  |  |  |  |  |  |  |  |
| P 01 | 2330013875443 |  | R | 6 | 1050 T | B |  | 10596196 | 3345 | 1144 |  | EEEEE | EEEE | N | N | N | R0DA |
| P 02 | 2330013875443 |  | R | 6 | 1050 T | C |  | $105 \quad 9687$ | 3345 | 508 |  | XXXXE | EXXX | N | N | N | R2DA |
|  | REMARKS |  |  | 6 | 1050T | C |  | ANTENNA LOWERED |  |  |  |  |  |  | TA | I | NDEX02) |
| 04 | 2330013875443 |  | R | 6 | 1050 T | 9 |  | 105967 | 3345 | 508 |  | XXXXE | EXXX | N | N | N | R2DA |
| 05 | 2330013875443 |  | R | 6 | 1050 T | 9B |  | 10596196 | 3345 | 1144 |  | EEEEE | EEEE | N | N | N | R0DA |
| YA0430 |  |  |  |  | GENERATOR TRLR MTD |  |  | NONE |  |  |  |  |  |  |  |  |  |
| P 01 | 0000000000000 |  | R | 6 | 30KW | D |  | $\begin{array}{lll}74 & 88 & 74\end{array}$ | 4200 | 279 |  | XXXXE | XXXX | N | N | N | R2DA |

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=\mathrm{NON} \mathrm{ROADABLE}$

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

$\begin{array}{ll}\text { LEGEND } & \text { VEHICLE } \\ \mathrm{P}=\text { PREFERRED } & \mathrm{R}=\text { ROAD }\end{array}$
$\begin{array}{ll}\mathrm{P}=\text { PREFERRED } & \mathrm{R}=\text { ROADABLE } \\ \mathrm{V}=\text { VALIDATED } & \mathrm{N}=\text { NON ROADABLE }\end{array}$


UNCLASSIFIED
VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE


UNCLASSIFIED
VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=\mathrm{NON}$ ROADABLE

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

LEGEND VEHICLE

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

UNCLASSIFIED


UNCLASSIFIED
VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=\mathrm{NON}$ ROADABLE

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

| $\begin{gathered} \text { TOE LIN } \\ \text { (INDEX) } \\ \text { NO } \\ \hline \end{gathered}$ | $\begin{gathered} \text { NATL STOCK NO } \\ \text { (SET) } \\ (\text { TOE LIN }) \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \mathrm{C} \\ \mathrm{O} \\ \mathrm{M} \\ \mathrm{P} \\ \hline \end{array}$ | le |  | $\begin{gathered} \text { <--LIN DESCRIPTION--> } \\ <---M O D E L----> \\ (- \text { COMPO DESCRIPTION-) } \end{gathered}$ | $\begin{gathered} \mathrm{S} \\ \mathrm{H} \\ \mathrm{I} \\ \mathrm{P} \\ \\ \mathrm{C} \\ \mathrm{O} \\ \mathrm{~N} \\ \mathrm{~F} \end{gathered}$ |  |  |  |  |  |  | CGO VEH <br> LD LIMITS <br> WEIGHT <br> HGT CUBE <br> TOE LIN <br> (INDEX NO) |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| YA0596 |  |  |  |  | PROV SITE PRP/MNT KIT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | U | NONE | M |  | 78 | 96 | 96 | 7440 | 416 |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0597 |  |  |  |  | SYS SPT KIT PART A |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | U | NONE | M |  | 78 | 96 | 96 | 7410 | 416 |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0598 |  |  |  |  | SYS SPT KIT PART B |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | U | NONE | M |  | 78 | 96 | 96 | 8950 | 416 |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0599 |  |  |  |  | MWR KIT PART A |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | U | NONE | M |  | 240 | 96 | 96 | 8510 | 1280 |  | XXXEE | EEEE | N | N | N | J2DA |
| YA0600 |  |  |  |  | MWR KIT PART B |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | U | NONE | M |  | 78 | 96 | 96 | 4360 | 416 |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0601 |  |  |  |  | MWR KIT PART C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | U | NONE | M |  | 78 | 96 | 96 | 9740 | 416 |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0602 |  |  |  |  | MWR TENT KIT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | U | NONE | M |  | 78 | 96 | 96 | 6760 | 416 |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0603 |  |  |  |  | MWR ADMIN SPT KIT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | U | NONE | M |  | 78 | 96 | 96 | 5930 | 416 |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0604 |  |  |  |  | MWR ECU KIT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | U | NONE | M |  | 78 | 96 | 96 | 5330 | 416 |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0605 |  |  |  |  | MWR ECU KIT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | U | NONE | M |  | 78 | 96 | 96 | 4890 | 416 |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0606 |  |  |  |  | ADMIN TENT KIT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | U | NONE | M |  | 78 | 96 | 96 | 7130 | 416 |  | XXXXE | EXXE | N | N |  | J2DA |



TB 55-46-1 / NAVFAC P-1055
VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=\mathrm{NON} \mathrm{ROADABLE}$

VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ | $\begin{gathered} \text { NATL STOCK NO } \\ \text { (SET) } \\ (\text { TOE LIN }) \\ \hline \end{gathered}$ | $\begin{aligned} & \mathrm{C} \\ & \mathrm{O} \\ & \mathrm{M} \\ & \mathrm{P} \end{aligned}$ | V <br> E <br> H <br> I <br> C <br> L <br> E | $\begin{aligned} & \mathrm{T} \\ & \mathrm{Y} \\ & \mathrm{P} \\ & \mathrm{E} \\ & \mathrm{E} \\ & \mathrm{Q} \\ & \mathrm{P} \\ & \mathrm{~T} \end{aligned}$ | $\begin{gathered} \text { <--LIN DESCRIPTION--> } \\ <-- \text { MODEL----> } \\ \text { (-COMPO DESCRIPTION-) } \end{gathered}$ | $\begin{gathered} \mathrm{S} \\ \mathrm{H} \\ \mathrm{I} \\ \mathrm{P} \\ \mathrm{C} \\ \mathrm{C} \\ \mathrm{~N} \\ \mathrm{~N} \\ \mathrm{~F} \end{gathered}$ | $\begin{gathered} \mathrm{NO} \\ \mathrm{PCS} \end{gathered}$ |  | CGO VEH <br> LD LIMITS WEIGHT HGT CUBE TOE LIN (INDEX NO) |  | sionall mension --CGO L <CRAF> <br> D D B B C C 77 <br> 8144 <br> 077 <br> 324 <br> 000 <br> 00 <br> F F | Fits <br> Fit <br> IND <br> CTN <br> 20 <br> FT | $\begin{aligned} & \text { CTN } \\ & 40 \\ & \text { FT } \end{aligned}$ |  | $\mathrm{CCCH}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| YA0643 |  |  |  |  | TRICON CONTAINER |  |  | NONE | 10000 |  |  |  |  |  |  |
| PV 01 | 5419013996391 |  | N | U | TRICON | M |  | $\begin{array}{lllll}78 & 96 & 96 & 5850 & 416\end{array}$ |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0644 |  |  |  |  | TRICON CONTAINER |  |  | NONE | 10000 |  |  |  |  |  |  |
| PV 01 | 5419013996391 |  | N | U | TRICON | M |  | $\begin{array}{lllll}78 & 96 & 96 & 4250 & 416\end{array}$ |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0645 |  |  |  |  | 20 FT ISO CONTAINER |  |  | NONE | 45000 |  |  |  |  |  |  |
| PV 01 | 5419013996391 |  | N | U | FORCE PROVIDER MODULE | M |  | $\begin{array}{lllll}240 & 96 & 96 & 10870 & 1280\end{array}$ |  | XXXEE | EEEE | N | N | N | J2DB |
| YA0646 |  |  |  |  | 20 FT ISO CONTAINER |  |  | NONE | 45000 |  |  |  |  |  |  |
| PV 01 | 5419013996391 |  | N | U | FORCE PROVIDER MODULE | M |  | $\begin{array}{lllll}240 & 96 & 96 & 9900 & 1280\end{array}$ |  | XXXEE | EEEE | N | N | N | J2DA |
| YA0647 |  |  |  |  | TRICON CONTAINER |  |  | NONE | 10000 |  |  |  |  |  |  |
| PV 01 | 5419013996391 |  | N | U | TRICON | M |  | $\begin{array}{lllll}78 & 96 & 96 & 7120 & 416\end{array}$ |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0648 |  |  |  |  | TRICON CONTAINER |  |  | NONE | 10000 |  |  |  |  |  |  |
| PV 01 | 5419013996391 |  | N | U | TRICON | M |  | $\begin{array}{lllll}78 & 96 & 96 & 5420 & 416\end{array}$ |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0649 |  |  |  |  | TRICON CONTAINER |  |  | NONE | 10000 |  |  |  |  |  |  |
| PV 01 | 5419013996391 |  | N | U | TRICON | M |  | $\begin{array}{lllll}78 & 96 & 96 & 4160 & 416\end{array}$ |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0650 |  |  |  |  | TRICON CONTAINER |  |  | NONE | 10000 |  |  |  |  |  |  |
| PV 01 | 5419013996391 |  | N | U | TRICON | M |  | $\begin{array}{lllll}78 & 96 & 96 & 3990 & 416\end{array}$ |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0651 |  |  |  |  | TRICON CONTAINER |  |  | NONE | 10000 |  |  |  |  |  |  |
| PV 01 | 5419013996391 |  | N | U | TRICON | M |  | $\begin{array}{lllll}78 & 96 & 96 & 7470 & 416\end{array}$ |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0652 |  |  |  |  | TRICON CONTAINER |  |  | NONE | 10000 |  |  |  |  |  |  |
| PV 01 | 5419013996391 |  | N | U | TRICON | M |  | $\begin{array}{lllll}78 & 96 & 96 & 5130 & 416\end{array}$ |  | XXXXE | EXXE | N | N | N | J2DA |
| YA0653 |  |  |  |  | TRICON CONTAINER |  |  | NONE | 10000 |  |  |  |  |  |  |
| PV 01 | 5419013996391 |  | N | U | TRICON | M |  | $\begin{array}{lllll}78 & 96 & 96 & 5390 & 416\end{array}$ |  | XXXXE | EXXE | N | N | N | J2DA |

LEGEND VEHICLE
$\begin{array}{ll}\mathrm{P}=\text { PREFERRED } & \mathrm{R}=\text { ROADABLE } \\ \mathrm{V}=\text { VALIDATED } & \mathrm{N}=\text { NON ROADABLE }\end{array}$

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline $$
\begin{aligned}
& \text { TOE LIN } \\
& \text { (INDEX) } \\
& \text { NO }
\end{aligned}
$$ \& NATL STOCK NO
(SET)
(TOE LIN) \& $$
\begin{gathered}
C \\
0 \\
\mathrm{M} \\
\mathrm{P} \\
\hline
\end{gathered}
$$ \& $$
\begin{aligned}
& \text { V } \\
& \text { E } \\
& \text { H } \\
& \text { I } \\
& \text { C } \\
& \text { L } \\
& \text { }
\end{aligned}
$$ \& $$
\begin{aligned}
& T \\
& Y \\
& Y \\
& P \\
& E \\
& E \\
& E \\
& Q \\
& P \\
& T \\
& \hline
\end{aligned}
$$ \& $$
\begin{aligned}
& \text { <--LIN DESCRIPTION--> } \\
& \text { <---MODEL----> } \\
& \text { (-COMPO DESCRIPTION-) }
\end{aligned}
$$ \& S
S
H
I
P

C
O
N

F \& \[
$$
\begin{gathered}
\text { NO } \\
\text { PCS }
\end{gathered}
$$

\] \&  \& | CGO VEH |
| :--- |
| LD LIMITS WEIGHT HGT CUBE TOE LIN (INDEX NO) | \&  \&  \& \[

$$
\begin{aligned}
& \text { Fits } \\
& \text { Fit } \\
& \text { D IND } \\
& \text { CTN } \\
& 20 \\
& \text { FT }
\end{aligned}
$$

\] \& \[

$$
\begin{aligned}
& \text { CTN } \\
& 40 \\
& \text { FT }
\end{aligned}
$$
\] \&  \& CCCH <br>

\hline YA0654 \& \& \& \& \& 20 FT ISO CONTAINER \& \& \& NONE \& 25000 \& \& \& \& \& \& <br>
\hline PV 01 \& 5419013996391 \& \& N \& U \& FORCE PROVIDER MODULE \& M \& \& $240 \quad 96 \quad 96 \quad 12320 \quad 1280$ \& \& XXXEE \& EEEE \& N \& N \& N \& J2DB <br>
\hline YA0655 \& \& \& \& \& TRICON CONTAINER \& \& \& NONE \& 10000 \& \& \& \& \& \& <br>
\hline PV 01 \& 5419013996391 \& \& N \& U \& TRICON \& M \& \& $\begin{array}{lllll}78 & 96 & 96 & 5950 & 416\end{array}$ \& \& XXXXE \& EXXE \& N \& N \& N \& J2DA <br>
\hline YA0656 \& \& \& \& \& TRICON CONTAINER \& \& \& NONE \& 10000 \& \& \& \& \& \& <br>
\hline PV 01 \& 5419013996391 \& \& N \& U \& TRICON \& M \& \& $\begin{array}{lllll}78 & 96 & 96 & 5570 & 416\end{array}$ \& \& XXXXE \& EXXE \& N \& N \& N \& J2DA <br>
\hline YA0657 \& \& \& \& \& 20 FT ISO CONTAINER \& \& \& NONE \& 45000 \& \& \& \& \& \& <br>
\hline PV 01 \& 5419013996391 \& \& N \& U \& FORCE PROVIDER MODULE \& M \& \& 2409696100201280 \& \& XXXEE \& EEEE \& N \& N \& N \& J2DB <br>
\hline YA0658 \& \& \& \& \& TRICON CONTAINER \& \& \& NONE \& 10000 \& \& \& \& \& \& <br>
\hline PV 01 \& 5419013996391 \& \& N \& U \& TRICON \& M \& \& $\begin{array}{lllll}78 & 96 & 96 & 6300 & 416\end{array}$ \& \& XXXXE \& EXXE \& N \& N \& N \& J2DA <br>
\hline YA0659 \& \& \& \& \& TRICON CONTAINER \& \& \& NONE \& 10000 \& \& \& \& \& \& <br>
\hline PV 01 \& 5419013996391 \& \& N \& U \& NONE \& M \& \& $\begin{array}{lllll}78 & 96 & 96 & 4570 & 416\end{array}$ \& \& XXXXE \& EXXE \& N \& N \& N \& J2DA <br>
\hline YA0660 \& \& \& \& \& TRICON CONTAINER \& \& \& NONE \& 10000 \& \& \& \& \& \& <br>
\hline PV 01 \& 5419013996391 \& \& N \& U \& NONE \& M \& \& $\begin{array}{lllll}78 & 96 & 96 & 5340 & 416\end{array}$ \& \& XXXXE \& EXXE \& N \& N \& N \& J2DA <br>
\hline YA0661 \& \& \& \& \& TRICON CONTAINER \& \& \& NONE \& 10000 \& \& \& \& \& \& <br>
\hline PV 01 \& 5419013996391 \& \& N \& U \& NONE \& M \& \& $\begin{array}{lllll}78 & 96 & 96 & 7180 & 416\end{array}$ \& \& XXXXE \& EXXE \& N \& N \& N \& J2DA <br>
\hline YA0662 \& \& \& \& \& TRICON CONTAINER \& \& \& NONE \& 10000 \& \& \& \& \& \& <br>
\hline PV 01 \& 5419013996391 \& \& N \& U \& NONE \& M \& \& $\begin{array}{lllll}78 & 96 & 96 & 6580 & 416\end{array}$ \& \& XXXXE \& EXXE \& N \& N \& N \& J2DA <br>
\hline YA0663 \& \& \& \& \& TRICON CONTAINER \& \& \& NONE \& 10000 \& \& \& \& \& \& <br>
\hline PV 01 \& 5419013996391 \& \& N \& U \& NONE \& M \& \& $\begin{array}{lllll}78 & 96 & 96 & 5530 & 416\end{array}$ \& \& XXXXE \& EXXE \& N \& N \& N \& J2DA <br>
\hline YA0664 \& \& \& \& \& TRICON CONTAINER \& \& \& NONE \& 10000 \& \& \& \& \& \& <br>
\hline PV 01 \& 5419013996391 \& \& N \& U \& NONE \& M \& \& $\begin{array}{lllll}78 & 96 & 96 & 4660 & 416\end{array}$ \& \& XXXXE \& EXXE \& N \& N \& N \& J2DA <br>
\hline
\end{tabular}

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TB 55-46-1 / NAVFAC P-1055


TB 55-46-1 / NAVFAC P-1055
VEHICLE
$\mathrm{R}=$ ROADABLE
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$\mathrm{P}=$ PREFERRED
$\mathrm{V}=$ VALIDATED

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VEHICLE
$\mathrm{R}=$ ROADABLE
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| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \\ & \hline \end{aligned}$ | $\begin{gathered} \text { NATL STOCK NO } \\ \text { (SET) } \\ (\text { TOE LIN }) \end{gathered}$ | $\begin{aligned} & \mathrm{C} \\ & \mathrm{O} \\ & \mathrm{M} \\ & \mathrm{P} \end{aligned}$ | V E H I C L E | $\begin{aligned} & \mathrm{T} \\ & \mathrm{Y} \\ & \mathrm{P} \\ & \mathrm{E} \\ & \mathrm{E} \\ & \mathrm{Q} \\ & \mathrm{P} \\ & \mathrm{~T} \end{aligned}$ | <--LIN DESCRIPTION--> $<---M O D E L---->$ $(-$ COMPO DESCRIPTION- $)$ | $\begin{gathered} \mathrm{S} \\ \mathrm{H} \\ \mathrm{I} \\ \mathrm{P} \\ \\ \mathrm{C} \\ \mathrm{O} \\ \mathrm{~N} \\ \mathrm{~F} \end{gathered}$ | $\begin{gathered} \mathrm{NO} \\ \mathrm{PCS} \end{gathered}$ |  | $\begin{gathered} \text { CGO VEH } \\ \text { LD LIMITS } \\ \text { WEIGHT } \\ \text { HGT CUBE } \\ \text { TOE LIN } \\ \text { (INDEX NO) } \end{gathered}$ | $\begin{aligned} & \begin{array}{l} \text { X=Dimen } \\ \mathrm{E}=\mathrm{NO} \quad \mathrm{Di} \\ <------ \\ <\text { AMC }> \\ \text { CCCKK } \\ 115 \mathrm{CC} \\ 37 \\ \hline 0 \\ \hline \end{array} \quad 11 \\ & \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { sionally } \\ & \text { mension } \\ & - \text {-CGO L } \\ & \text { <CRAF } \\ & \text { D D B B } \\ & \text { C C } 77 \\ & 8144 \\ & 077 \\ & 3 \\ & 3 \end{aligned}$ | $\begin{gathered} \text { Fits } \\ \text { Fit } \\ \text { D IN } \\ \text { CTN } \\ 20 \\ \text { FT } \end{gathered}$ | CTN <br> 40 <br> FT | $\begin{aligned} & 4 \\ & 6 \\ & 3 \\ & \text { L } \end{aligned}$ | $\mathrm{CCCH}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| YA0787 |  |  |  |  | ISU MBLTY SHOP CNTNR |  |  | NONE | 10000 |  |  |  |  |  |  |
| YA0789 |  |  |  |  | LONGBOW SVC TRL |  |  | NONE |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | R | 7 | NONE | B |  | 636102162590006082 |  | EEEEE | EEEE | N | N | N | RODK |
| PV 02 | 0000000000000 |  | R | 7 | NONE | S |  | $\begin{array}{lllll}636 & 102 & 160 & 47680 & 6007\end{array}$ |  | EEXEE | EEEE | N | N | N | R1DK |
| YA0790 |  |  |  |  | LONGBOW DVC TRL |  |  | NONE |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | R | 7 | NONE | B |  | 636102162590006082 |  | EEEEE | EEEE | N | N | N | RODK |
| PV 02 | 0000000000000 |  | R | 7 | NONE | S |  | 654102159600006139 |  | EEXEE | EEEE | N | N | N | R1DK |
| YA0791 |  |  |  |  | CNTNRZ CMD CTR |  |  | NONE | 3940 |  |  |  |  |  |  |
| PV 01 | 8145015023930 |  | N | U | CCC208 | M |  | $\begin{array}{lllll}165 & 87 & 84 & 3960 & 698\end{array}$ |  | XXXEE | EXEX | N | N | N | J2DA |
| YA0795 |  |  |  |  | AVN BULK LDR 6000-GAL |  |  | NONE |  |  |  |  |  |  |  |
| P 01 | 0000000000000 |  | N | U | GSA 79 | I |  | 3241443138141003701 |  | EXXEE | EEEE | N | N | N | J1DB |
| YA0796 |  |  |  |  | AIRCRAFT GENERATOR |  |  | NONE |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | 6 | NONE | D |  | $\begin{array}{lllll}96 & 67 & 67 & 3500 & 250\end{array}$ |  | XXXXE | XXXX | Y | Y | Y | A3BA |
|  | REMARKS |  |  | 6 | NONE | D |  | MTD ON HOBART CART |  |  |  |  | ETAI | In | NDEX01) |
| YA0798 |  |  |  |  | CMD MODULE SHELTER |  |  | NONE |  |  |  |  |  |  |  |
| PV 01 | 5410010032933 |  | N | U | NONE | M |  | 156 94 96 4032815 |  | XXXEE | EXXE | N | N | N | J2DA |
| YA0799 |  |  |  |  | BICON CONTAINER |  |  | NONE | 23105 |  |  |  |  |  |  |
| V 01 | 8145014813740 |  | N | U | BICON OLIVE DRAB | M |  | $118 \quad 96 \quad 1023350669$ |  | XXXXE | EXXE | N | N | N | J2DA |
|  | REMARKS |  |  | U | BICON OLIVE DRAB | M |  | BICON DRY FREIGHT CONTAINER WITH |  |  |  |  | ETAI | I | NDEX01) |
| PV 02 | 8145014813741 |  | N | U | BICON TAN | M |  | $\begin{array}{ccccc}\text { UBLE DOORS } & \text { ON ONE } & \text { END } & & \\ 118 & 96 & 102 & 3350 & 669\end{array}$ |  | XXXXE | EXXE | N | N | N | J2DA |
|  | REMARKS |  |  | U | BICON TAN | M |  | BICON DRY FREIGHT CONTAINER WITH |  |  |  |  | ETAI | I | NDEX02) |
|  |  |  |  |  |  |  |  | DOUBLE DOORS ON ONE END |  |  |  |  |  |  |  |
| YA0800 |  |  |  |  | PLATFORM TENT FLR |  |  | NONE |  |  |  |  |  |  |  |

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| STANDARD CHARACTERISTICS DATA FOR ARMY EQUIPMENT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ | NATL STOCK NO $($ SET) $(T O E ~ L I N)$ | $\begin{array}{\|c\|} \hline \mathrm{C} \\ \mathrm{O} \\ \mathrm{M} \\ \mathrm{P} \\ \hline \end{array}$ | $\begin{aligned} & \mathrm{V} \\ & \mathrm{E} \\ & \mathrm{H} \\ & \mathrm{I} \\ & \mathrm{C} \\ & \mathrm{~L} \\ & \mathrm{E} \end{aligned}$ | $\begin{aligned} & \mathrm{T} \\ & \mathrm{Y} \\ & \mathrm{P} \\ & \mathrm{E} \\ & \mathrm{E} \\ & \mathrm{Q} \\ & \mathrm{P} \\ & \mathrm{~T} \\ & \hline \end{aligned}$ | $\begin{gathered} \text { <--LIN DESCRIPTION--> } \\ \text { <---MODEL----> } \\ \text { (-COMPO DESCRIPTION-) } \end{gathered}$ | $\begin{gathered} \mathrm{S} \\ \mathrm{H} \\ \mathrm{I} \\ \mathrm{P} \\ \mathrm{C} \\ \mathrm{C} \\ \mathrm{~N} \\ \mathrm{~N} \\ \hline \end{gathered}$ | $\begin{gathered} \text { NO } \\ \text { PCS } \\ \hline \end{gathered}$ | <---------(FOR ON DIMENSIONS $<----(I N C H E S)----$ LENGTH WIDTH $<-------------($ REM | $\begin{aligned} & \text { NE ITEM) } \\ & --> \\ & \text { MARKS) } \\ & \text { MAGHT } \end{aligned}$ | WEIGHT <br> (LB) | $\begin{aligned} & \text { CUBE } \\ & \text { CU FT) } \\ & -> \end{aligned}$ | CGO VEH LD LIMITS WEIGHT HGT CUBE TOE LIN (INDEX NO) | $\begin{array}{\|l\|l} \hline \text { X=Dimen } \\ \text { E=No Di } \\ <-=----~ \\ \text { <AMC> } \\ \text { CCCKK } \\ 115 C C \\ 37 & 11 \\ 0 & 03 \\ & 5 \end{array}$ |  | $\begin{aligned} & \text { Fits } \\ & \text { Fit } \\ & \text { INI } \\ & \text { CTN } \\ & 20 \\ & \text { FT } \end{aligned}$ | $\begin{aligned} & \text { CTN } \\ & 40 \\ & \text { FT } \end{aligned}$ | $\begin{aligned} & 4 \\ & 6 \\ & 3 \\ & \mathrm{~L} \end{aligned}$ | $\mathrm{CCCH}$ |
| YA0821 |  |  |  |  | TRK UTILITY UP-ARMOR |  |  |  | NONE |  |  | 2300 |  |  |  |  |  |  |
| PV 02 | 2320014990015 |  | R | 4 | M1145 | C |  | 19786 | 72 | 9800 | 706 | 72 | XXXEE | EXEX | N | N | N | R2DA |
| V 03 | 2320014990015 |  | R | 4 | M1145 | 9B |  | 197 86 | 72 | 9800 | 706 | 72 | XXXEE | EXEX | N | N | N | R2DA |
| Y Y 0822 |  |  |  |  | GEN 35KW TRLR MTD |  |  |  | NONE |  |  |  |  |  |  |  |  |  |
| PV 01 | 8340015331697 |  | R | 6 | GETS GREEN | D |  | $165 \quad 85$ | 75 | 3820 | 609 |  | XXXEE | EXEX |  | N | N | R2DA |
|  | REMARKS |  |  | 6 | GETS GREEN | D |  | MTD ON BASE-X SUP | PPORT TRAI | ILER |  |  |  |  |  | ETAI |  | NDEX01) |
| V 03 | 8340015331697 |  | R | 6 | GETS | D |  | 16585 | 75 | 4200 | 609 |  | XXXEE | EEEX | N | N | N | R2DA |
| $\mathrm{V} \quad 18$ | 8340015662649 |  | R | 6 | GETS TAN | D |  | 165 85 | 75 | 4200 | 609 |  | XXXEE | EXEX | N | N | N | R2DA |
| YA0823 |  |  |  |  | TRUCK FORD |  |  |  | NONE |  |  | 3000 |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | R | 4 | F350 | D |  | 264101 | 89 | 5720 | 1374 | 8067 | XXXEE | EEEE | N | N | N | R2DA |
| V 02 | 0000000000000 |  | R | 4 | F350 | B |  | 261105 | 86 | 7711 | 1364 | 8067 | XXXEE | EEEE | N | N | N | R2DA |
| V 03 | 0000000000000 |  | R | 4 | F350 | C |  | 26194 | 86 | 7711 | 1222 | 8067 | XXXEE | EEEE | N | N | N | R2DA |
| V 16 | 0000000000000 |  | R | 3 | F250 SUPER DTY | D |  | 26486 | 84 | 6840 | 1104 | 8067 | XXXEE | EEEE | N | N | N | R2DA |
| V 17 | 0000000000000 |  | R | 3 | F250 UTIL BED | D |  | 26986 | 93 | 9600 | 1246 |  | XXXEE | EEEE | N | N | N | R2DA |
| YA0824 |  |  |  |  | TRL HOMESTEADER |  |  |  | NONE |  |  | 12000 |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | R | 7 | HERCULES | D |  | 264101 | 112 | 7540 | 1729 | 81389 | EXXEE | EEEE | N | N | N | R1DA |
| Y Y 0826 |  |  |  |  | POWER DIST TLR MTD |  |  |  | NONE |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | R | 6 | PDU/ATS | D |  | 17694 | 87 | 3650 | 833 |  | XXXEE | EEEX | N | N | N | R2DA |
| YA0827 |  |  |  |  | ENVIRONMNTL CNTL UNIT |  |  |  | NONE |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | U | 120 K BTU | I |  | $126 \quad 64$ | 63 | 2650 | 294 |  | XXXXE | XXXX | Y | Y | N | J2BA |
| - YA0828 |  |  |  |  | CABLE TRAILER |  |  |  | NONE |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | R | 6 | NONE | D |  | 17691 | 61 | 4350 | 566 |  | XXXEE | EXEX |  | N |  | R2DA |
|  | REMARKS |  |  | 6 | NONE | D |  | INCLUDES CABLE |  |  |  |  |  |  |  |  |  | NDEX01) |
| YA0829 |  |  |  |  | GENERATOR TLR MTD |  |  |  | NONE |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | R | 6 | 230 KW | D |  | 296106 | 142 | 20000 | 2579 |  | EXXEE | EEEE | N | N | N | R1DB |

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| TOE LIN (INDEX) <br> NO | $\begin{gathered} \text { NATL STOCK NO } \\ \text { (SET) } \\ \text { (TOE LIN) } \\ \hline \end{gathered}$ |  |  |  | $\begin{aligned} & \text { <--LIN DESCRIPTION--> } \\ & \text { <---MODEL------ } \\ & \text { (-COMPO DESCRIPTION-) } \end{aligned}$ | $\begin{aligned} & \text { S } \\ & \text { H } \\ & \text { I } \\ & \text { P } \\ & C \\ & \text { O } \\ & \text { N } \\ & F \end{aligned}$ | $\begin{aligned} & \text { NO } \\ & \text { PCS } \end{aligned}$ |  | OR On | EM) - | $\begin{aligned} & \text { WEIGHT } \\ & \text { (LB) } \end{aligned}$ | $\begin{aligned} & \text { CUBE } \\ & \text { CU FT) } \end{aligned}$ | CGO VEH LD LIMITS WEIGHT HGT CUBE TOE LIN (INDEX NO) | X=Dime <br> $\mathrm{E}=\mathrm{N} \circ \mathrm{D}$ <br> <AMC> CCCKK 115 CC 3711 0 0 | $\begin{aligned} & \text { Sionall } \\ & \text { mension } \\ & - \text { CGO } \\ & \text { CRAF } \\ & \text { DDB B } \\ & \text { CC } 77 \\ & 8144 \\ & 077 \\ & 324 \\ & 000 \\ & 00 \\ & \text { FF } \end{aligned}$ | $\begin{aligned} & \text { Fits } \\ & \text { Fit } \\ & \text { IN } \\ & \text { CTN } \\ & 20 \\ & \text { FT } \end{aligned}$ | $\begin{aligned} & \text { CTN } \\ & 40 \\ & \text { FT } \end{aligned}$ |  | СССН |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| YA0896 |  |  |  |  | -9 SUPPORT CONTAINER |  |  |  |  |  |  |  | 7000 |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | N | U | NONE | M |  | 98 | 84 | 65 | 3834 | 310 |  | xxxxe | xxxx | Y | Y | Y | J3BA |
| YA0897 |  |  |  |  | CNTR HAzMAT Storage |  |  |  |  |  |  |  | 6300 |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | n | U | NONE | M |  | 132 | 66 | 102 | 8700 | 515 |  | xxiee | eexe | N | N | N | J2DA |
| YA0898 |  |  |  |  | mine res ambush prot |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| V 03 | 0000000000000 |  | R | 4 | FPI CAT II | B |  | 297 | 104 | 122 | 41300 | 2181 |  | Exxee | eeee | N | N | N | R1DC |
| V 04 | 0000000000000 |  | R | 4 | FPI CAT II | c |  | 283 | 103 | 110 | 41300 | 1856 |  | Exiee | eeee | N | N | N | R1DC |
| v 05 | 0000000000000 |  | R | 4 | BAE CAT I | B |  | 267 | 114 | 134 | 38200 | 2361 |  | Exxee | eeee | N | N | N | R1DC |
| v 06 | 0000000000000 |  | R | 4 | BAE CAT I | C |  | 262 | 101 | 134 | 38200 | 2053 |  | Exxee | eeee | N | N | N | R1DC |
| v 07 | 0000000000000 |  | R | 4 | BAE CAT II | B |  | 338 | 108 | 135 | 48890 | 2852 |  | Exiee | eeee | N | N | N | R1DC |
| v 08 | 0000000000000 |  | R | 4 | BAE CAT II | c |  | 334 | 100 | 135 | 48890 | 2610 |  | Exiee | eeee | N | N | N | R1DC |
| V 09 | 0000000000000 |  | R | 4 | IMG CAT I | B |  | 260 | 121 | 160 | 36500 | 2913 |  | eeeee | eeee | N | N | N | RODC |
| v 10 | 0000000000000 |  | R | 4 | Img CAt I | c |  | 260 | 100 | 160 | 36500 | 2408 |  | eeeee | eeee | N | N | N | RODC |
| v 11 | 0000000000000 |  | R | 4 | ARMOR CAT I | B |  | 261 | 99 | 145 | 30800 | 2169 |  | eexee | eeee | N | N | N | R1DC |
| v 12 | 0000000000000 |  | R | 4 | ARMOR CAT I | c |  | 260 | 99 | 145 | 30800 | 2160 |  | eexee | eeee | N | N | N | R1DC |
| V 13 | 0000000000000 |  | R | 4 | ARMOR CAT II | B |  | 310 | 121 | 144 | 40300 | 3126 |  | eexee | eeee | N | N | N | R1DC |
| V 14 | 0000000000000 |  | R | 4 | armor cat il | c |  | 283 | 99 | 144 | 40300 | 2335 |  | Eexee | eeee | N | N | N | R1DC |
| PV 01 | 2355015525565 |  | R | 4 | FPI CAT I | B |  | 249 | 104 | 123 | 33640 | 1844 |  | exiee | eeee | N | N | N | R1DC |
| PV 02 | 2355015525565 |  | R | 4 | FPI CAT I | c |  | 236 | 104 | 111 | 33640 | 1577 |  | Exiee | eeee | N | N | N | R1DC |
| YA0903 |  |  |  |  | FUEL tank W/trlr |  |  |  |  |  |  |  | 1818 |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | R | 6 | 200 GAL | D |  | 127 | 69 | 64 | 1852 | 325 |  | XXXXE | xxxx | Y | Y | N | R2BA |
| V 02 | 0000000000000 |  | R | 6 | 200 GAL | D |  | 158 | 75 | 83 | 2535 | 570 |  | xxxee | ExxX | N | Y | N | R2CA |
| YA0904 |  |  |  |  | Radar target acl sys |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | R | 4 | GIRAFFE AMB | D |  | 438 | 96 | 150 | 45700 | 3650 |  | EEXEE | EEEE | N | N | N | R1DK |
| YA0905 |  |  |  |  | BOH FPU-TS TRLR |  |  |  |  |  |  |  | 1500 |  |  |  |  |  |  |
| PV 01 | 0000000000000 |  | R | 7 | none | D |  | 335 | 102 | 64 | 14000 | 1266 |  | XXXEE | eeee | N | N | N | R2DB |
| V 02 | 0000000000000 |  | R | 7 | none | D |  | 335 | 102 | 158 | 24463 | 3125 |  | Eeeee | eeee | N | N | N | RODC |
|  | REMARKS |  |  | 7 | NONE | D |  | W/FPU 20 |  |  |  |  |  |  |  |  | eta |  | NDEX02) |

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TB 55-46-1 / NAVFAC P-1055
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$\mathrm{N}=$ NON ROADABLE

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$\begin{array}{ll}\mathrm{P}=\text { PREFERRED } & \mathrm{R}=\text { ROADABLE } \\ \mathrm{V}=\text { VALIDATED } & \mathrm{N}=\text { NON ROADABLE }\end{array}$

VEHICLE
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$\mathrm{N}=$ NON ROADABLE

$\mathrm{P}=$ PREFERRED
$\mathrm{V}=$ VALIDATED
VEHICLE
$\mathrm{R}=$ ROADABLE
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VEHICLE
$\mathrm{R}=$ ROADABLE
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VEHICLE
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$\mathrm{P}=$ PREFERRED
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TB 55-46-1 / NAVFAC P-1055
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TB 55-46-1 / NAVFAC P-1055
VEHICLE
$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE


TB 55-46-1 / NAVFAC P-1055

$\mathrm{R}=$ ROADABLE
$\mathrm{N}=$ NON ROADABLE

| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ | $\begin{gathered} \text { NATL STOCK NO } \\ \text { (SET) } \\ \text { (TOE LIN) } \end{gathered}$ | $\begin{aligned} & \mathrm{C} \\ & 0 \\ & \mathrm{M} \\ & \mathrm{M} \\ & \hline \end{aligned}$ | $\begin{aligned} & \mathrm{V} \\ & \mathrm{E} \\ & \mathrm{H} \\ & \mathrm{I} \\ & \mathrm{C} \\ & \mathrm{~L} \\ & \mathrm{E} \end{aligned}$ | Pr | $\begin{aligned} & \text { <--LIN DESCRIPTION--> } \\ & \text { (----MODEL-----> } \\ & \text { (-COMPO DESCRIPTION-) } \end{aligned}$ | $\begin{aligned} & \mathrm{S} \\ & \mathrm{H} \\ & \mathrm{I} \\ & \mathrm{P} \\ & \mathrm{C} \\ & \mathrm{O} \\ & \mathrm{~N} \\ & \mathrm{~F} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { NO } \\ & \text { PCS } \end{aligned}$ |  | CGO VEH LD LIMITS WEIGHT HGT CUBE TOE LIN (INDEX NO) |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 205602 |  |  |  |  | TRUCK, CARGO M1083A2 |  |  | NONE | 10000 |  |  |  |
| PV 01 | 0000000000000 REMARKS |  | R |  | M1083A2 2 MTV M1083A2 2 MTV | B |  | $\begin{array}{lllll} 274 & 96 & 113 & 24870 & 1721 \end{array}$ <br> M1083A2 TACTICAL 6X6 MEDIUM <br> TACTICAL VEHICLE (MTV) WITHOUT WINCH OPERATING WORLDWIDE ON PRIMARY AND SECONDARY ROADS, TRAILS AND CROSS-COUNTRY TERRAIN IN ALL CLIMATIC CONDITIONS |  | Exiee | Eexx | $\begin{aligned} & \mathrm{N} \underset{\text { (DETAIL }}{\mathrm{N}} \quad \mathrm{~N} \quad \text { R1DEXCO1) } \end{aligned}$ |
| PV $\begin{gathered}\text { 205604 } \\ \end{gathered}$ | 0000000000000 |  | R | 4 | LMTV SHOP VAN M1079A2 M1079A2 | B |  | $$ | 5000 | ExXee | EEXX | N N N R1DC |
|  | REMARKS |  |  | 4 | M1079A2 | B |  | THE SHOP VAN IS A 2-1/2 TON, 4 X 4 LIGHT MEDIUM TACTICAL VEHICLE (LMTV), WITHOUT WINCH (WO/W), DESIGNED WITH A REMOVABLE MOUNTED SHELTER |  |  |  | (DETAIL Indexol) |
| 205606 |  |  |  |  | TRUCK, CARGO: M1078A2 |  |  | NONE 253 ( ${ }^{\text {a }}$ | 5000 |  |  |  |
| PV 01 | 0000000000000 REMARKS |  | R | 4 | $\begin{aligned} & \text { M1078A2 } \\ & \text { M1078A2 } \end{aligned}$ | B |  |  |  | Exiee | Eexx | $\begin{gathered} \mathrm{N} \underset{(\text { DETAIL }}{\mathrm{N}} \mathrm{~N} \quad \text { R1DCEXO1) } \end{gathered}$ |
| PVZ05607 <br>  |  |  |  |  | TRUCK, DUMP: M1157A2 M1157A2 DUMP |  |  | NONE $\begin{array}{lllll} 286 & 96 & 113 & 28885 & 1796 \end{array}$ | 20000 |  |  |  |
|  | 0000000000000 REMARKS |  | R | 4 4 | M1157A2 DUMP <br> M1157A2 DUMP |  |  | THE M1157A2, TRUCK, DUMP,IS A 10-TON, 6X6 DUMP TRUCK W/O WINCH. THE CAB IS CONSISTENT WITH THE LONG TERM ARMOR STRATEGY AND INCORPORATES THE LTAS A-KIT REQUIREMENTS |  | EXXEE |  | $\begin{aligned} & \mathrm{N} N \mathrm{~N} \text { N R1DC } \\ & \text { (DETAIL IDEXO1) } \end{aligned}$ |

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VEHICLE
$\mathrm{R}=$ ROADABLE
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TB 55-46-1 / NAVFAC P-1055
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TB 55-46-1 / NAVFAC P-1055
VEHICLE
$\mathrm{R}=$ ROADABLE
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VEHICLE




## NAVY <br> EQUIPMENT <br> CHARATERISTICS DATA

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VEHICLE
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$\mathrm{V}=$ VALIDATED


LEGEND VEHICLE
$\begin{array}{ll}\mathrm{P}=\mathrm{PREFERRED} & \mathrm{R}=\text { ROADABLE } \\ \mathrm{V}=\mathrm{VALIDATED} & \mathrm{N}=\text { NON ROADABLE }\end{array}$

LEGEND VEHICLE
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LEGEND VEHICLE

VEHICLE
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VEHICLE
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VEHICLE
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LEGEND VEHICLE
$\begin{array}{ll}\mathrm{P}=\mathrm{PREFERRED} & \mathrm{R}=\text { ROADABLE } \\ \mathrm{V}=\text { VALIDATED } & \mathrm{N}=\text { NON ROADABLE }\end{array}$

LEGEND VEHICLE
$\begin{aligned} \mathrm{P} & =\text { PREFERRED } \\ \mathrm{V} & =\text { VALIDATED } \quad \mathrm{N}\end{aligned}=\mathrm{NON}$ ROADABLE


LEGEND VEHICLE

VEHICLE
$\begin{aligned} \mathrm{R} & =\text { ROADABLE } \\ \mathrm{N} & =\text { NON ROADABLE }\end{aligned}$
LEGEND
$\mathrm{P}=$ PREFERRED
$\mathrm{V}=$ VALIDATED

| $\begin{aligned} & \text { TOE LIN } \\ & \text { (INDEX) } \\ & \text { NO } \end{aligned}$ | NATL STOCK NO (SET) (TOE LIN) | Clall |  | $\begin{gathered} \text { <--LIN DESCRIPTION--> } \\ \text { <---MODEL----> } \\ \text { (-COMPO DESCRIPTION-) } \end{gathered}$ | S S H H [ | $\begin{array}{\|c\|} \hline \text { NO } \\ \text { PCS } \\ \hline \end{array}$ |  | CGO VEH LD LIMITS WEIGHT HGT CUBE TOE LIN (INDEX NO) | $\begin{aligned} & \mathrm{X}=\mathrm{Dimen} \\ & \mathrm{E}=\mathrm{No} \text { Dil } \\ & \text { <------ } \\ & \text { <AMC> } \\ & \text { CCCKK } \\ & 115 \mathrm{CC} \\ & 37 \\ & \hline 0 \\ & 0 \\ & 03 \\ & \\ & \hline \end{aligned}$ |  | $\begin{aligned} & \text { Fit } \\ & 1 \text { Fi } \\ & \text { AD I } \end{aligned}$ | N-- N 40 40 FT |  | --> $\mathrm{CCCH}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 182012 <br> PV 06 | 3930LLLC32815 | N |  | TRFK D 12K LB PRT TRUCK FORKLIFT RT | B |  | $\begin{array}{llll} & & & \text { NONE } \\ 292 & 108 & 125 & 226262282\end{array}$ |  | EXXEE | EEEE | N | N | N | A1DC |
| Pr $\begin{array}{r}182020 \\ \text { PV } 06\end{array}$ | 3930LLLC32772 |  |  | TRFK D 20K ZB PRT <br> TRUCK FORKLIFT 20000 | B |  |  NONE    <br> 260 120 $121 \quad 430002185$   |  | EXXEE | EEEE |  | N | N | A1DC |
| 182025 |  |  |  | TRFK D 25K LB PRT |  |  | NONE |  |  |  |  |  |  |  |
| PV 06 | 3930LLLC32844 | N |  | TRFK 25K W/TOP HNDLR | B |  | 4001281481030004386 |  | EXXEE | EEEE | N | N | N | A1DE |
|  | REMARKS |  |  | TRFK 25 K W/TOP HNDLR | B |  | TRUCK FORKLIFT 25000LB CAP PRT DED W/TOP HNDLR ATT |  |  |  |  | ETA |  | NDEX0 6) |
| 182051 |  |  |  | TRFK D 53K LB PRT |  |  | NONE |  |  |  |  |  |  |  |
| PV 06 | 3930015227364 | N |  | FORKLIFT 53K CONT HAN | B |  | 5761441181180005664 |  | EXXEE | EEXX | N | N | N | A1DM |
| 182091 |  |  |  | TRFK 11K ARMOR |  |  | NONE |  |  |  |  |  |  |  |
| PV 06 | 3930LLLCC6074 | N |  | FRKLFT 11K RT TELHD | 9 B |  | $248101 \quad 109360001580$ |  | EXXEE | EEXX | N | N | N | A1DC |
| 182092 |  |  |  | TRFK 12K ARMOR |  |  | NONE |  |  |  |  |  |  |  |
| PV 06 | 3930 LLLCC6073 | N |  | ARMOR TRK FORKLIFT 12 | B |  | $320 \quad 92 \quad 132 \quad 375002249$ |  | EXXEE | EEEE | N | N | N | A1DC |
| 212000 |  |  |  | CENTRAL MIX PLANT CON |  |  | NONE |  |  |  |  |  |  |  |
| PV 01 | 3895LLLCA0200 | N |  | PLANT CONCRETE | I |  | $682102162 \quad 380006522$ |  | EEEEE | EEEE | N | N | N | JODK |
| 220004 |  |  |  | ROCK CRUSHER PORTABLE |  |  | NONE |  |  |  |  |  |  |  |
| PV 01 | 3820 LLLCA0247 | N |  | JAW TYPE PRIMARY | I |  | $640120174 \quad 1400007734$ |  | EEEEE | EEEE | N | N | N | JODN |
| 220005 |  |  |  | CRUSHER ROCK PORTABLE |  |  | NONE |  |  |  |  |  |  |  |
| PV 01 | 3820 LLLC32810 | N |  | CONE TYPE SECONDARY | I |  | $\begin{array}{llll}571 & 136 & 110 & 671084944\end{array}$ |  | EXXEE | EEXX | N | N | N | J1DL |
| 220006 |  |  |  | CRUSHER IMPACT / SCRE |  |  | NONE |  |  |  |  |  |  |  |
| PV 01 | 3820 LLLC32811 | N |  | 250TPH PORTABLE | I |  | $\begin{array}{llll}783 & 144 & 161 & 8800010506\end{array}$ |  | EEXEE | EEEE | N | N |  | J1DL |
| 221002 |  |  |  | PLANT WASHING/SCREENI |  |  | NONE |  |  |  |  |  |  |  |



LEGEND VEHICLE

VEHICLE
$\mathrm{R}=$ ROADABLE
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## APPENDIX A

## REFERENCES

## APPENDIX A REFERENCES

## Section I <br> Required Publications

AR 71-32
Force Development and Documentation-Consolidated Policies. (Cited in para 1-1a.)

## DOD 4500.9-R

Defense Transportation Regulation. (Cited in paras 1-1 $a$ and 2-3.) (Available at https://www.ustranscom.mil/dtr/dtrp3.cfm)

## SB 700-20

Army Adopted/Other Items Selected for Authorization/List of Reportable Items. (Cited in paras 1-1c, 3-1c, 3-1i(19), and 3-1i(21).)

## Section II <br> Related Publications

A related publication is a source of additional information. A user does not have to read a related publication in order to understand this publication.

AF Pamphlet 10-1403
Airlift Planning Factors. (Available at http://www.e-publishing.af.mil.)
Civil Reserve Air Fleet Load Planning Guidance
Obtain from HQ AMC/A3BF, 402 Scott Drive, Unit 3A1, Scott AFB, IL. 62225.
DA Pam 708-3
Cataloging of Supplies and Equipment, Army Adopted Items of Materiel and List of Reportable Items (SB 70020)

TM 4-48.03
Airdrop of Supplies and Equipment Rigging Containers

## Section III

## Prescribed Forms

This section contains no entries.

## Section IV

## Referenced Forms

This section contains no entries.

## APPENDIX B

## ARMY <br> CROSS-REFERENCE NATIONAL STOCK NUMBER TO TOE LIN

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## APPENDIX C

## NAVY <br> CROSS-REFERENCE NATIONAL STOCK NUMBER <br> TO TOA LIN

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## APPENDIX D

## ARMY MODEL CROSS-REFERENCE DESIGNATION TO TOE LIN AND CARGO GROUP CODE

# APPENDIX D CROSS-REFERENCE ARMY MODEL DESIGNATION TO TOE LIN AND CARGO GROUP CODE 

## D-1. Cargo Group Code

The Cargo Group Code (CGO GP) is constructed as shown by the following examples.
Table D-1. Cargo Group Code Examples/Explanations

|  |  | Shipping | Cargo Group |  |  |  |  |
| :--- | :--- | :---: | :---: | :---: | :---: | :---: | :--- |
| Model | Description | Configuration | Code* | Length | Width | Height | LIN |
| M548 | Carrier Cargo FTRAC | Operational | P43T | 232 | 106 | 130 | D11049 |
|  |  | Reduced | P22T | 232 | 100 | 77 | D11049 |

*Explanation for cargo group code P43T is as follows: First position "P" means self-propelled, a "T" in this position means towed. Second and third positions " 43 " is the dimensional group for Operational shipping configuration, that is, dimensions do not exceed 999 " (length), 114 " (width), or 130" (height). Fourth position " T " is the weight group (weight does not exceed $30,000 \mathrm{lbs}$ ). Note: The weight equals "empty" weight plus rated load capacity of cargo vehicles, if applicable.

## D-2. Cargo Group Code criteria

The Cargo Group Code criteria listed in table D-2 was developed by Headquarters Air Mobility Command (HQAMC) Tanker Airlift Control Center (TACC).

Table D-2. Cargo Group Code Criteria

| Dimension group criteria Maximum dimensions |  |  |  |  |  | Weight group criteria Maximum gross weight |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Group |  | LxWxH | Group |  | LxWxH | Group |  | (LBS) |
| 01 | $=$ | $120 \times 61 \times 76$ | 26 | $=$ | $279 \times 100 \times 80$ | A | $=$ | 1,000 |
| 02 | $=$ | $133 \times 61 \times 76$ | 27 | = | $279 \times 100 \times 106$ | B | $=$ | 2,000 |
| 03 | $=$ | $133 \times 80 \times 76$ | 28 | $=$ | $320 \times 115 \times 100$ | C | = | 3,000 |
| 04 | $=$ | $133 \times 80 \times 106$ | 29 | $=$ | $330 \times 100 \times 100$ | D | $=$ | 4,000 |
| 05 | $=$ | $133 \times 100 \times 76$ | 30 | $=$ | $352 \times 110 \times 80$ | E | = | 5,000 |
| 06 | $=$ | $133 \times 100 \times 106$ | 31 | $=$ | $352 \times 110 \times 106$ | F | $=$ | 6,000 |
| 07 | = | $142 \times 80 \times 76$ | 32 | = | $354 \times 100 \times 106$ | G | $=$ | 7,000 |
| 08 | = | $148 \times 87 \times 72$ | 33 | = | $394 \times 110 \times 106$ | H | = | 8,000 |
| 09 | $=$ | $148 \times 87 \times 106$ | 34 | $=$ | $400 \times 110 \times 106$ | J | $=$ | 9,000 |
| 10 | $=$ | $148 \times 100 \times 72$ | 35 | $=$ | $600 \times 115 \times 106$ | K | = | 10,000 |
| 11 | $=$ | $160 \times 100 \times 106$ | 36 | $=$ | $999 \times 88 \times 140$ | L | = | 12,000 |
| 12 | = | $175 \times 100 \times 72$ | 37 | = | $999 \times 92 \times 135$ | M | $=$ | 14,000 |
| 13 | = | $175 \times 100 \times 106$ | 38 | = | $999 \times 96 \times 130$ | N | = | 16,000 |
| 14 | = | $189 \times 102 \times 106$ | 39 | = | $999 \times 100 \times 125$ | P | = | 18,000 |
| 15 | = | $190 \times 80 \times 80$ | 40 | $=$ | $999 \times 104 \times 120$ | Q | $=$ | 20,000 |
| 16 | $=$ | $220 \times 80 \times 80$ | 41 | $=$ | $999 \times 105 \times 140$ | R | = | 24,000 |
| 17 | $=$ | $220 \times 80 \times 106$ | 42 | $=$ | $999 \times 114 \times 114$ | S | $=$ | 28,000 |
| 18 | = | $220 \times 100 \times 80$ | 43 | = | $999 \times 114 \times 130$ | T | = | 30,000 |
| 19 | = | $220 \times 100 \times 106$ | 44 | = | $999 \times 130 \times 114$ | U | = | 35,000 |
| 20 | = | $234 \times 80 \times 80$ | 45 | = | $999 \times 130 \times 130$ | V | = | 50,000 |
| 21 | = | $234 \times 80 \times 106$ | 46 | = | $999 \times 130 \times 145$ | W | $=$ | 75,000 |
| 22 | $=$ | $234 \times 100 \times 80$ | 47 | $=$ | $999 \times 130 \times 156$ | X | = | 104,000 |
| 23 | = | $234 \times 100 \times 106$ | 48 | $=$ | $999 \times 142 \times 156$ | Y | $=$ | 209,000 |
| 24 | $=$ | $266 \times 100 \times 80$ | 49 | $=$ | $999 \times 156 \times 156$ |  |  |  |
| 25 | = | $266 \times 100 \times 106$ | 50 | $=$ | $999 \times 160 \times 160$ |  |  |  |

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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | $\begin{aligned} & \text { CARGO } \\ & \text { GROUP } \\ & \text { CODE } \end{aligned}$ | $\begin{aligned} & \text { LENGTH } \\ & \text { (IN) } \end{aligned}$ | $\begin{gathered} \text { WIDTH } \\ (\text { IN }) \end{gathered}$ | $\begin{aligned} & \text { HEIGHT } \\ & \text { (IN) } \end{aligned}$ | $\begin{aligned} & \text { WEIGHT } \\ & \text { (LB) } \end{aligned}$ | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ (\text { IN }) \end{gathered}$ | $\begin{gathered} \text { LOAD } \\ \text { WEIGHT } \\ \text { (LB) } \\ \hline \end{gathered}$ | LIN-INDEX |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| AN/TMQ-52 | MMS-PROFILER | OPERATIONAL | P31K | 207 | 105 | 104 | 9580 | 104 | 9580 | M36361 01 |
| AN/TMQ-52 | MMS-PROFILER | RED-TECH MANUAL | P19K | 207 | 87 | 104 | 9580 | 104 | 9580 | M36361 02 |
| AN/TPN 31 | RADAR SET | not Reducible | **L** | 201 | 100 | 102 | 12100 | 102 | 12100 | R17126 15 |
| AN/TPN-31 | RADAR SET | BARE Item | **L** | 504 | 124 | 102 | 37326 | 102 | 37326 | R17126 01 |
| AN/TPN-31 | RADAR SET | NOT REDUCIBLE | **L** | 221 | 102 | 106 | 9600 | 106 | 9600 | R17126 02 |
| AN/TPN-31 SHLT | RADAR SET | BARE ItEM | ** $\mathrm{L}^{* *}$ | 106 | 83 | 71 | 2400 | 71 | 2400 | R17126 04 |
| AN/TPQ-27V1 | ARTILLERY LOC RADAR | bare item | **L** | 172 | 83 | 76 | 21284 | 76 | 21284 | A41666 D1 |
| AN/TPQ-36 | RADAR SET | not Reducible | ** ${ }^{\text {*** }}$ | 274 | 96 | 112 | 32173 | 112 | 32173 | R14148 23 |
| AN/TPQ-36 (V) 10 | RADAR SET | not Reducible | ** $\mathrm{L}^{* *}$ | 161 | 85 | 92 | 3360 | 92 | 3360 | R14284 14 |
| AN/TPQ-36 (V) 8 | RADAR SET | VEHICLE MTD | **L** | 206 | 86 | 102 | 9619 | 102 | 9619 | R14284 03 |
| AN/TPQ-36V1 | RADAR SET | VEHICLE MTD | T14G | 183 | 84 | 86 | 6619 | 86 | 6619 | R14148 01 |
| AN/TPQ-36V1 | RADAR SET | VEHICLE MTD | P43M | 265 | 106 | 122 | 13954 | 122 | 13954 | R14148 04 |
| AN/TPQ-36V5 | RADAR SET | SEt total | **L** | 0 | 0 | 0 | 50225 | 0 | 50225 | R14148 06 |
| AN/TPQ-36V7 | RADAR SET | SEt total | ** $\mathrm{L}^{* *}$ | 0 | 0 | 0 | 23181 | 0 | 23181 | R14216 05 |
| AN/TPQ-36V7 | RADAR SET | BARE Item | ** $\mathrm{L}^{* *}$ | 106 | 83 | 71 | 2400 | 71 | 2400 | R14216 06 |
| AN/TPQ-36V8 | RADAR SET | BARE Item | **L** | 106 | 83 | 71 | 2400 | 71 | 2400 | R14284 01 |
| AN/TPQ-36V8 | RADAR SET | BARE ItEM | ** ${ }^{\text {*** }}$ | 360 | 89 | 102 | 11769 | 102 | 11769 | R14284 44 |
| AN/TPQ-37V1 | ARTILIERY LOC RADAR | DOLLY Whl mtd | T28M | 287 | 96 | 92 | 13660 | 92 | 13660 | A41666 05 |
| AN/TPQ-37V1 | ARTILLERY LOC RADAR | Vehicle mtd | P17H | 210 | 79 | 95 | 7900 | 95 | 7900 | A41666 06 |
| $\mathrm{AN} / \mathrm{TPQ}-37 \mathrm{~V} 1$ | ARTILLERY LOC RADAR | vehicle mtd | P39T | 323 | 99 | 120 | 28580 | 120 | 28580 | A41666 07 |
| AN/TPQ-37V1 | ARTILIERY LOC RADAR | VEHICLE MTD | P41R | 332 | 98 | 129 | 22795 | 129 | 22795 | A41666 11 |
| AN/TPQ-37V1 | ARTILIERY LOC RADAR | VEHICLE MTD | P39N | 265 | 98 | 125 | 15592 | 125 | 15592 | A41666 12 |
| AN/TPQ-37V1 | ARTILLERY LOC RADAR | VEhicle mtd | T41P | 237 | 98 | 128 | 17320 | 128 | 17320 | A41666 17 |
| AN/TPQ-37V2 | ARTILIERY LOC RADAR | ASSEMBLED | ** $\mathrm{L}^{* *}$ | 0 | 0 | 0 | 20110 | 0 | 20110 | A41666 36 |
| AN/TPQ-37v3 | ARTILLERY LOC RADAR | ASSEMBLED | **L** | 0 | 0 | 0 | 20110 | 0 | 20110 | A41666 28 |
| AN/TPQ-37V4 | ARTILLERY LOC RADAR | ASSEMBLED | **L** | 0 | 0 | 0 | 20110 | 0 | 20110 | A41666 27 |
| AN/TPQ-37V5 | ARTILIERY LOC RADAR | DOLLY WhL mtd | T28M | 287 | 96 | 92 | 13660 | 92 | 13660 | A41666 60 |
| AN/TPQ-37V5 | ARTILLERY LOC RADAR | VEhicle mtd | P17H | 210 | 79 | 95 | 7900 | 95 | 7900 | A41666 61 |
| AN/TPQ-37V5 | ARTILIERY LOC RADAR | vehicle mtd | P39T | 323 | 99 | 120 | 28580 | 120 | 28580 | A41666 62 |
| AN/TPQ-37V5 | ARTILLERY LOC RADAR | vehicle mtd | P41R | 332 | 98 | 129 | 22795 | 129 | 22795 | A41666 63 |
| AN/TPQ-37V5 | ARTILLERY LOC RADAR | VEHICLE MTD | P39N | 265 | 98 | 125 | 15592 | 125 | 15592 | A41666 64 |
| AN/TPQ-37V5 | ARTILIERY LOC RADAR | VEHICLE MTD | T41P | 237 | 98 | 128 | 17320 | 128 | 17320 | A41666 65 |
| AN/TPQ-37V6 | ARTILLERY LOC RADAR | DOLLY WhL mtd | т28M | 287 | 96 | 92 | 13660 | 92 | 13660 | A41666 44 |
| AN/TPQ-37V6 | ARTILLERY LOC RADAR | VEHICLE MTD | P17H | 210 | 79 | 95 | 7900 | 95 | 7900 | A41666 45 |
| AN/TPQ-37v6 | ARTILIERY LOC RADAR | VEHICLE MTD | P39T | 323 | 99 | 120 | 28580 | 120 | 28580 | A41666 46 |
| AN/TPQ-37v6 | ARTILLERY LOC RADAR | vehicle mtd | P41R | 332 | 98 | 129 | 22795 | 129 | 22795 | A41666 47 |
| AN/TPQ-37v6 | ARTILIERY LOC RADAR | VEhicle mtd | P39N | 265 | 98 | 125 | 15592 | 125 | 15592 | A41666 48 |
| AN/TPQ-37V6 | ARTILLERY LOC RADAR | VEHICLE MTD | T41P | 237 | 98 | 128 | 17320 | 128 | 17320 | A41666 49 |
| AN/TPQ-37V8 | ARTILLERY LOC RADAR | VEHICLE MTD | P14H | 189 | 86 | 104 | 7796 | 104 | 7796 | A41666 76 |
| AN/TPQ-37V8 | ARTILIERY LOC RADAR | VEhICLE MTD | P39T | 332 | 98 | 121 | 29896 | 121 | 29896 | A41666 78 |
| AN/TPQ-37V8 | ARTILLERY LOC RADAR | Vehicle mtd | T41R | 244 | 96 | 137 | 21660 | 137 | 21660 | A41666 80 |
| AN/TPQ-37V9 | ARTILIERY LOC RADAR | Not Reducible | **L** | 213 | 96 | 92 | 11784 | 92 | 11784 | A41666 D2 |

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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | $\begin{aligned} & \text { CARGO } \\ & \text { GROUP } \\ & \text { CODE } \end{aligned}$ | LENGTH <br> (IN) | WIDTH <br> (IN) | $\begin{aligned} & \text { HEIGHTT } \\ & \text { (IN) } \end{aligned}$ | $\begin{aligned} & \text { WEIGHTT } \\ & \text { (LBB) } \end{aligned}$ | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ \text { (IN) } \end{gathered}$ | LOAD WEIGHT (LB) | LIN-INDEX |
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| BAE CAT I | MINE RES AMBUSH PROT | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 267 | 114 | 134 | 38200 | 134 | 38200 | YA0898 05 |
| BAE CAT I | mine Res ambush prot | RED-TECH MANUAL | ** L** | 262 | 101 | 134 | 38200 | 134 | 38200 | YA0898 06 |
| BAE CAT II | mine Res ambush prot | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 338 | 108 | 135 | 48890 | 135 | 48890 | YA0898 07 |
| BAE CAT II | mine Res ambush prot | RED-tech manual | ** $\mathrm{L}^{* *}$ | 334 | 100 | 135 | 48890 | 135 | 48890 | YA0898 08 |
| BAF 5818 | AIR CONDItNR FLR MTG | CRATED | ** $\mathrm{L}^{* *}$ | 47 | 17 | 72 | 675 | 72 | 675 | A24318 12 |
| BAG House | mixing plant Asphalt | not reducible | ** $\mathrm{L}^{* *}$ | 801 | 134 | 161 | 66000 | 161 | 66000 | M57048 08 |
| BAILEY | bridge conv st fix | ASSEMBLED | **L** | 0 | 0 | 0 | 5448 | 0 | 5448 | C20688 01 |
| BAILEY | BRIDGE CONV ST FIX | VEHICLE MTD | ** $\mathrm{L}^{* *}$ | 278 | 94 | 60 | 10452 | 60 | 10452 | C20688 22 |
| BAILEY | BRIDGE ERECT ST FIX | ASSEMBLED | ** $\mathrm{L}^{* *}$ | 0 | 0 | 0 | 24280 | 0 | 24280 | C22058 01 |
| BAILEY | BRIDGE ERECT ST FIX | VEhicle mtd | ** $\mathrm{L}^{* *}$ | 342 | 115 | 118 | 29927 | 118 | 29927 | C22058 18 |
| BAILEY | BRIDGE ERECT ST FIX | VEHICLE MTD | ** $\mathrm{L}^{* *}$ | 321 | 121 | 120 | 31136 | 120 | 31136 | C22058 19 |
| BAILEY | BRIDGE ERECT ST FIX | VEhicle mtd | ** L** | 326 | 115 | 127 | 31250 | 127 | 31250 | C22058 20 |
| BAILEY | BRIDGE ERECT ST FIX | VEHICLE MTD | ** $\mathrm{L}^{* *}$ | 324 | 122 | 120 | 30420 | 120 | 30420 | C22058 21 |
| BAILEY | BRIDGE ERECT ST FIX | VEhicle mtd | ** $\mathrm{L}^{* *}$ | 320 | 115 | 120 | 28695 | 120 | 28695 | C22058 22 |
| BAILEY | BRIDGE ERECT ST FIX | VEHICLE MTD | **L** | 344 | 115 | 120 | 29927 | 120 | 29927 | C22058 23 |
| BAILEY | BRIDGE ERECT ST FIX | VEhicle mtd | ** $\mathrm{L}^{* *}$ | 317 | 115 | 120 | 28695 | 120 | 28695 | C22058 24 |
| BAILEY | BRIDGE ERECT ST FIX | VEhicle mtd | ** $\mathrm{L}^{* *}$ | 246 | 94 | 96 | 10970 | 96 | 10970 | C22058 25 |
| BAILEY | BRIDGE FIX HWY | VEHICLE MTD | **L** | 333 | 115 | 98 | 32563 | 98 | 32563 | C23017 28 |
| BAILEY | BRIDGE FIX HWY | VEhicle mtd | ** $\mathrm{L}^{* *}$ | 313 | 115 | 127 | 29927 | 127 | 29927 | C23017 29 |
| BAILEY | BRIDGE FIX HWY | VEHICLE MTD | ** $\mathrm{L}^{* *}$ | 288 | 121 | 127 | 31463 | 127 | 31463 | C23017 30 |
| BAILEY | BRIDGE FIX HWY | VEhicle mtd | ** $\mathrm{L}^{* *}$ | 204 | 94 | 82 | 7884 | 82 | 7884 | C23017 31 |
| BAILEY TYPE | BRIDGE FIX HWY | ASSEMBLED | ** $\mathrm{L}^{* *}$ | 0 | 0 | 0 | 217792 | 0 | 217792 | C23017 01 |
| BARGE 231B | BARGE DECK/LIQUID CGO | not Reducible | ** $\mathrm{L}^{* *}$ | 1440 | 396 | 234 | 350000 | 234 | 350000 | B31197 01 |
| BARGE 585ton | barge deck cargo | not Reducible | ** $\mathrm{L}^{* *}$ | 1443 | 403 | 209 | 392000 | 209 | 392000 | B30923 01 |
| BARGE 655TON | barge deck cargo | not Reducible | ** $\mathrm{L}^{* *}$ | 1440 | 403 | 209 | 1450000 | 209 | 1450000 | B30923 02 |
| BARGE 750ton | barge deck cargo | not Reducible | * L** | 2440 | 418 | 111 | 1900000 | 111 | 1900000 | B30923 03 |
| BARKER 3C | PRINT PRESS Offset | BOXED | * ${ }^{\text {L** }}$ | 225 | 102 | 103 | 22000 | 103 | 22000 | P55630 01 |
| BASE X HVAC | GEN-ECU TLR MTD | not Reducible | ** $\mathrm{L}^{* *}$ | 165 | 85 | 75 | 5200 | 75 | 5200 | YA0785 08 |
| BATCH LAUNDRY | FORCE PROVIDER MODULE | BARE Item | ** $\mathrm{L}^{* *}$ | 240 | 96 | 96 | 13530 | 96 | 13530 | F28973 20 |
| BATT MAINT SHL | CONTAINER 20FT | BARE ITEM | * $\mathrm{L}^{* *}$ | 240 | 96 | 96 | 5000 | 96 | 44710 | YA0158 14 |
| BBR37 | REFRIG BLOOD BANK | BARE Item | L** | 28 | 27 | 65 | 375 | 65 | 375 | R61868 03 |
| BC100 | BATTERY MTC SHOP SHTR | BARE Item | ** $\mathrm{L}^{* *}$ | 96 | 118 | 102 | 10000 | 102 | 10000 | YA0920 01 |
| BDASS | BREAKAWAY DIVERS AIR | BARE Item | ** $\mathrm{L}^{* *}$ | 123 | 103 | 80 | 4523 | 80 | 4523 | B05004 01 |
| Beb | BOAT BRIDGE ERECTION | not Reducible | ** $\mathrm{L}^{* *}$ | 300 | 108 | 84 | 17000 | 84 | 17000 | B05006 01 |
| BEOD | EXPL ORD DISP TRK MTD | not Reducible | P19J | 191 | 86 | 100 | 8400 | 100 | 8400 | S25817 01 |
| Billet ecu kit | FORCE PROVIDER MODULE | bare item | ** $\mathrm{L}^{* *}$ | 78 | 96 | 96 | 7950 | 96 | 7950 | F28973 15 |
| BIN FEEDER | MIXING Plant ASPhalt | not Reducible | ** $\mathrm{L}^{* *}$ | 773 | 102 | 162 | 49600 | 162 | 49600 | M57048 04 |
| BIO-2011 | mes envir lab bio | BARE ITEM | ** $\mathrm{L}^{* *}$ |  |  |  | 18879 |  | 18879 | M25430 02 |
| BLUE PACK TRL | Veh mtd mine det sys | not Reducible | ** $\mathrm{L}^{* *}$ | 291 | 100 | 99 | 14500 | 99 | 14500 | V05001 08 |
| BMP-2 | OPPOSING SUROGATE VEH | not Reducible | **L** | 248 | 112 | 122 | 24500 | 122 | 24500 | C17989 01 |
| BMPM | PAVING MACH BItumin m | not Reducible | ** $\mathrm{L}^{* *}$ | 240 | 96 | 120 | 35000 | 120 | 35000 | P05023 01 |
| BовCAT | LOADER SCOOP | not Reducible | ** $\mathrm{L}^{* *}$ | 129 | 67 | 77 | 6360 | 77 | 6360 | L77318 01 |

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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | $\begin{aligned} & \hline \text { CARGO } \\ & \text { GROUP } \\ & \text { CODE } \end{aligned}$ | LENGTH <br> (IN) | WIDTH <br> (IN) | $\begin{aligned} & \text { HEIGHT } \\ & \text { (IN) } \end{aligned}$ | $\begin{aligned} & \text { WEIGHT } \\ & \text { (LBB) } \end{aligned}$ | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ \text { (IN) } \end{gathered}$ | $\begin{gathered} \text { LOAD } \\ \text { WEIGHT } \\ \text { (LB) } \\ \hline \end{gathered}$ | LIN-INDEX |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| C6D042 | TRK VAN | NOT REDUCIBLE | **L** | 302 | 96 | 127 | 14000 | 127 | 14000 | CB8259 01 |
| CAIMAN PLUS: M1230 | mine res veh caiman P | OPERATIONAL | P48W | 312 | 132 | 139 | 55500 | 139 | 57770 | M26392 01 |
| CAIMAN PLUS: M1230 | mine res veh caiman P | RED-TECH MANUAL | P48W | 291 | 132 | 120 | 55500 | 120 | 55500 | M26392 02 |
| CAMEL | TLR TANK WTR 800 GAL | not Reducible | **L** | 231 | 96 | 102 | 9650 | 102 | 9650 | 23668301 |
| CAMEL II | TLR TANK WTR 800 GAL | not Reducible | **L** | 230 | 96 | 101 | 19090 | 101 | 19090 | 23668302 |
| CAMEL II 800GAL | tle tank water (CAMEL | not Reducible | T23Q | 230 | 96 | 102 | 18941 | 102 | 18941 | T05047 01 |
| CAMERA TRL | SECURITY CAMERA TRL | not Reducible | ** $\mathrm{L}^{* *}$ | 162 | 75 | 85 | 1600 | 85 | 1600 | YA1056 01 |
| CAP | CAP, trk mounting | BARE Item | ** $\mathrm{L}^{* *}$ | 122 | 85 | 32 | 450 | 32 | 450 | YA0613 01 |
| CAP | CAP, trk mounting | CRATED | ** ${ }^{*} * *$ | 133 | 91 | 48 | 600 | 48 | 600 | YA0613 02 |
| CAP | CAP, TRK MOUNTING | VEHICLE MTD | **L** | 191 | 86 | 83 | 6350 | 83 | 6350 | YA0613 03 |
| CAP | CAP, TRK MOUNTING | VEhicle mtd | ** $\mathrm{L}^{* *}$ | 187 | 90 | 87 | 5730 | 87 | 5730 | YA0613 05 |
| CARE-2005 | MMS Intermed care wrd | Item Cntn pkg | **L** | 240 | 96 | 96 | 22385 | 96 | 22385 | M08599 AC |
| CART | DEICE CART | not Reducible | **L** | 110 | 72 | 46 | 2200 | 46 | 2200 | YA0493 01 |
| CART | OXYGEN CART | not Reducible | **L** | 112 | 68 | 34 | 1100 | 34 | 1100 | YA0494 01 |
| CAT 120 M W/AOA | MOTOR GRADER | not Reducible | P41V | 346 | 105 | 135 | 44870 | 135 | 44870 | M05001 01 |
| CAT 120M WOAOA | MOTOR GRADER | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 355 | 105 | 130 | 38840 | 130 | 38840 | M05001 02 |
| CAT 120M WOAOA | MOTOR GRADER | RED-TECH MANUAL | **L** | 355 | 105 | 102 | 36500 | 102 | 36500 | M05001 03 |
| CAT 621B | SCRAPER EARTH MVG SP | OPERATIONAL | P48W | 501 | 140 | 140 | 64950 | 140 | 64950 | S56246 01 |
| CAT 621B | SCRAPER EARTH MVG SP | RED-TECH MANUAL | P48w | 501 | 140 | 128 | 64950 | 128 | 64950 | S56246 02 |
| CAT 621B W/AOA | SCRAPER EARTH MVG SP | not Reducible | ** $\mathrm{L}^{* *}$ | 501 | 140 | 140 | 64950 | 140 | 64950 | S56246 04 |
| CAT 815F W/AOA | COMPACTOR HI SPEED | not Reducible | **L** | 276 | 144 | 143 | 48290 | 143 | 48290 | E61618 27 |
| CB534B | Roller mtz Steel whl | Operational | ** $\mathrm{L}^{* *}$ | 203 | 81 | 118 | 21400 | 118 | 21400 | S11711 08 |
| CB534B | ROLLER MTZ STEEL WhL | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 203 | 73 | 95 | 20500 | 95 | 20500 | S11711 09 |
| CB534C | Roller mtz Steel whl | not Reducible | ** $\mathrm{L}^{* *}$ | 195 | 73 | 118 | 21832 | 118 | 21832 | S11711 12 |
| C-BAND Shelter | SAT COM EARTH TERM | BARE Item | ** $\mathrm{L}^{* *}$ | 319 | 96 | 96 | 15000 | 96 | 15000 | z00042 01 |
| CCC208 | CNTNRZ CMD CTR | Item Cntn pkg | ${ }_{\text {L }}{ }^{* *}$ | 165 | 87 | 84 | 3960 | 84 | 3940 | YA0791 01 |
| CCE 130G | GRADER RD MTZ | OPERATIONAL | P38U | 327 | 95 | 127 | 31300 | 127 | 31300 | G74783 01 |
| CCE 130G | GRADER RD MTZ | RED-TECH MANUAL | P29T | 327 | 95 | 91 | 29450 | 91 | 29450 | G74783 02 |
| cDoss | contingency def SAt c | BARE ITEM | ** $\mathrm{L}^{* *}$ | 36 | 24 | 72 | 450 | 72 | 450 | C05025 01 |
| CEU | COOLING EQUIP UNT CEU | not Reducible | * ${ }^{\text {L*** }}$ | 460 | 96 | 109 | 41080 | 109 | 41080 | C05013 01 |
| CGO VAn trl | firewgn crash decon t | not Reducible | ** $\mathrm{L}^{* *}$ | 384 | 96 | 96 | 13800 | 96 | 15900 | YA1065 01 |
| CH-47D | HELICOPTER CGO TRANS | FLYAWAY | P39R | 1187 | 720 | 224 | 23460 | 224 | 46335 | H30517 01 |
| CH-47D | HELICOPTER CGO trans | RED F/SEALIFT-O | *** | 579 | 142 | 213 | 19542 | 224 | 21599 | H30517 02 |
| CH-47D | helicopter CGo trans | RED FOR C-5 | **** | 579 | 142 | 134 | 16795 | 141 | 18562 | H30517 05 |
| CH-47D | helicopter CGo trans | RED FOR C-17 | ** | 579 | 142 | 134 | 16795 | 141 | 18562 | H30517 16 |
| CH-47F | CARGO HELICOPTER | FLYAWAY | ** $\mathrm{L}^{* *}$ | 1187 | 623 | 223 | 41803 | 223 | 41803 | C15172 01 |
| CH-47F | CARGO HELICOPTER | RED FOR C-5 | ** $\mathrm{L}^{* *}$ | 607 | 151 | 153 | 35520 | 153 | 35520 | C15172 02 |
| CH-47E | CARGO HELICOPTER | RED FOR C-17 | ** L** | 607 | 151 | 153 | 35520 | 153 | 35520 | C15172 08 |
| CH-47E | CARGO HELICOPTER | RED F/SEALIFT-O | **L** | 607 | 151 | 223 | 35520 | 223 | 35520 | C15172 14 |
| CH47F (TFPS) | trans flt prof sys | Item Cntn pkg | ** $\mathrm{L}^{* *}$ | 366 | 168 | 147 | 37000 | 147 | 37000 | YA0922 01 |
| CH47F (TFPS) | trans flt prof sys | item Cntn pkg | **L** | 366 | 168 | 147 | 27000 | 147 | 27000 | YA0922 02 |
| CHASSIS OfFICE | CONTAINER OFFICE 40FT | not Reducible | ** $\mathrm{L}^{* *}$ | 492 | 99 | 50 | 8000 | 50 | 65000 | YA1054 02 |

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|  | CROSS-REFERENCE ARMY | UNCLASSIFIED CESE DESIGNATION | TOE LI | CARGO | ROUP COD |  |  |  |  |  |
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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | CARGO GROUP CODE | LENGTH <br> (IN) | WIDTH (IN) | HEIGHT (IN) | WEIGHT <br> (LB) | LOAD HEIGHT (IN) | LOAD WEIGHT (LB) | LIN-INDEX |
| LC350GPM | PUMP FLMB LIQ WHLMTD | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 122 | 70 | 68 | 2140 | 68 | 2140 | P97051 21 |
| LC350GPM | PUMP FLMB LIQ WHLMTD | RED-TECH MANUAL | **L** | 78 | 70 | 68 | 2140 | 68 | 2140 | P97051 24 |
| LC350 GPM-W | PUMP UNIT CENT WATER | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 122 | 70 | 68 | 2140 | 68 | 2140 | P44549 10 |
| LC350GPM-W | PUMP UNIT CENT WATER | RED-TECH MANUAL | ** L** | 78 | 70 | 68 | 2140 | 68 | 2140 | P44549 11 |
| LCM8 MOD-1SLE | LANDING CRAFT MECH | NOT REDUCIBLE | ** L** | 888 | 254 | 113 | 118000 | 113 | 120000 | L36739 07 |
| LCM-8 MOD2 | LANDING CRFT MECH | NOT REDUCIBLE | **L** | 888 | 265 | 42 | 143600 | 42 | 82600 | L36654 01 |
| LCRTF 5K | LGT RGH TERAN FRKLIFT | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 228 | 81 | 89 | 13450 | 89 | 13450 | L05010 01 |
| LCT AH-64D | LONGBOW CRW TRNER TRL | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 636 | 102 | 162 | 40500 | 162 | 40500 | YA0703 01 |
| LCU 2000 | LANDING CRAFT UTILITY | NOT REDUCIBLE | **L** | 2088 | 504 | 876 | 1288000 | 876 | 700000 | L36989 01 |
| LH M915 | TRK TRAC LINE HAUL W/ | NOT REDUCIBLE | **L** | 276 | 98 | 119 | 22480 | 119 | 22480 | T91758 04 |
| LHS TRUCK | ENG MISSION MOD-WTR D | VEHICLE MTD | ** $\mathrm{L}^{* *}$ | 437 | 101 | 148 | 57200 | 148 | 25000 | E05007 06 |
| LIBERTY II | BREATHING AIR SYS | NOT REDUCIBLE | **L** | 193 | 75 | 91 | 6200 | 91 | 6200 | YA0976 01 |
| LK25P44-ICSS | TRK LIFT FORK RCH RT | NOT REDUCIBLE | **L** | 334 | 101 | 136 | 41660 | 136 | 41660 | T73347 16 |
| LK-30C | TRK FORKLIFT DED | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 408 | 62 | 158 | 61040 | 158 | 61040 | CB1820 17 |
| LK-50C | TRK FORKLIFT DED | NOT REDUCIBLE | **L** | 423 | 140 | 167 | 106800 | 167 | 106800 | CB1820 18 |
| LN2 | COMM TRAILER | NOT REDUCIBLE | **L** | 188 | 102 | 114 | 4700 | 114 | 4700 | YA0802 01 |
| LONG BOX | POLARIS SPE MIL DSL | NOT REDUCIBLE | **L** | 149 | 62 | 72 | 1777 | 72 | 3583 | YA1042 01 |
| LOWCAP 2005 | MMS X-RAY LOW CAP | ITEM CNTN PKG | **L** | 240 | 98 | 98 | 12315 | 98 | 12315 | M73175 08 |
| LP/PD1-90 | RIGID WALL SHELTER | VEHICLE MTD | P19L | 203 | 85 | 100 | 10030 | 100 | 10030 | R98145 02 |
| LP0001 | TUG DIESEL LARGE | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 1540 | 432 | 896 | 1729200 | 896 | 1729200 | T68330 01 |
| LPP-TM | PUMP FLMB LIQ WhLMTD | OPERATIONAL | **L** | 122 | 70 | 68 | 2140 | 68 | 2140 | P97051 18 |
| LPP-TM | PUMP FLMB LIQ WHLMTD | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 78 | 70 | 68 | 2140 | 68 | 2140 | P97051 22 |
| LT TYPE II | LOADER SCOOP | NOT REDUCIBLE | **L** | 301 | 102 | 128 | 34160 | 128 | 34160 | L76897 01 |
| LT WHEELED | JOHN DEER TRACTOR | NOT REDUCIBLE | **L** | 143 | 84 | 90 | 3990 | 90 | 3990 | YA0370 01 |
| LT-60 | TRK LIFT FRK GED 3-T | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 151 | 73 | 115 | 10200 | 115 | 10200 | X51791 13 |
| LT-60 | TRK LIFT FRK GED 3-T | RED-TECH MANUAL | **L** | 105 | 73 | 115 | 10200 | 115 | 10200 | X51791 14 |
| LT801 | TUG DIESEL LARGE | NOT REDUCIBLE | **L** | 1540 | 432 | 514 | 1760640 | 514 | 1760640 | T68330 02 |
| LTWTTY1 | SHLTR NONEXPD LTWR | VEHICLE MTD | P19J | 199 | 89 | 103 | 8660 | 103 | 8660 | S01563 09 |
| LTWTTY1 | SHLTR NONEXPD LTWR | VEHICLE MTD | P19K | 199 | 89 | 103 | 10000 | 103 | 10000 | S01563 11 |
| LTWTTY1 | SHLTR NONEXPD LTWR | VEHICLE MTD | P19J | 217 | 89 | 102 | 8900 | 102 | 8900 | S01563 13 |
| M GATOR | TRAIL GATOR UTIL VEH | NOT REDUCIBLE | **L** | 106 | 60 | 44 | 1056 | 44 | 1056 | YA0639 01 |
| M0195 TRL | CALIB SET SEC TRANS | NOT REDUCIBLE | **L** | 230 | 96 | 82 | 10129 | 82 | 10129 | C72574 07 |
| M081 ELEC 150 | MIXING PLANT ASPHALT | BARE ITEM | ** $\mathrm{L}^{* *}$ | 0 | 0 | 0 | 480800 | 0 | 480800 | M57048 01 |
| M1 (ABRAMS) | TANK CBT FTRAC 105MM | OPERATIONAL | P49Y | 385 | 144 | 114 | 118160 | 114 | 122780 | T13374 01 |
| M1 (ABRAMS) | TANK CBT FTRAC 105MM | RED-TECH MANUAL | P49Y | 354 | 144 | 104 | 118160 | 104 | 118160 | T13374 03 |
| M1 (ABRAMS) | TANK CBT FTRAC 105MM | OPERATIONAL | P49Y | 434 | 179 | 114 | 126160 | 114 | 126160 | T13374 12 |
| M1 (ABRAMS) | TANK CBT FTRAC 105MM | RED-TECH MANUAL | P49Y | 354 | 144 | 104 | 118160 | 104 | 118160 | T13374 13 |
| M1000 | STLR LOWBED 70-TON | OPERATIONAL | T49Y | 622 | 144 | 124 | 50400 | 124 | 190400 | S70859 01 |
| M1000 | STLR LOWBED 70-TON | RED-TECH MANUAL | T49W | 622 | 144 | 114 | 50400 | 114 | 50400 | S70859 02 |
| M1000 | STLR LOWBED 70-TON | NOT REDUCIBLE | T49W | 622 | 148 | 124 | 50400 | 124 | 50400 | S70859 47 |
| M1008 | TRUCK CARGO TACTICAL | OPERATIONAL | P22J | 221 | 87 | 76 | 5900 | 76 | 8400 | T59482 01 |
| M1008 | TRUCK CARGO TACTICAL | RED-TECH MANUAL | P18J | 217 | 82 | 76 | 5900 | 76 | 5900 | T59482 02 |

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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | $\begin{aligned} & \hline \text { CARGO } \\ & \text { GROUP } \\ & \text { CODE } \end{aligned}$ | LENGTH <br> (IN) | WIDTH <br> (IN) | $\begin{aligned} & \text { HEIGHT } \\ & \text { (IN) } \end{aligned}$ | $\begin{aligned} & \text { WEIGHT } \\ & \text { (LBB) } \end{aligned}$ | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ \text { (IN) } \end{gathered}$ | $\begin{gathered} \text { LOAD } \\ \text { WEIGHT } \\ \text { (LB) } \\ \hline \end{gathered}$ | LIN-INDEX |
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| M1090A1 | TRK DUMP MTV W/EQUIP | RED-TECH MANUAL | P31U | 286 | 96 | 106 | 24223 | 106 | 34223 | T64911 17 |
| M1090A1 | TRK DUMP MTV W/EQUIP | RED F/SEALIFT | P31U | 286 | 96 | 106 | 24223 | 106 | 34223 | T64911 18 |
| M1090A1 | TRK DUMP MTV W/EQUIP | RED F/SEALIFT-O | P38U | 286 | 96 | 112 | 24223 | 112 | 34223 | T64911 19 |
| M1090A1 WWN | TRK DUMP MTV W/EQUIP | operational | P38V | 286 | 96 | 112 | 25200 | 112 | 35200 | T64979 15 |
| M1090A1 WWN | TRK DUMP MTV W/EQUIP | RED-TECH MANUAL | P31V | 286 | 96 | 106 | 25200 | 106 | 35200 | T64979 16 |
| M1090A1 WWN | TRK DUMP MTV W/EQUIP | RED F/SEALIFT | P31V | 286 | 96 | 106 | 25200 | 106 | 35200 | T64979 17 |
| M1090A1 WWN | TRK DUMP MTV W/EQUIP | RED F/SEALIFT-O | P38V | 286 | 96 | 112 | 25200 | 112 | 35200 | T64979 18 |
| M1090A1P1 | TRK DUMP W/ARMOR | operational | P38V | 286 | 96 | 112 | 28423 | 112 | 38423 | T44643 03 |
| M1090A1P1 | TRK DUMP W/ARMOR | RED-TECH MANUAL | P31V | 286 | 96 | 106 | 28423 | 106 | 38423 | T44643 04 |
| M1090A1P1 LSAC | TRK DUMP W/ARMOR | not Reducible | P39w | 290 | 99 | 119 | 40725 | 119 | 50725 | T44643 05 |
| M1090A1P1 WWN | TRK DUMP W/ARMOR | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 286 | 96 | 112 | 29400 | 112 | 5800 | T67068 03 |
| M1090A1P1 WWN | TRK DUMP W/ARMOR | RED-TECH MANUAL | **L** | 286 | 96 | 106 | 29400 | 106 | 5800 | T67068 04 |
| M1090P1 | TRK DUMP W/ARMOR | operational | P38V | 284 | 96 | 112 | 28395 | 112 | 38395 | T44643 01 |
| M1090P1 | TRK DUMP W/ARMOR | RED-TECH MANUAL | P31V | 284 | 96 | 106 | 28395 | 106 | 38395 | T44643 02 |
| M1090P1 WWN | TRK DUMP W/ARMOR | OPERATIONAL | **L** | 284 | 96 | 112 | 29186 | 112 | 5800 | T67068 01 |
| M1090P1 WWN | TRK DUMP W/ARMOR | RED-TECH MANUAL | **L** | 284 | 96 | 106 | 29186 | 106 | 5800 | T67068 02 |
| M1092A1P2 | TRK CHASSIS MTV | not Reducible | P38V | 284 | 96 | 112 | 25600 | 112 | 35600 | T01691 01 |
| M1093 | TRK CGO MTV W/EQP | operational | P38R | 278 | 96 | 112 | 23297 | 112 | 33297 | T41036 01 |
| M1093 | TRK CGO MTV W/EQP | RED-TECH MANUAL | P27U | 278 | 96 | 106 | 23297 | 106 | 33297 | T41036 02 |
| M1093 | TRK CGO MTV W/EQP | not reducible | P27U | 278 | 96 | 106 | 21420 | 106 | 31420 | T41036 03 |
| M1093 | TRK CGO MTV W/EQP | RED F/SEALIFT | P27U | 278 | 96 | 106 | 23297 | 106 | 33297 | T41036 21 |
| M1093 | TRK CGO MTV W/EQP | RED F/SEALIFT-O | P38U | 278 | 96 | 112 | 23297 | 112 | 33297 | T41036 22 |
| M1093 WWN | TRK CGO MTV W/EQP | OPERATIONAL | P38U | 278 | 96 | 112 | 24273 | 112 | 34273 | T41104 01 |
| M1093 WWN | TRK CGO MTV W/EQP | RED-tech manual | P27U | 278 | 96 | 106 | 24273 | 106 | 34273 | T41104 02 |
| M1093 WWN | TRK CGO MTV W/EQP | not Reducible | P27U | 278 | 96 | 106 | 22320 | 106 | 32320 | T41104 03 |
| M1093 WWN | TRK CGO MTV W/EQP | RED F/SEALIFT | P27U | 278 | 96 | 106 | 24273 | 106 | 34273 | T41104 21 |
| M1093 WWN | TRK CGO MTV W/EQP | RED F/SEALIFT-O | P38U | 278 | 96 | 112 | 24273 | 112 | 34273 | T41104 22 |
| M1093A1 W/WN | TRK CGO MTV W/EQP | NOT REDUCIble | P38U | 274 | 96 | 113 | 23263 | 112 | 33263 | T41036 23 |
| M1093A1 WWN | TRK CGO MTV W/EQP | not reducible | P38U | 278 | 96 | 112 | 24273 | 112 | 34273 | T41104 23 |
| M1094 | TRK DUMP MTV W/EQP | Operational | P38U | 284 | 96 | 112 | 24712 | 112 | 34712 | T65526 01 |
| M1094 | TRK DUMP MTV W/EQP | RED-tech manual | P31U | 284 | 96 | 106 | 24712 | 106 | 34712 | T65526 02 |
| M1094 | TRK DUMP MTV W/EQP | RED F/SEALIFT | P31U | 284 | 96 | 106 | 24712 | 106 | 34712 | T65526 13 |
| M1094 | TRK DUMP MTV W/EQP | RED F/SEALIFT-O | P38U | 284 | 96 | 112 | 24712 | 112 | 34712 | T65526 14 |
| M1094 WWN | TRK DUMP MTV W/EQP | OPERATIONAL | P38V | 284 | 96 | 112 | 25504 | 112 | 35504 | T65594 01 |
| M1094 WWN | TRK DUMP MTV W/EQP | RED-TECH MANUAL | P31V | 284 | 96 | 106 | 25504 | 106 | 35504 | T65594 02 |
| M1094 WWN | TRK DUMP MTV W/EQP | Red F/SEALIFT | P31V | 284 | 96 | 106 | 25504 | 106 | 35504 | T65594 13 |
| M1094 WWN | TRK DUMP MTV W/EQP | RED F/SEALIFT-O | P38V | 284 | 96 | 112 | 25504 | 112 | 35504 | T65594 14 |
| M1095 | TRLR CGO MTV W/DPSIDE | RED F/SEALIFT | T230 | 228 | 96 | 83 | 9626 | 82 | 19626 | T95555 01 |
| M1095/HIMARS | trle CGO MTV W/DPSIDE | not Reducible | **L** | 231 | 96 | 82 | 9880 | 82 | 10000 | T95555 10 |
| M1095A1 TRL | AIR CTL TWR SYS (MOTS | not Reducible | **L** | 230 | 96 | 82 | 10129 | 82 | 10129 | M05009 04 |
| M1096 | CHASSIS, TRUCK | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 349 | 96 | 112 | 17366 | 112 | 11000 | YA0965 01 |
| M1096 | Chassis, truck | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 349 | 96 | 106 | 17336 | 106 | 11000 | YA0965 02 |

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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | $\begin{aligned} & \text { CARGO } \\ & \text { GROUP } \\ & \text { CODE } \end{aligned}$ | $\begin{aligned} & \text { LENGTH } \\ & \text { (IN) } \end{aligned}$ | WIDTH (IN) | $\begin{aligned} & \text { HEIGHT } \\ & \text { (IN) } \end{aligned}$ | $\begin{aligned} & \text { WEIGHTT } \\ & \text { (LBB) } \end{aligned}$ | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ \text { (IN) } \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { LOAD } \\ \text { WEIGHT } \\ \text { (LB) } \\ \hline \end{gathered}$ | LIN-INDEX |
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| M48A5 CHAS | LNCHR BRIDGE TANK MTD | RED-TECH MANUAL | P49X | 335 | 144 | 119 | 97200 | 119 | 97200 | L43664 06 |
| M49A2C | tRK TANK FS 2-1/2-TON | OPERATIONAL | P28N | 264 | 106 | 100 | 14600 | 100 | 14600 | $\times 5727101$ |
| M49A2C | trk tank fs $2-1 / 2-T O N$ | RED-TECH MANUAL | P25N | 264 | 96 | 92 | 14600 | 92 | 14600 | $\times 5727102$ |
| M49A2C | TRK TANK FS 2-1/2-TON | not Reducible | P28R | 264 | 106 | 100 | 23000 | 100 | 23000 | $\times 5727108$ |
| M4K | TRUCK LIFT FRK DED RT | Operational | P18K | 205 | 92 | 78 | 9725 | 78 | 9725 | T49255 01 |
| M4K | truck lift frk ded rt | Red-tech manual | P13K | 166 | 79 | 80 | 9700 | 80 | 9700 | T49255 02 |
| M532 | LAUNDRY UNIT TLR MTD | not reducible | **L** | 200 | 96 | 96 | 8970 | 96 | 200 | L48315 43 |
| M-532 | LAUNDRY UNIT TLR MTD | not Reducible | ** $\mathrm{L}^{* *}$ | 198 | 98 | 97 | 9015 | 97 | 200 | L48315 01 |
| M54 Wwn | TRK CGO 5-TON LWB | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 314 | 110 | 118 | 20692 | 118 | 10000 | X40968 07 |
| M54 WWN | TRK CGO 5-TON LWB | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 314 | 98 | 86 | 20692 | 86 | 10000 | X40968 08 |
| M54 Wwn | TRK CGO 5-TON LWB | RED F/SEALIFT | ** $\mathrm{L}^{* *}$ | 314 | 98 | 86 | 20692 | 86 | 10000 | X40968 40 |
| M54 Wwn | TRK CGO 5-TON LWB | RED F/SEALIFT-O | **L** | 314 | 98 | 118 | 20692 | 118 | 10000 | X40968 98 |
| M548 | CARRIER CARGO FTRAC | OPERATIONAL | P43T | 232 | 106 | 130 | 16774 | 130 | 28774 | D11049 01 |
| M548 | CARRIER CARGO FTRAC | RED-TECH MANUAL | P22T | 232 | 100 | 77 | 16145 | 77 | 16145 | D11049 02 |
| M548 | CARRIER CARGO FTRAC | RED F/SEALIFT | P22P | 232 | 100 | 77 | 16145 | 77 | 16145 | D11049 49 |
| M548 | CARRIER CARGO FTRAC | RED F/SEALIFT-O | P41P | 232 | 100 | 130 | 16774 | 130 | 16774 | D11049 50 |
| M548A1 | CARRIER CARGO FTRAC | OPERATIONAL | P43T | 231 | 108 | 116 | 17060 | 116 | 17060 | D11049 05 |
| M548A1 | CARRIER CARGO FTRAC | Red-tech manual | P28T | 223 | 104 | 77 | 17060 | 77 | 17060 | D11049 06 |
| M548A1 | CARRIER CARGO FTRAC | RED F/SEALIFT | P28P | 223 | 104 | 77 | 17060 | 77 | 17060 | D11049 51 |
| M548A1 | CARRIER CARGO FTRAC | RED F/SEALIFT-O | P40P | 231 | 104 | 116 | 17060 | 116 | 17060 | D11049 52 |
| M548A3 | CARRIER CARGO FTRAC | OPERATIONAL | P42S | 227 | 106 | 107 | 15802 | 107 | 15802 | D11049 17 |
| M548A3 | CARRIER CARGO FTRAC | Red-tech manual | P28S | 227 | 106 | 77 | 13893 | 77 | 13893 | D11049 19 |
| M548A3 | CARRIER CARGO FTRAC | RED F/SEALIFT | P28M | 227 | 106 | 77 | 13893 | 77 | 13893 | D11049 53 |
| M548A3 | CARRIER CARGO FTRAC | RED F/SEALIFT-O | P42N | 227 | 106 | 107 | 15802 | 107 | 15802 | D11049 54 |
| M54A1 WWN | TRK CGO 5-TON LWB | OPERATIONAL | **L** | 314 | 110 | 118 | 20696 | 118 | 10000 | X40968 03 |
| M54A1 WWN | trk CGo 5-TON LWB | RED-TECH MANUAL | **L** | 314 | 98 | 86 | 20696 | 86 | 10000 | X40968 04 |
| M54A1 WWN | trk CGO 5-TON LWB | 24-FT PLATF | **L** | 314 | 108 | 98 | 24100 | 98 | 10000 | X40968 16 |
| M54A1 WWN | TRK CGO 5-TON LWB | RED F/SEALIET | ** $\mathrm{L}^{* *}$ | 314 | 98 | 86 | 20696 | 86 | 10000 | X40968 42 |
| M54A1 WWN | TRK CGO 5-TON LWB | RED F/SEALIFT-O | **L** | 314 | 98 | 118 | 20696 | 118 | 10000 | X40968 A0 |
| M54A2 WWN | TRK CGO 5-TON LWB | OPERATIONAL | **L** | 314 | 110 | 118 | 20782 | 118 | 10000 | X40968 01 |
| M54A2 WWN | trk CGo 5-TON LWB | Red-tech manual | **L** | 314 | 98 | 86 | 20782 | 86 | 10000 | X40968 02 |
| M54A2 Wwn | trk CGo 5-TON LWB | 24-FT PLATF | ** $\mathrm{L}^{* *}$ | 314 | 108 | 98 | 24100 | 98 | 10000 | X40968 18 |
| M54A2 WWN | TRK CGO 5-TON LWB | RED F/SEALIFT | ** $\mathrm{L}^{* *}$ | 314 | 98 | 86 | 20782 | 86 | 10000 | $\times 4096844$ |
| M54A2 WWN | TRK CGO 5-TON LWB | RED F/SEALIFT-O | **L** | 314 | 98 | 118 | 20782 | 118 | 10000 | X40968 A2 |
| M551A1 | Armored recon arbrne | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 249 | 111 | 116 | 33105 | 116 | 33105 | A93125 01 |
| M551A1 | ARMORED RECON ARbrne | RED-TECH MANUAL | **L** | 249 | 111 | 98 | 33105 | 98 | 33105 | A93125 02 |
| M551A1 | Armored recon Arbrne | RED F/SEALIFT | ** $\mathrm{L}^{* *}$ | 249 | 111 | 98 | 33105 | 98 | 33105 | A93125 03 |
| M551A1 | Armored recon arbrne | RED F/SEALIFT-O | **L** | 249 | 111 | 116 | 33105 | 116 | 33105 | A93125 04 |
| M56 | GEN SMOKE MECH | VEhicle mtd | P14K | 189 | 85 | 69 | 9440 | 69 | 9440 | G58151 01 |
| M56 | GEN SMOKE MECH | vehicle mtd | P18K | 191 | 86 | 73 | 9800 | 73 | 9800 | G58151 03 |
| M577A2 | CARR CMD POST LTRAC | OPERATIONAL | P39S | 192 | 100 | 109 | 22495 | 109 | 25495 | D11538 07 |
| M577A2 | CARR CMD POST LTRAC | Red-tech manual | P19S | 192 | 100 | 104 | 22495 | 104 | 22495 | D11538 08 |

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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | $\begin{aligned} & \text { CARGO } \\ & \text { GROUP } \\ & \text { CODE } \end{aligned}$ | LENGTH <br> (IN) | WIDTH <br> (IN) | $\begin{aligned} & \text { HEIGHTT } \\ & \text { (IN) } \end{aligned}$ | $\begin{aligned} & \text { WEIGHTT } \\ & \text { (LBB) } \end{aligned}$ | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ \text { (IN) } \end{gathered}$ | $\begin{gathered} \text { LOAD } \\ \text { WEIGHT } \\ \text { (LB) } \end{gathered}$ | LIN-INDEX |
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| MX3 | SHOP EQUIPMENT, HYDR | VEHICLE MTD | ** $\mathrm{L}^{* *}$ | 130 | 84 | 82 | 4000 | 82 | 4000 | H05002 02 |
| MY60-MC-RS | TRK LIFT FRK GED 3-T | OPERATIONAL | ** L** | 156 | 71 | 116 | 10450 | 116 | 10450 | $\times 5179105$ |
| MY60-MC-RS | TRK LIFT FRK GED 3-T | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 112 | 71 | 116 | 10450 | 116 | 10450 | $\times 5179106$ |
| NONE | Shop SEt Shelter mid | item cntn pkg | ** $\mathrm{L}^{* *}$ | 240 | 96 | 96 | 8345 | 96 | 15000 | S33441 01 |
| none | SHOP SET SHELTER MTD | Item Cntn pkg | **L** | 240 | 96 | 96 | 8695 | 96 | 15000 | S34774 01 |
| NA-79 | CLOTH RPR SHP tLR MTD | not Reducible | T13D | 174 | 84 | 93 | 3960 | 93 | 3960 | E40961 02 |
| NAVCAAD | LGT TACTICAL TRAILER | not Reducible | **L** | 154 | 85 | 90 | 4200 | 90 | 4200 | YA0756 01 |
| NETWORK BASE | Container 20Ft | BARE ItEM | ** $\mathrm{L}^{* *}$ | 240 | 96 | 96 | 17500 | 96 | 44710 | YA0158 13 |
| NGATS | test sta elec equip C | BARE ITEM | ** $\mathrm{L}^{* *}$ | 265 | 96 | 96 | 9663 | 96 | 9663 | 20155401 |
| Non CC | tlr van 4 Whl acve ma | not Reducible | **L** | 231 | 102 | 94 | 4820 | 94 | 4820 | W99012 06 |
| NON PROPELLED | barge deck cgo | Not Reducible | ** $\mathrm{L}^{* *}$ | 972 | 264 | 84 | 116480 | 84 | 116480 | B31060 01 |
| NONE | Link Reinforce Set | VEhicle mtd | P41U | 337 | 98 | 139 | 32954 | 139 | 32954 | C27309 03 |
| none | LINK Reinforce Set | VEhicle mtd | P46U | 364 | 98 | 144 | 30591 | 144 | 30591 | C27309 05 |
| NONE | Link Reinforce Set | VEhicle mtd | T38M | 261 | 94 | 128 | 13967 | 128 | 13967 | C27309 07 |
| none | Link Reinforce Set | Vehicle mtd | T41L | 261 | 94 | 133 | 11604 | 133 | 11604 | C27309 09 |
| NONE | LINK REINFORCE SET | VEHICLE MTD | P46U | 337 | 98 | 142 | 30804 | 142 | 30804 | C27309 11 |
| none | LINK Reinforce Set | VEHICLE MTD | P47U | 364 | 98 | 147 | 31983 | 147 | 31983 | C27309 13 |
| NONE | LINK REINFORCE SET | VEHICLE MTD | T38V | 304 | 96 | 124 | 35530 | 124 | 35530 | C27309 15 |
| NONE | Link Reinforce Set | VEhicle mtd | P38w | 390 | 96 | 125 | 66484 | 125 | 66484 | C27309 17 |
| NONE | CONTAINERIZED KITCHEN | VEHICLE MTD | T46R | 297 | 96 | 144 | 20500 | 144 | 20500 | C27633 02 |
| NONE | CONTAIN BATCH LAUNDRY | VEhicle mtd | T35R | 438 | 96 | 96 | 21110 | 96 | 21110 | C28019 03 |
| NONE | CONTAIN BATCH LAUNDRY | VEHICLE MTD | T35R | 438 | 96 | 96 | 21110 | 96 | 21110 | C28019 09 |
| NONE | COMP UNIT RCP TLR MTD | not Reducible | T01A | 106 | 61 | 50 | 860 | 50 | 860 | E70338 23 |
| none | fire cntrl sys Rdr | not Reducible | T35s | 456 | 96 | 98 | 25707 | 98 | 25707 | F83694 01 |
| NoNE | FIREFIGHT EQP TRKMTD | not reducible | P27N | 272 | 95 | 106 | 15920 | 106 | 15920 | H56391 03 |
| none | FWD Area refuel equip | 12-FT PLATF | ** | 144 | 108 | 81 | 9650 | 81 | 9650 | H94824 07 |
| NoNE | kitchen fld co LVL | Not Reducible | T25F | 254 | 91 | 93 | 5480 | 93 | 5480 | K28601 01 |
| NONE | Interior bay brdg flt | VEHICLE MTD | T49V | 340 | 144 | 156 | 35780 | 156 | 35780 | K97376 05 |
| none | KITCHEN FIELD TLR MTD | Not Reducible | T13G | 171 | 92 | 93 | 6100 | 93 | 6100 | L28351 62 |
| NONE | LAUNCHR M/CLRG TLRMTD | not Reducible | T13G | 162 | 93 | 78 | 6208 | 78 | 6208 | L67342 04 |
| none | LAUNDRY ADV SYS TLR M | not Reducible | T47w | 506 | 96 | 151 | 53960 | 151 | 53960 | L70538 03 |
| NONE | RAMP BAY BRIDGE FLTG | VEHICLE MTD | T49V | 320 | 144 | 156 | 35610 | 156 | 35610 | R10527 03 |
| none | Std Auto tool set | VEHICLE MTD | T412 | 292 | 96 | 133 | 19045 | 133 | 19045 | S25885 02 |
| NONE | SHOP SET SHELTER MTD | DOLLY WhL mtd | T38N | 375 | 96 | 112 | 15330 | 112 | 15330 | S29568 02 |
| NONE | SHOP SET ARMA \& ELEC | DOLLY WHL MTD | T38N | 375 | 96 | 112 | 14035 | 112 | 14035 | S31897 02 |
| NONE | SHOP ST SHELTER PNEUD | DOLLY WhL MTD | T38M | 375 | 96 | 112 | 13925 | 112 | 13925 | S33441 02 |
| none | Shop Set Shelter mtd | DOLLY WhL mtd | T38N | 375 | 96 | 112 | 14275 | 112 | 14275 | S34774 02 |
| NONE | SHOP SET SHELTER MTD | DOLLY WhL MTD | T38N | 375 | 96 | 112 | 14330 | 112 | 14330 | S35596 04 |
| NoNE | Shop equip tlr mid | OPERATIONAL | T13F | 172 | 85 | 99 | 5680 | 99 | 5680 | T16988 01 |
| NONE | SHOP EQUIP TLR MTD | RED-tech manual | T13F | 172 | 85 | 82 | 5680 | 82 | 5680 | T16988 02 |
| none | Shop Set avn intmed | DOLLY WHL MTD | T25 | 251 | 97 | 97 | 7710 | 97 | 7710 | T25981 03 |
| none | TOOL OUTFIT TLR MTD | Not REDUCIBLE | T11C | 151 | 75 | 76 | 2878 | 76 | 2878 | T30377 08 |

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| OH-58D | AERIAL SCOUT HLCPTR | RED FOR C-130 | **** | 388 | 70 | 101 | 2955 | 101 | 3266 | A21633 03 |
| OH-58D | AERIAL SCOUT HLCPTR | RED FOR C-5 | **** | 388 | 70 | 109 | 2955 | 109 | 3266 | A21633 11 |
| OH-58D (I) | AERIAL SCOUT HLCPTR | NOT REDUCIBLE | T39E | 408 | 110 | 107 | 5000 | 107 | 5000 | A21633 01 |
| OH-6A | HELICOPTER OBSN | RED-TECH MANUAL | **** | 262 | 97 | 97 | 1005 | 97 | 1110 | K30645 08 |
| OH-6A | HELICOPTER OBSN | RED FOR C-5 | **** | 262 | 97 | 97 | 1005 | 97 | 1110 | K30645 18 |
| OH-6A | HELICOPTER OBSN | RED FOR C-17 | **** | 262 | 97 | 97 | 1005 | 97 | 1110 | K30645 28 |
| OL-725/MSQ-139 | COMP GRP TACT | not reducible | ** $\mathrm{L}^{* *}$ | 192 | 88 | 97 | 9301 | 97 | 9301 | YA0814 01 |
| OLIVE DRAB | BICON CONTAINER | item cntn pkg | **L** | 118 | 96 | 102 | 3000 | 102 | 23455 | YA0799 01 |
| OPERATION VAN | SAtellite comm tml | not Reducible | **L** | 480 | 96 | 102 | 34785 | 102 | 34785 | T81801 05 |
| OPS Shlt trk | RADAR SET | OPERATIONAL | **L** | 218 | 89 | 180 | 9800 | 180 | 9800 | R17126 10 |
| OPS SHLT TRK | RADAR SET | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 218 | 89 | 101 | 9800 | 101 | 9800 | R17126 11 |
| OPS TRL | RADAR SET | NOT REDUCIBLE | **L** | 135 | 86 | 81 | 3770 | 81 | 3770 | R17126 13 |
| OQ-290V2/MSM | ELeC equip test fac | BARE ItEM | **L** | 425 | 90 | 141 | 115760 | 141 | 115760 | E01933 01 |
| OR-388/MSQ-139 | dATA GRP TLR MTD | not Reducible | **L** | 175 | 86 | 78 | 3939 | 78 | 3939 | YA0815 01 |
| ORD | ShP SEt Cont trk mtd | not Reducible | P23J | 221 | 85 | 85 | 8080 | 85 | 8080 | S30982 01 |
| OS-304/MSQ-139 | COMM GRP TLR MTD | not Reducible | ** $\mathrm{L} * *$ | 175 | 86 | 78 | 3657 | 78 | 3657 | YA0816 01 |
| P\& H 5060 | CRANE SHOVEL CRWL MTD | BASIC UNIT | **L** | 306 | 140 | 133 | 96210 | 133 | 96210 | F40474 35 |
| P\& H 5060 | Shovel front crn/shVl | ASSEMBLED | **L** | 0 | 0 | 0 | 22760 | 0 | 22760 | T40771 16 |
| P250WDMH268 | COMP UNIT RTRY tlrmid | not Reducible | T18G | 200 | 96 | 78 | 7000 | 78 | 7000 | E72804 01 |
| PARTS D | ASL MOBILITY SYS | BARE ItEM | **L** | 240 | 96 | 96 | 19160 | 96 | 19160 | A04334 06 |
| PARTS D | ASL MOBILITY SYS | BARE ITEM | **L** | 240 | 96 | 96 | 14300 | 96 | 14300 | A04334 23 |
| PARTS 0 | ASL MOBILITY SYS | BARE ITEM | **L** | 240 | 96 | 96 | 19160 | 96 | 19160 | A04334 02 |
| PARTS 0 | ASL MOBILITY SYS | BARE ITEM | ** $\mathrm{L}^{* *}$ | 240 | 96 | 96 | 14300 | 96 | 14300 | A04334 11 |
| PD4320-0015- | PUMP CNTRF DED | SKID MOUNTED | **L** | 282 | 81 | 78 | 17500 | 78 | 17500 | P93102 02 |
| PDU/ATS | POWER DIST TLR MTD | Not Reducible | ** $\mathrm{L}^{* *}$ | 176 | 94 | 87 | 3650 | 87 | 3650 | YA0826 01 |
| PERSONEL/OPS | CONTAINER MULTI PURPO | BARE ItEM | ** $\mathrm{L}^{* *}$ | 87 | 69 | 96 | 3500 | 96 | 10000 | YA1069 01 |
| PL1245 | PRODUCT CONVEYOR | not Reducible | ** $\mathrm{L}^{*} *$ | 642 | 122 | 154 | 7400 | 154 | 7400 | YA0530 01 |
| pls trailer | ENG MISSION MOD-WTR D | VEHICLE MTD | ** $\mathrm{L}^{* *}$ | 271 | 96 | 138 | 21120 | 138 | 25000 | E05007 04 |
| PLS TRUCK | ENG MISSION MOD-WTR D | VEHICLE MTD | ** $\mathrm{L}^{* *}$ | 441 | 103 | 144 | 56550 | 144 | 25000 | E05007 02 |
| PM92-133 | Lub SvC unit tlr mtd | not Reducible | T13C | 166 | 83 | 98 | 2650 | 98 | 2650 | L85283 27 |
| PN45977-100 | Stand acft whl mtd | OPERATIONAL | T02A | 130 | 39 | 53 | 780 | 53 | 780 | U25029 02 |
| PN45977-100 | Stand acet whl mtd | RED-TECH MANUAL | T01A | 88 | 39 | 53 | 780 | 53 | 780 | U25029 03 |
| Pogs 33 | COMPRESSOR DENTAL EQP | BARE ITEM | ** $\mathrm{L}^{* *}$ | 24 | 28 | 51 | 214 | 51 | 214 | C74952 03 |
| POPS-L | PRINTING PLANT SPEC | not Reducible | **L** | 191 | 85 | 78 | 4649 | 78 | 4649 | P61915 01 |
| PP3001 | LTt TRL MTD | bare item | ** $\mathrm{L}^{*} *$ | 294 | 70 | 84 | 3400 | 84 | 3400 | L27002 01 |
| PP3003 | GEn SET TRL MTD | not Reducible | **L** | 147 | 87 | 84 | 3400 | 84 | 3400 | T49579 01 |
| PP3101 | LTT TRL MTD | BARE Item | **L** | 294 | 70 | 84 | 6000 | 84 | 6000 | L27070 01 |
| PP3102 | GEN SET TRL MtD | not reducible | **L** | 294 | 70 | 84 | 6000 | 84 | 6000 | T39849 01 |
| PP3105 | GEN SET TRL MtD | not Reducible | ** $\mathrm{L}^{* *}$ | 147 | 87 | 84 | 6000 | 84 | 6000 | T39917 01 |
| PP-3106 60 KW | POWER PLANT TRLR MTD | NOT REDUCIBLE | **L** | 147 | 87 | 84 | 6000 | 84 | 6000 | T93232 01 |
| PPU | PRIME PWR UNIT (PPU) | not reducible | **L** | 480 | 95 | 106 | 63000 | 106 | 63000 | G05003 01 |
| PQAS | petro qual anal sys | SEt total | **L** |  |  |  | 13400 |  | 13400 | P25493 01 |

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| PU-650A/G | POWER PLANT TLR MTD | NOT REDUCIBLE | **L** | 172 | 96 | 89 | 7737 | 89 | 7737 | YA0064 01 |
| PU-650B/G | GEN SET DED tLR MTD | OPERATIONAL | T19 | 190 | 97 | 90 | 7540 | 90 | 7540 | J35629 03 |
| PU-650B/G | GEN SEt ded tlr mtd | RED-TECH MANUAL | T13H | 170 | 97 | 84 | 7540 | 84 | 7540 | J35629 04 |
| PU-650B/G | gen set ded tlr mtd | not Reducible | T13J | 170 | 97 | 98 | 8060 | 98 | 8060 | J35629 09 |
| PU-699/M | GEN SET DED TLR MTD | OPERATIONAL | T19J | 190 | 97 | 85 | 8220 | 85 | 8220 | J35595 01 |
| PU-699/M | Gen Set ded tlr mtd | Red-tech manual | T13J | 170 | 97 | 85 | 8220 | 85 | 8220 | J35595 02 |
| PU-699A/M | GEN SET DED TLR MTD | OPERATIONAL | T13J | 175 | 97 | 84 | 8300 | 84 | 8300 | J35595 03 |
| PU-699A/M | Gen Set ded tlr mid | Red-tech manual | T13J | 169 | 97 | 84 | 8300 | 84 | 8300 | J35595 04 |
| PU-732M | GEN SET 15KW | VEHICLE MTD | ** $\mathrm{L}^{* *}$ | 171 | 96 | 84 | 5580 | 84 | 5580 | J36006 05 |
| PU-751/M | GEN SET DED tLR MTD | not Reducible | т09C | 144 | 74 | 79 | 2850 | 79 | 2850 | G37273 01 |
| PU-751/M | GEN SEt ded tlr mid | not Reducible | T13D | 165 | 74 | 78 | 3140 | 78 | 3140 | G37273 02 |
| PU-751M GEN | COMM Control set | Not Reducible | **L** | 146 | 74 | 79 | 3189 | 79 | 3189 | C36104 13 |
| PU-753/M | GEn SET DED thr mid | not Reducible | т09\% | 144 | 74 | 78 | 2525 | 78 | 2525 | G40744 01 |
| PU-753/M | gen set ded tlr mtd | not Reducible | T13D | 165 | 74 | 78 | 3200 | 78 | 3200 | G40744 07 |
| PU765/TSQ125 | Gen Set 3 kW tlr mtd | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 109 | 64 | 90 | 2240 | 90 | 2240 | YA0059 01 |
| PU-789/M | gen set ded tlr mtd | Not Reducible | ** $\mathrm{L}^{* *}$ | 189 | 96 | 85 | 7800 | 85 | 7800 | G35601 01 |
| PU-789/n | gen Set ded tlr mtd | not Reducible | ** $\mathrm{L}^{* *}$ | 189 | 96 | 78 | 6815 | 78 | 6815 | G35601 12 |
| PU-797 | gen set ded tlr mtd | not Reducible | т09C | 147 | 84 | 76 | 2320 | 76 | 2320 | G42238 01 |
| PU-797 GEN | COMM Control set | not Reducible | ** $\mathrm{L}^{* *}$ | 147 | 84 | 76 | 2320 | 76 | 700 | C35900 12 |
| PU-797A | gen set ded tlr mtd | not Reducible | т08C | 135 | 86 | 66 | 2257 | 66 | 2257 | G42238 05 |
| PU-798 | GEN SET DED thr mtd | Not Reducible | то9с | 147 | 84 | 76 | 2660 | 76 | 2660 | G42170 01 |
| PU-798 | GEn Set ded tlr mtd | MOD FOR SET | т09C | 147 | 84 | 78 | 2830 | 78 | 2830 | G42170 08 |
| PU-798 TRL | RADIO TERMINAL SET | Not Reducible | ** $\mathrm{L}^{* *}$ | 140 | 85 | 90 | 3432 | 90 | 3432 | R35814 10 |
| PU-798A | gen set ded tlr mtd | not Reducible | т08С | 135 | 86 | 67 | 2480 | 67 | 2480 | G42170 05 |
| PU-799 | gen Set ded tlr mtd | NOT REDUCIBLE | т09C | 147 | 84 | 76 | 2670 | 76 | 2670 | G53403 01 |
| PU-799 TRL | RADAR SET | Not Reducible | ** $\mathrm{L}^{* *}$ | 147 | 85 | 77 | 3040 | 77 | 3040 | R14284 08 |
| PU-799A | gen set ded tlr mtd | NOT REDUCIBLE | T08C | 135 | 86 | 67 | 2510 | 67 | 2510 | G53403 05 |
| PU-800 | gen set ded tlr mtd | NOT REDUCIBLE | T13E | 165 | 95 | 84 | 4855 | 84 | 4855 | G78203 01 |
| PU-801 | Gen Set ded tlr mtd | NOT REDUCIBLE | TO9D | 147 | 84 | 94 | 3160 | 94 | 3160 | G78374 01 |
| PU-801A | gen set ded tlr mtd | not Reducible | т09E | 135 | 86 | 85 | 4200 | 85 | 4200 | G78374 03 |
| PU-802 | GEN SET DED TLR MTD | not Reducible | T13E | 165 | 95 | 84 | 4920 | 84 | 4920 | G53778 01 |
| PU-803 | gen set ded tlr mtd | NOT REDUCIBLE | T13F | 165 | 95 | 84 | 5350 | 84 | 5350 | G35851 01 |
| PU-803B/G | gen set ded tlr mtd | NOT REDUCIBLE | T13F | 165 | 95 | 84 | 5700 | 84 | 5700 | G35851 10 |
| PU-804 | gen set ded tlr mtd | NOT REDUCIBLE | T13F | 165 | 95 | 84 | 5730 | 84 | 5730 | G35919 01 |
| PU-804B/G | gen Set ded tlr mtd | not Reducible | T13F | 165 | 95 | 84 | 5730 | 84 | 5730 | G35919 10 |
| PU-805 | gen Set ded tlr mid | NOT REDUCIBLE | T13G | 165 | 95 | 87 | 6720 | 87 | 6720 | G78306 01 |
| PU-805B | distributed common gr | not Reducible | ** $\mathrm{L}^{* *}$ | 165 | 96 | 87 | 5940 | 87 | 5940 | z01794 16 |
| PU-805B/G | gen set ded tlr mtd | not Reducible | T13G | 165 | 95 | 87 | 6720 | 87 | 6720 | G78306 13 |
| PU-806 | gen set ded tlr mtd | not Reducible | T13G | 165 | 95 | 87 | 6813 | 87 | 6813 | G17460 01 |
| PU-80 6B/G | gen set ded tlr mtd | not Reducible | T13G | 165 | 95 | 87 | 6813 | 87 | 6813 | G17460 05 |
| PU-807A | GEN SET DSL TLR MTD | Not Reducible | T23L | 223 | 96 | 103 | 11640 | 103 | 11640 | G17528 10 |
| PU-809A | gen Set diesel eng | BARE ItEM | **L** | 222 | 96 | 102 | 15850 | 102 | 15850 | G26395 01 |

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| RG31 CAT I 4X4 | MED MINE PROT VEH | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 277 | 96 | 137 | 37478 | 137 | 37478 | M74226 08 |
| RG31 CATII 6X6 | MED MINE PROT VEH | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 277 | 97 | 138 | 33800 | 138 | 33800 | M74226 05 |
| RG31 CATII 6X6 | med mine prot veh | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 277 | 97 | 109 | 33800 | 109 | 33800 | M74226 06 |
| RG-31 MK5E DO7 | mine resistant veh Rg | not Reducible | ** $\mathrm{L}^{* *}$ | 290 | 125 | 138 | 41000 | 138 | 41000 | M17526 02 |
| RG31 ONS II | med mine prot veh | not reducible | ** $\mathrm{L}^{* *}$ | 260 | 98 | 113 | 31305 | 113 | 31305 | M74226 11 |
| RG31A2 | mine Resistant veh Rg | not Reducible | **L** | 268 | 98 | 107 | 37479 | 107 | 37479 | M11782 01 |
| RG31A2 CATII | med mine prot veh | Not Reducible | ** $\mathrm{L}^{* *}$ | 277 | 98 | 138 | 37478 | 138 | 37478 | M74226 07 |
| RG31A2M1 | mine Resistant veh rg | not Reducible | ** $\mathrm{L}^{* *}$ | 268 | 98 | 107 | 26896 | 107 | 26896 | M11646 01 |
| RG31A2M1 RTR | mine Resistant veh rg | not Reducible | ** $\mathrm{L}^{* *}$ | 268 | 98 | 107 | 26896 | 107 | 26896 | M11714 01 |
| RG31A2M2 | mine Resistant veh rg | not Reducible | ** $\mathrm{L}^{* *}$ | 275 | 102 | 110 | 33289 | 110 | 33289 | M17526 01 |
| RG-33 HAGA | mine Resistant veh Rg | not Reducible | ** $\mathrm{L}^{* *}$ | 335 | 114 | 140 | 52000 | 140 | 52000 | M26596 01 |
| RG-33 HAGA PLU | mine Resist veh rg-33 | not Reducible | ** $\mathrm{L}^{* *}$ | 333 | 134 | 137 | 66860 | 137 | 66860 | M74430 01 |
| RG-33 PLUS | mine Resistant veh rg | not reducible | ** $\mathrm{L}^{* *}$ | 333 | 134 | 137 | 66860 | 137 | 66860 | M11547 01 |
| RG-33L AUV | mine Resistant veh Rg | OPERATIONAL | **L** | 350 | 141 | 148 | 54200 | 148 | 54200 | M74362 01 |
| RG-33L AUV | mine Resistant veh Rg | RED-TECH MANUAL | **L** | 350 | 135 | 118 | 54200 | 118 | 54200 | M74362 02 |
| Rhut | ROTOR HEAD UTIL TLR | Not Reducible | ** $\mathrm{L}^{*} *$ | 140 | 48 | 65 | 2000 | 65 | 2000 | YA1023 01 |
| RJ150 | Environmint cntl unit | not Reducible | ** $\mathrm{L}^{* *}$ | 151 | 72 | 77 | 5600 | 77 | 5600 | YA0784 01 |
| RMP-J/1-10G | Reefer u mech pnl ty | ASSEMBLED | **L** |  | , |  | 5525 | 0 | 5525 | R61428 05 |
| RMTtu | TRL UNIT TWR MOB RUGG | not Reducible | ** $\mathrm{L}^{* *}$ | 221 | 79 | 94 | 6600 | 94 | 6600 | T05009 01 |
| RMTU 480 | MOBILE ANT TOWER TRLR | not Reducible | **L** | 360 | 102 | 100 | 9600 | 100 | 9600 | YA0963 06 |
| RMTU 656 | MOBILE ANT TOWER TRLR | not Reducible | ** $\mathrm{L}^{*} *$ | 355 | 101 | 101 | 18600 | 101 | 18600 | YA0963 01 |
| RMTU 656 | MOBILE ANT TOWER TRLR | not Reducible | ** $\mathrm{L}^{* *}$ | 395 | 101 | 101 | 14000 | 101 | 14000 | YA0963 02 |
| ROTARY TRK MTD | WTR WEL RIG RTRY trk | not Reducible | ** $\mathrm{L}^{* *}$ | 426 | 102 | 148 | 69000 | 148 | 69000 | z01253 01 |
| RowPu-1 | WAter purif tlr mid | not reducible | T47V | 372 | 96 | 150 | 37117 | 150 | 37117 | W47225 05 |
| RR-185 | trailer cable reel | NOT REDUCIBLE | **L** | 130 | 99 | 75 | 1550 | 75 | 8500 | YA0839 01 |
| RS28 | ROLLER VIBRATORY | OPERATIONAL | P192 | 218 | 96 | 100 | 18650 | 100 | 18650 | S12916 01 |
| RS28 | ROLLER VIBRATORY | RED-TECH MANUAL | P198 | 206 | 96 | 100 | 18650 | 100 | 18650 | S12916 02 |
| RT240 | RTCH KALMAR | not reducible | **L** | 561 | 144 | 138 | 116200 | 138 | 116200 | R16611 01 |
| RT240 | RTCH KALMAR | OPERATIONAL | **L** | 587 | 146 | 157 | 118500 | 157 | 118500 | R16611 02 |
| RT240 | RTCH KALMAR | Red-tech manual | ** $\mathrm{L}^{* *}$ | 587 | 146 | 119 | 118500 | 119 | 118500 | R16611 04 |
| RT240 | RTCH KALMAR | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 453 | 240 | 157 | 118500 | 157 | 118500 | R16611 06 |
| RT240 | RTCH KALMAR | Red-tech manual | ** L** | 453 | 240 | 119 | 118500 | 119 | 118500 | R16611 08 |
| RT-240 | KALMAR FORKLIFT KIT | BARE ItEM | **L** | 135 | 240 | 58 | 11600 | 58 | 11600 | YA0882 01 |
| RT41AA | CRANE TRK MTD | not reducible | P31n | 318 | 95 | 101 | 14911 | 101 | 14911 | F43003 04 |
| RT875CCS | CRANE Wheel mid | OPERATIONAL | P50x | 556 | 144 | 157 | 97325 | 157 | 97325 | C39398 09 |
| RT875CCS | CRANE WHEEL MTD | RED-tech manual | P50x | 556 | 144 | 157 | 95800 | 157 | 95800 | C39398 10 |
| RTCC | CRANE WHEEL MTD | OPERATIONAL | P49Y | 556 | 144 | 156 | 104100 | 156 | 104100 | C39398 01 |
| RTCC | CRANE WHEEL MTD | RED-TECH MANUAL | P49V | 360 | 144 | 106 | 49370 | 106 | 49370 | C39398 02 |
| RTL-10-1 | TRK LIFT FRK RT 5-T | OPERATIONAL | P46V | 277 | 107 | 137 | 35456 | 137 | 35456 | $\times 4905103$ |
| RTL-10-1 | TRK LIFT FRK RT 5-T | RED-TECH MANUAL | P28U | 203 | 107 | 98 | 33500 | 98 | 33500 | X49051 04 |
| RTV 1100 | Utility vehicle | NOT REDUCIBLE | **L** | 129 | 67 | 83 | 2469 | 83 | 2469 | YA0893 02 |
| RTV 900 | Utility vehicle | not Reducible | **L** | 124 | 61 | 80 | 2200 | 80 | 1653 | YA0875 01 |

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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | $\begin{aligned} & \text { CARGO } \\ & \text { GROUP } \\ & \text { CODE } \end{aligned}$ | LENGTH <br> (IN) | $\begin{gathered} \text { WIDTH } \\ \text { (IN) } \end{gathered}$ | $\begin{aligned} & \text { HEIGHTT } \\ & \text { (IN) } \end{aligned}$ | WEIGHT <br> (LB) | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ \text { (IN) } \end{gathered}$ | $\begin{gathered} \text { LOAD } \\ \text { WEIGHT } \\ \text { (LB) } \\ \hline \end{gathered}$ | LIN-INDEX |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SANITATION KT | FORCE PROVIDER MODULE | BARE ITEM | **L** | 78 | 96 | 96 | 4570 | 96 | 4570 | F28973 39 |
| SASYR1692 | RAMP LOAD VEHICLE | not reducible | T35F | 432 | 92 | 45 | 5200 | 45 | 5200 | R11154 04 |
| SATS MOD 1 | TOOL SET | Item Cntn pkg | **L** | 249 | 97 | 101 | 10000 | 101 | 10000 | T65312 01 |
| SATS MOD 2 | TOOL SET | Item Cntn pkg | ** $\mathrm{L}^{* *}$ | 240 | 96 | 96 | 6740 | 96 | 6740 | T65562 01 |
| SCI 1 M1152A1 | distributed common gr | not reducible | **L** | 191 | 98 | 104 | 12720 | 104 | 12720 | z01794 03 |
| SCI 2 M1152A1 | distributed common gr | not Reducible | **L** | 191 | 98 | 104 | 12610 | 104 | 12610 | 20179406 |
| SCI 3 M1152A1 | distributed common gr | not Reducible | **L** | 191 | 98 | 104 | 12620 | 104 | 12620 | 20179409 |
| SDT110 | K9 TRANSPORT TRL | not Reducible | **L** | 210 | 84 | 66 | 2740 | 66 | 2740 | YA1051 01 |
| SDT-118 | K9 TRANSPORT TRL | Not Reducible | ** $\mathrm{L}^{* *}$ | 216 | 96 | 96 | 7000 | 96 | 7000 | YA1051 02 |
| SEAVAN | BX Ship metal 40Ft lo | VEHICLE MTD | ** $\mathrm{L}^{* *}$ | 490 | 96 | 137 | 13300 | 137 | 67200 | YA0096 13 |
| SEAVAN | BX Ship metal 40FT hi | VEhicle mtd | ** $\mathrm{L}^{* *}$ | 490 | 96 | 143 | 13300 | 143 | 67200 | YA0097 13 |
| SECM-1975 | SHOP EQUIP TRK MTD | OPERATIONAL | **L** | 214 | 95 | 82 | 7290 | 82 | 100 | T10138 10 |
| SECM-1975 | SHOP EQUIP TRK MTD | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 214 | 85 | 82 | 7290 | 82 | 100 | T10138 11 |
| SECM-1975 | SHOP EQUIP TRK MTD | RED F/SEALIFT-O | **L** | 214 | 85 | 82 | 7290 | 82 | 100 | T10138 35 |
| SECM-LT | SHP EQP CONT TRK MTD | not Reducible | P19L | 198 | 84 | 86 | 11500 | 86 | 11500 | S25681 42 |
| SECOND MDT TRL | VEH MTD MINE DET SYS | not Reducible | **L** | 178 | 99 | 72 | 17400 | 72 | 17400 | v05001 06 |
| SELLICK SD 100 | LIFT TRUCK | Not Reducible | **L** | 152 | 89 | 112 | 18715 | 112 | 18715 | YA0855 01 |
| SEMI TRL MODUL | CRUSH SCR \& WASH PLNT | not Reducible | ** L** | 587 | 125 | 161 | 78900 | 161 | 78900 | F49673 06 |
| SEMI TRL MODUL | CRUSH SCR \& WASH PLNT | not Reducible | ** $\mathrm{L}^{* *}$ | 678 | 146 | 152 | 94800 | 152 | 94800 | F49673 12 |
| SENSOR TRK | RADAR SET | OPERATIONAL | **L** | 218 | 96 | 180 | 10670 | 180 | 10670 | R17126 05 |
| SENSOR TRK | RADAR SET | RED-TECH MANUAL | **L** | 218 | 96 | 101 | 10670 | 101 | 10670 | R17126 06 |
| SENSOR TRL | RADAR SET | NOT REDUCIBLE | **L** | 135 | 86 | 70 | 3010 | 70 | 3010 | R17126 08 |
| SER/M | mMS Central material | ASSEMBLED | **L** | 0 | 0 |  | 8625 | 0 | 8625 | M08417 68 |
| SER/N | mMS Central material | ASSEMBLED | ** $\mathrm{L}^{* *}$ | 0 | 0 | , | 8625 | 0 | 8625 | M08417 77 |
| SET $2 \mathrm{~A} / \mathrm{M}$ | TOOL SET AVN MAINT UN | ASSEMBLED | **L** |  |  |  | 9370 |  | 9700 | W60206 01 |
| SET $2 \mathrm{~A} / \mathrm{M}$ | TOOL SET AVN MAINT UN | VEhicle mtd | **L** | 265 | 96 | 136 | 15570 | 136 | 9700 | W60206 08 |
| SET $2 \mathrm{~A} / \mathrm{M}$ | TOOL SET AVN MAINT UN | VEHICLE MTD | ** $\mathrm{L}^{* *}$ | 265 | 96 | 136 | 16000 | 136 | 9700 | W60206 10 |
| SET $2 \mathrm{~A} / \mathrm{m}$ | TOOL SEt AVN MAINT UN | VEHICLE MTD | ** $\mathrm{L}^{* *}$ | 265 | 96 | 136 | 16000 | 136 | 9700 | W60206 12 |
| SET $2 \mathrm{~A} / \mathrm{M}$ | TOOL SET AVN MAINT UN | DOLLY Whl mtd | **L** | 206 | 92 | 85 | 4250 | 85 | 9700 | W60206 14 |
| SET $2 \mathrm{~A} / \mathrm{M}$ | TOOL SEt AVN MAINT UN | DOLLY Whl mtd | **L** | 206 | 92 | 85 | 4280 | 85 | 9700 | W60206 18 |
| SET $2 \mathrm{~A} / \mathrm{M}$ | TOOL SET AVN MAINT UN | BARE Item | **L** | 147 | 87 | 84 | 1380 | 84 | 9700 | W60206 50 |
| SET NO 7 | HOIST UNIT TRK MTG | BARE Item | ** $\mathrm{L}^{* *}$ | 151 | 70 | 67 | 855 | 67 | 855 | K39774 01 |
| SET NO 7 | HOIST UNIT TRK MTG | SHORT-PALLET | **L** | 178 | 108 | 71 | 1435 | 71 | 1435 | K39774 02 |
| SEU-2 | Shelter expandable | DOLLY WhL MTD | T39H | 176 | 99 | 111 |  | 111 | 7700 | T00100 03 |
| SG-1207 A/U | CMD SYSTEM TACTICAL | NOT REDUCIBLE | P46V | 363 | 98 | 143 | 35440 | 143 | 35440 | C40814 01 |
| SGPRSMD 80 | SHOP EQUIP STLR MTD | Not Reducible | **L** | 343 | 98 | 125 | 30340 | 125 | 30340 | T10549 06 |
| SHADOW | tact unmanned arl veh | SEt total | **L** |  |  |  | 90029 |  | 90029 | T09343 01 |
| SHADOW-MSM | MOB SECT MULTI FUNCT | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 218 | 85 | 105 | 11500 | 105 | 11500 | M86971 01 |
| SHELTER | SHOP EQUIP ARTY REP | DOLLY WhL MTD | T28G | 293 | 94 | 96 | 6030 | 96 | 6030 | T09888 03 |
| SHELTER | SHOP EQUIP ARTY REP | DOLLY Whl mtd | T25G | 239 | 96 | 96 | 6030 | 96 | 6030 | T09888 05 |
| SHELTER | SHOP EQUIP ARTY REP | VEHICLE MTD | P38P | 265 | 96 | 124 | 17250 | 124 | 17250 | T09888 10 |
| SHELTER | SHOP EQUIP ARTY REP | VEHICLE MTD | P39P | 265 | 98 | 124 | 17596 | 124 | 17596 | T09888 20 |

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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | $\begin{gathered} \hline \text { CARGO } \\ \text { GROUP } \\ \text { CODE } \\ \hline \end{gathered}$ | LENGTH <br> (IN) | $\begin{gathered} \text { WIDTH } \\ \text { (IN) } \end{gathered}$ | HEIGHT <br> (IN) | WEIGHT <br> (LB) | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ \text { (IN) } \end{gathered}$ | $\begin{gathered} \text { LOAD } \\ \text { WEIGHT } \\ \text { (LB) } \\ \hline \end{gathered}$ | LIN-INDEX |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SUBURBAN | CHEVROLET TRUCK | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 226 | 101 | 98 | 6498 | 98 | 6498 | YA0880 02 |
| SUN SERVER VAN | CONTAINER 20FT | BARE Item | **L** | 240 | 96 | 96 | 18600 | 96 | 44710 | YA0158 05 |
| SUP Veh 1 | distributed Common Gr | Not Reducible | **L** | 198 | 84 | 76 | 10410 | 76 | 10410 | 20179412 |
| SUPVEH 2 M1085 | distributed Common Gr | not Reducible | ${ }^{*} \mathrm{~L}^{* *}$ | 359 | 96 | 132 | 37140 | 132 | 37140 | Z01794 15 |
| SURGE BIN | MIXING PLANT ASPhalt | not Reducible | **L** | 597 | 134 | 161 | 68500 | 161 | 68500 | M57048 07 |
| SURVEY TRK | TRK DUALLY (SURVEY) | not Reducible | ** $\mathrm{L}^{* *}$ | 277 | 94 | 94 | 10800 | 94 | 10800 | YA1005 01 |
| SYS SPT KT A | FORCE PROVIDER MODULE | BARE ITEM | **L** | 78 | 96 | 96 | 7410 | 96 | 7410 | F28973 52 |
| SYS SPT KT B | FORCE PROVIDER MODULE | BARE Item | **L** | 78 | 96 | 96 | 8950 | 96 | 8950 | F28973 53 |
| T0730 HKEG | MIXER ROT TILLER SP | Not Reducible | ** $\mathrm{L}^{* *}$ | 265 | 96 | 121 | 14980 | 121 | 14980 | M55384 13 |
| T-5 DOZER W/W | TRAC FL TRK LOW SPD $W$ | OPERATIONAL | **L** | 210 | 121 | 121 | 33000 | 121 | 33000 | T05029 01 |
| T-5 DOZER W/W | TRAC FL TRK LOW SPD W | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 234 | 102 | 121 | 33000 | 121 | 33000 | T05029 03 |
| T-5 TYPE II | TRAC FL TRK LOW SPD $W$ | NOT REDUCIBLE | **L** | 253 | 121 | 121 | 33000 | 121 | 33000 | T05026 01 |
| T53029B-20 | tK fab Clpsbl water | Item Cntn pkg | **L** | 123 | 30 | 28 | 700 | 28 | 700 | T12938 02 |
| T-9 TYPE II | TRACTR FL TRK LOW SPD | not Reducible | **L** | 285 | 145 | 134 | 67000 | 134 | 67000 | T05016 01 |
| T9 BULLDOZER | TRACTOR FULL TRCKD LO | not reducible | ** $\mathrm{L}^{* *}$ | 241 | 145 | 134 | 63000 | 134 | 63000 | T05015 01 |
| T9 BULIDOZER | TRACTOR FULL trckd Lo | not Reducible | **L** | 241 | 100 | 134 | 62000 | 134 | 62000 | T05015 03 |
| T-9 type II | TRACTR FL TRK LOW SPD | NOT REDUCIBLE | **L** | 285 | 100 | 134 | 66000 | 134 | 66000 | T05016 03 |
| tan | tricon container | bare item | **L** | 239 | 96 | 96 | 7800 | 96 | 36900 | YA0697 03 |
| tan | bicon container | item cntn pkg | ** $\mathrm{L}^{* *}$ | 118 | 96 | 102 | 3000 | 102 | 23455 | YA0799 02 |
| TD1233 (P) TTC | MULTIPLEXER | BARE Item | **L** | 65 | 30 | 80 | 40 | 80 | 40 | M27183 01 |
| tender truck | WTR WELL DRL RIG TNDR | Not Reducible | **L** | 426 | 102 | 148 | 69000 | 148 | 69000 | 20131601 |
| tent kit | FORCE PROVIDER MODULE | BARE ITEM | ** $\mathrm{L}^{* *}$ | 78 | 96 | 96 | 7950 | 96 | 7950 | F28973 14 |
| TEREX PBL TRL | LIGHT SET TRL | Not Reducible | **L** | 180 | 61 | 70 | 2000 | 70 | 2000 | YA0974 02 |
| THIRD MDT TRL | Veh mtd mine det sys | not Reducible | ** $\mathrm{L}^{* *}$ | 149 | 65 | 72 | 13500 | 72 | 13500 | v05001 07 |
| THMPSN M349A1 | STLR REEFER 7-1/2-TON | not Reducible | T41J | 288 | 99 | 131 | 8810 | 131 | 8810 | S71613 16 |
| TIE CRANE | CRANE RAILROAD TIE | NOT REDUCIBLE | **L** | 220 | 101 | 156 | 18000 | 156 | 18000 | C36518 01 |
| TItan hpr $8 \times 8$ | TRK FIRE FIGHT AIRCRA | not reducible | *L** | 488 | 132 | 151 | 91300 | 151 | 91300 | T96428 01 |
| TKR4000A | Refrig Pref 4000 CF | Item CNTN PKG | **L** | 253 | 124 | 130 | 28180 | 130 | 28180 | R65133 14 |
| TKR4000C | REFRIG PREF 4000 CF | Item Cntn pkg | **L** | 253 | 124 | 130 | 28180 | 130 | 28180 | R65133 18 |
| TMS300-5 | CRANE TRK MTD HYD 25T | NOT REDUCIBLE | P38W | 492 | 96 | 129 | 71790 | 129 | 71790 | F43429 03 |
| TMSS 1 | distributed common Gr | NOT REDUCIBLE | **L** | 195 | 98 | 78 | 3920 | 78 | 3920 | 20179407 |
| TMSS 2 | distributed common Gr | NOT REDUCIBLE | **L** | 195 | 98 | 78 | 3940 | 78 | 3940 | 20179410 |
| TMSS 35 KW | TRLR MTD SYS PU-824T | not Reducible | **L** | 231 | 85 | 78 | 6000 | 78 | 6000 | P63394 02 |
| TMSS-LRG 35kw | TRLR MTD SYS PU-824T | not Reducible | T28J | 313 | 97 | 91 | 8071 | 91 | 8071 | P63394 01 |
| TMSS-M | POWER PLANT UTLY (MED) | NOT REDUCIBLE | **L** | 195 | 86 | 79 | 4200 | 79 | 4200 | P63462 09 |
| TMSS-M 20KW | POWER PLANT UTLY (MED) | not Reducible | T18E | 191 | 85 | 78 | 4200 | 78 | 4200 | P63462 01 |
| TMSS-MED | HABORMASTER CMD CTL C | Not Reducible | **L** | 194 | 85 | 78 | 4200 | 78 | 4200 | C05019 08 |
| tools Ctnr | BRADLEY VEH SPL TOOL | BARE Item | **L** | 240 | 96 | 96 | 6170 | 96 | 15000 | YA1078 01 |
| TOW DOLLY ASSY | MIXING PLANT ASPHALT | not reducible | **L** | 172 | 96 | 50 | 5100 | 50 | 5100 | M57048 03 |
| TOW DOLLY ASY | CRUSH SCR \& WASH PLINT | not reducible | **L** | 172 | 96 | 50 | 5100 | 50 | 5100 | F49673 03 |
| TOW-DRAGON | CONTACT SUPPORT SET | Item CNTN PKG | **L** | 148 | 87 | 84 | 4240 | 84 | 4240 | C84041 02 |
| TOW-DRAGON | CONTACT SUPPORT SET | BARE ITEM | ** $\mathrm{L} * *$ | 165 | 87 | 84 | 3920 | 84 | 3920 | C84041 19 |

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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | $\begin{aligned} & \hline \text { CARGO } \\ & \text { GROUP } \\ & \text { CODE } \end{aligned}$ | $\begin{gathered} \text { LENGTH } \\ \text { (IN) } \end{gathered}$ | $\begin{aligned} & \text { WIDTH } \\ & \text { (IN) } \end{aligned}$ | $\begin{aligned} & \text { HEIGHT } \\ & \text { (IN) } \end{aligned}$ | $\begin{aligned} & \text { WEIGHT } \\ & \text { (LB) } \end{aligned}$ | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ \text { (IN) } \end{gathered}$ | $\begin{gathered} \hline \text { LOAD } \\ \text { WEIGHT } \\ \text { (LB) } \\ \hline \end{gathered}$ | LIN-INDEX |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| USCSBMK-1 | BOAT BRIDGE ERECTION | OPERATIONAL | ** ${ }^{\text {L** }}$ | 323 | 98 | 178 | 8800 | 178 | 8800 | B25476 01 |
| USCSBMK-1 | BOAT BRIDGE ERECTION | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 227 | 117 | 97 | 10800 | 97 | 10800 | B25476 02 |
| USCSBMK-1 | BOAT BRIDGE ERECTION | Vehicle mtd | ** ${ }^{* * *}$ | 436 | 136 | 158 | 39400 | 158 | 39400 | B25476 03 |
| USCSBMK-1 | BOAT BRIDGE ERECTION | SHORT-PALLET | ** $\mathrm{L}^{* *}$ | 268 | 117 | 101 | 11670 | 101 | 11670 | B25476 07 |
| USCSBMK-2 | BOAT BRIDGE ERECTION | Vehicle mtd | P48V | 468 | 135 | 155 | 38860 | 155 | 38860 | B25476 10 |
| USED W/M1132 | plow mine clearing | BARE ITEM | **L** | 186 | 162 | 18 | 3260 | 18 | 3260 | P15852 01 |
| UV-18A | AIRPLANE UTILIty Stol | not Reducible | **L** | 780 | 594 | 234 | 7314 | 234 | 7314 | A30989 01 |
| VALVETY2 | ShLTR NONEXPD LTWR | Vehicle mtd | P19J | 199 | 89 | 103 | 8660 | 103 | 8660 | S01563 02 |
| VALVETY2 | ShLTR NONEXPD LTWR | vehicle mtd | P19K | 199 | 89 | 103 | 10000 | 103 | 10000 | S01563 04 |
| VALVETY2 | SHLTR NONEXPD LTWR | vehicle mtd | P19J | 217 | 89 | 102 | 8900 | 102 | 8900 | S01563 06 |
| VEhicle lift | PATRIOT VEH LIFT | BARE Item | **L** | 100 | 48 | 99 | 3000 | 99 | 3000 | YA1059 01 |
| vib SCREen fir | CRUSH SCR \& WASH PLNT | BARE Item | ** ${ }^{\text {c** }}$ | 350 | 117 | 91 | 21200 | 91 | 21200 | F49673 11 |
| VSN TRL | VIDEO SUB NODE TR | NOT REDUCIBLE | ${ }^{* *} \mathrm{~L}^{* *}$ | 132 | 81 | 85 | 2080 | 85 | 2080 | YA1055 01 |
| W/E M1087A1 | TRUCK VAN EXPANSIBLE | not Reducible | **L** | 337 | 96 | 141 | 28685 | 141 | 28685 | T41271 01 |
| W/EMPTY MRP | TRK GUIDED MISSLE (TRA | not Reducible | **L** | 480 | 102 | 129 | 48700 | 129 | 48700 | T05005 04 |
| W/LD MRP | TRK GUIDED MISSLE (TRA | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 480 | 102 | 141 | 66520 | 141 | 66520 | T05005 03 |
| w/OUT MRP | TRK GUIDED MISSLE (TRA | RED-TECH MANUAL | **L** | 480 | 102 | 129 | 41468 | 129 | 41468 | T05005 01 |
| W15B | DISTR WTR TK TRK MTD | OPERATIONAL | P42R | 310 | 112 | 112 | 23734 | 112 | 23734 | G28212 22 |
| W15B | DISTR WTR TK TRK MTD | RED-tech manual | P39R | 310 | 97 | 112 | 23734 | 112 | 23734 | G28212 23 |
| W-8646 | PUMP FLMB LIQ Whlmtd | OPERATIONAL | **L** | 122 | 70 | 68 | 2140 | 68 | 2140 | P97051 19 |
| W-8646 | PUMP FLMB LIQ Whlmtd | RED-TECH MANUAL | **L** | 78 | 70 | 68 | 2140 | 68 | 2140 | P97051 23 |
| W-87012 | PUMP UNIT CENT WATER | OPERATIONAL | **L** | 122 | 70 | 68 | 2140 | 68 | 2140 | P44549 08 |
| W-87012 | PUMP Unit Cent water | RED-TECH MANUAL | **L** | 78 | 70 | 68 | 2140 | 68 | 2140 | P44549 09 |
| WARFARE-2011 | mes biolog warfare | BARE Item | ${ }_{\text {L }}$ * |  |  |  | 5325 |  | 5325 | M23718 02 |
| WASH SCREEN UT | CRUSH SCR \& WASH PLNT | not Reducible | L* | 415 | 138 | 161 | 40100 | 161 | 40100 | F49673 14 |
| WATER DIST SYS | FORCE PROVIDER MODULE | bare item | **L** | 78 | 96 | 96 | 7470 | 96 | 7470 | F28973 29 |
| WD/2010 | MMS MINIMAL CARE WARD | Item Cntn pkg | ** $\mathrm{L}^{* *}$ | 238 | 96 | 96 | 15650 | 96 | 15650 | M48055 08 |
| WD/J | MMS Intermed care wrd | Item Cntn pkg | **L** | 240 | 96 | 96 | 22385 | 96 | 22385 | M08599 83 |
| WD/M | MMS MInImAL CARE WARD | Item Cntn pkg | ** $\mathrm{L}^{* *}$ | 238 | 96 | 96 | 15650 | 96 | 15650 | M48055 06 |
| WD-2005 | MMS MInIMAL CARE WARD | Item Cntn pkg | L** | 238 | 96 | 96 | 15650 | 96 | 15650 | M48055 07 |
| WD6s | DIST WTR TK StLR mtd | not Reducible | T38N | 442 | 96 | 116 | 16000 | 116 | 16000 | D28318 01 |
| WD6S | DIST WTR TK STLR MTD | Not Reducible | т38w | 442 | 96 | 116 | 66072 | 116 | 66072 | D28318 02 |
| WDS ACCY KIT | FORCE PROVIDER MODULE | BARE ItEM | L* | 8 | 96 | 96 | 5130 | 96 | 5130 | F28973 30 |
| WEDGE | RAMP BUNDLE DEL SYS | SHORT-PALLET | **L** | 88 | 108 | 45 | 3000 | 45 | 3000 | YA0213 01 |
| WOLF COACH | TES MISSION VAN | not Reducible | ** $\mathrm{L}^{* *}$ | 372 | 96 | 106 | 26330 | 106 | 26330 | YA0478 01 |
| Wolf Coach | tes Power van | NOT REDUCIBLe | **L** | 237 | 96 | 102 | 22850 | 102 | 22850 | YA0479 01 |
| WOOD 127-In | LADDER AIRCRAFT MAINT | BARE ItEM | **L** | 168 | 15 | 6 | 30 | 6 | 30 | L34369 01 |
| wSD310 | WTR StORAGE/DIST SET | ASSEMBLED | L* | 0 | 0 | 0 | 102110 | 0 | 102110 | W37243 02 |
| wSDS810 | WTR Storage/dist set | ASSEMBLED | ** $\mathrm{L}^{* *}$ | 0 | 0 | 0 | 123100 | 0 | 123100 | W37311 02 |
| WST WTR ASSY | Force provider module | BARE Item | ** $\mathrm{L}^{* *}$ | 78 | 96 | 96 | 5570 | 96 | 5570 | F28973 36 |
| WST WTR LINE | Force provider module | BARE Item | **L** | 240 | 96 | 96 | 12320 | 96 | 12320 | F28973 33 |
| WST WTR PUMP | FORCE PROVIDER MODULE | BARE Item | *L** | 78 | 96 | 96 | 5950 | 96 | 5950 | F28973 34 |

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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | $\begin{aligned} & \text { CARGO } \\ & \text { GROUP } \\ & \text { CODE } \end{aligned}$ | $\begin{aligned} & \text { LENGTH } \\ & \text { (IN) } \end{aligned}$ | WIDTH (IN) | $\begin{aligned} & \text { HEIGHTT } \\ & \text { (IN) } \end{aligned}$ | $\begin{aligned} & \text { WEIGHTT } \\ & \text { (LBB) } \end{aligned}$ | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ \text { (IN) } \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { LOAD } \\ \text { WEIGHT } \\ \text { (LB) } \\ \hline \end{gathered}$ | LIN-INDEX |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| XMSN TEAM | SVC KIT PWR LINE | ITEM CNTN PKG | ** $\mathrm{L}^{* *}$ | 147 | 87 | 83 | 6084 | 83 | 6084 | S78712 01 |
| 00-108 | LAUNDRY UNIT | LONG-PALLET | ** L** | 200 | 96 | 96 | 8500 | 96 | 8500 | CB5498 09 |
| 00-1853FC | amb bus Conv fc | Not Reducible | ** $\mathrm{L}^{* *}$ | 420 | 96 | 127 | 23300 | 127 | 23300 | CB0066 01 |
| 00-4LB PRT | TRK FORKLIET GEN | not Reducible | ** $\mathrm{L}^{* *}$ | 141 | 45 | 81 | 8620 | 81 | 8620 | CB1304 01 |
| 00-50-TON | STLR 50-TON LOWBED | Not Reducible | ** $\mathrm{L}^{* *}$ | 528 | 120 | 84 | 18520 | 84 | 100000 | CB0826 08 |
| 00-6 LB RT | TRK FORKLIFT DED | Not Reducible | ** $\mathrm{L}^{* *}$ | 247 | 86 | 124 | 18000 | 124 | 18000 | CB1826 01 |
| 00-6 LB SRT | TRK FORKLIFT ELEC | Not Reducible | ** $\mathrm{L}^{* *}$ | 131 | 48 | 84 | 12310 | 84 | 12310 | CB1376 01 |
| 00-6LB PRT | TRK FORKLIFT GEN | not Reducible | ** $\mathrm{L}^{* *}$ | 108 | 62 | 86 | 16578 | 86 | 16578 | CB1306 01 |
| 00-86B11 | PUMP Centrifug | not Reducible | ** $\mathrm{L}^{* *}$ | 192 | 84 | 72 | 7200 | 72 | 7200 | CB5220 05 |
| 00-980G | TRK FORKLIFT DED | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 400 | 128 | 148 | 103000 | 148 | 103000 | CB1820 19 |
| 00-C7D064 | truck stake | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 272 | 63 | 84 | 4300 | 84 | 4300 | CB0525 02 |
| 00-CSY-20-FS | SEMI LOWBED | not Reducible | ** $\mathrm{L}^{* *}$ | 576 | 96 | 60 | 13972 | 60 | 13972 | CB0822 01 |
| 00-CV30943 | truck pickup | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 249 | 96 | 78 | 5866 | 78 | 5866 | CB0355 02 |
| 00-D8K | TRACTOR CRAWLER | Not Reducible | ** $\mathrm{L}^{* *}$ | 266 | 183 | 141 | 73900 | 141 | 73900 | CB4851 02 |
| 00-DD30903 | truck maint util | Not Reducible | ** $\mathrm{L}^{* *}$ | 219 | 84 | 82 | 8800 | 82 | 8800 | CB0722 02 |
| 00-DE20 | HAMMER PILE | BARE Item | ** $\mathrm{L}^{* *}$ | 140 | 25 | 25 | 7000 | 25 | 7000 | CB3630 03 |
| OO-DOMINATOR | CLINR SEP TNK TRK MTD | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 337 | 100 | 127 | 22660 | 127 | 22660 | CB5414 01 |
| 00-M1017A | truck stake | not Reducible | **L** | 293 | 98 | 111 | 14000 | 111 | 14000 | CB0528 02 |
| $00-\mathrm{M1} 09 \mathrm{~A} 3$ | TRK VAN SHP $2-1 / 2$ Ton | Not Reducible | ** $\mathrm{L}^{* *}$ | 268 | 96 | 131 | 15280 | 131 | 15280 | CB0500 01 |
| $00-\mathrm{M} 44 \mathrm{~A} 3$ | tRK CGO 2-1/2-TON | Not Reducible | **L** | 265 | 96 | 116 | 13900 | 116 | 5000 | CB0539 28 |
| 00-m4k | truck lift fork ded | OPERATIONAL | **L** | 206 | 79 | 80 | 9700 | 80 | 9700 | CB1330 01 |
| 00-M4K | TRUCK LIFT FORK DED | Red-tech manual | ** $\mathrm{L}^{* *}$ | 166 | 79 | 78 | 9700 | 78 | 9700 | CB1330 02 |
| 00-M872A3 | STLR FLATBED 20-34-T | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 492 | 96 | 103 | 19248 | 106 | 68000 | CB0816 01 |
| 00-M872A3 | StLR FLATBED 20-34-T | Red-tech manual | ** $\mathrm{L}^{* *}$ | 493 | 96 | 93 | 19179 | 93 | 68000 | CB0816 02 |
| 00-M915A2 | truck tractor | NOT REDUCIBLe | **L** | 258 | 95 | 142 | 16815 | 142 | 16815 | CB0649 01 |
| 00-M915A3 | truck Cgo d/s 5-Ton | not Reducible | ** $\mathrm{L}^{* *}$ | 387 | 100 | 122 | 23400 | 122 | 10000 | CB0588 57 |
| 00-M915A3 | TRUCK TRACTOR 15-TON | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 275 | 96 | 115 | 19080 | 115 | 19080 | CB0645 08 |
| 00-M925 WWN | truck Cgo d/s 5-TON | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 327 | 115 | 116 | 22458 | 116 | 10000 | CB0588 01 |
| 00-M925 Wwn | TRUCK CGO D/S 5-TON | RED-tech manual | ** $\mathrm{L}^{* *}$ | 327 | 98 | 87 | 22458 | 93 | 10000 | CB0588 02 |
| 00-M934 | TRUCK C/C 30000 | not Reducible | **L** | 365 | 98 | 137 | 28000 | 137 | 28000 | CB0591 01 |
| 00-M996 | TRK AMB 1-1/4-TON 4 X 4 | not reducible | **L** | 203 | 86 | 87 | 6620 | 87 | 200 | CB0361 32 |
| 00-MEP-005A | GEN SET 16-30KW | SKID MOUNTED | ** $\mathrm{L}^{* *}$ | 108 | 42 | 76 | 4162 | 76 | 4162 | CB5122 05 |
| 00-MEP-804AAS | GEN SET 10-15KW | not Reducible | ** $\mathrm{L}^{* *}$ | 176 | 96 | 105 | 6876 | 105 | 6876 | CB5121 07 |
| 00-RLP-50-V | SEmI Lowbed | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 163 | 96 | 65 | 10340 | 65 | 10340 | CB0823 01 |
| $00-$ SFV3335SSL | SEMI VAN | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 420 | 96 | 150 | 11000 | 150 | 11000 | CB0817 01 |
| 00-SHOP MACH | Shop equip stlr mtd | NOT REDUCIBLE | **L** | 352 | 97 | 125 | 24000 | 125 | 24000 | CB5910 01 |
| 00-v6301 | SEMI VAN RF | not Reducible | ** $\mathrm{L}^{* *}$ | 379 | 96 | 151 | 9900 | 151 | 9900 | CB0819 01 |
| 01-1085B | ExCAVATOR WhL | not Reducible | **L** | 327 | 110 | 137 | 50000 | 137 | 50000 | CB4340 01 |
| 01-11S | mixer concrete | not Reducible | ** $\mathrm{L}^{* *}$ | 95 | 56 | 70 | 910 | 70 | 910 | CB2433 01 |
| 01-12T | SEmI VAN | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 373 | 96 | 152 | 8400 | 152 | 8400 | CB0813 01 |
| 01-1369TII500 | TRAILER TANK 500GAL | not reducible | $\star *$ L** | 168 | 80 | 60 | 2000 | 60 | 2000 | CB0881 01 |
| 01-13-TON | TRAILER BOLST | not Reducible | ** $\mathrm{L}^{* *}$ | 451 | 96 | 58 | 6010 | 58 | 6010 | CB0842 01 |

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| MODEL | DESCRIPTION | $\begin{gathered} \text { SHIPPING } \\ \text { CONFIGURATION } \end{gathered}$ | $\begin{aligned} & \text { CARGO } \\ & \text { GROUP } \\ & \text { CODE } \end{aligned}$ | LENGTH <br> (IN) | WIDTH <br> (IN) | $\begin{aligned} & \text { HEIGHTT } \\ & \text { (IN) } \end{aligned}$ | $\begin{aligned} & \text { WEIGHTT } \\ & \text { (LBB) } \end{aligned}$ | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ \text { (IN) } \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { LOAD } \\ \text { WEIGHT } \\ \text { (LB) } \end{gathered}$ | LIN-INDEX |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 01-M101A2 | TRAILER CARGO 3/4-TON | RED-TECH MANUAL | **L** | 147 | 74 | 50 | 1340 | 50 | 1500 | CB0802 02 |
| 01-M101A3 | trailer cargo | not Reducible | ** L** | 155 | 86 | 72 | 1770 | 72 | 1770 | Cb0803 01 |
| 01-M105A2 | TLR CARGO 1-1/2-TON | OPERATIONAL | ** L** | 167 | 83 | 98 | 2750 | 98 | 3000 | Cb0804 01 |
| 01-M105A2 | TLR CARGO 1-1/2-TON | RED-TECH MANUAL | ** L** | 167 | 83 | 55 | 2750 | 55 | 3000 | CB0804 02 |
| 01-M1101 | TRAILER CARGO 3/4-TON | not Reducible | ** $\mathrm{L}^{* *}$ | 135 | 88 | 50 | 1460 | 53 | 1500 | CB0802 15 |
| 01-M1 49A1 | tLR tank wtr 400GAL | not Reducible | ** $\mathrm{L}^{* *}$ | 162 | 82 | 81 | 2530 | 81 | 3338 | CB0880 01 |
| 01-M1 49A1 | TLR tank wtr 400GAL | not Reducible | **L** | 162 | 82 | 81 | 5868 | 81 | 3338 | CB0880 05 |
| 01-M35A2C | tRK CGO 2-1/2-TON | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 265 | 106 | 114 | 13526 | 114 | 5000 | CB0539 01 |
| 01-M35A2C | TRK CGO 2-1/2-TON | RED-tech manual | ** $\mathrm{L}^{* *}$ | 265 | 98 | 82 | 13526 | 82 | 5000 | CB0539 02 |
| 01-m710A | ROAD MOTOR GRADER | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 332 | 98 | 136 | 30700 | 136 | 30700 | CB4420 01 |
| 01-m710A | ROAD MOTOR GRADER | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 332 | 98 | 102 | 28250 | 102 | 28250 | CB4420 02 |
| 01-m710A | ROAD MOTOR GRADER | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 362 | 94 | 126 | 28150 | 126 | 28150 | CB4420 12 |
| 01-M756A2WWN | Truck maint pl const | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 287 | 108 | 109 | 16565 | 109 | 5000 | CB0715 01 |
| 01-M756A2WWN | Truck maint pl const | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 287 | 98 | 101 | 16565 | 101 | 5000 | CB0715 02 |
| 01-M813A1 | TRUCK CGO D/S 5-TON | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 307 | 115 | 116 | 20982 | 116 | 10000 | CB0588 04 |
| 01-M813A1 | TRUCK CGO D/S 5-TON | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 307 | 99 | 87 | 20982 | 93 | 10000 | CB0588 05 |
| 01-M817 | TRUCK DUMP 5-TON | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 274 | 115 | 113 | 22615 | 113 | 10000 | CB0587 04 |
| 01-M817 | TRUCK DUMP 5-TON | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 274 | 98 | 91 | 22615 | 91 | 10000 | CB0587 05 |
| 01-M818 | TRUCK TRACTOR 5-TON | OPERATIONAL | **L** | 264 | 115 | 113 | 19387 | 113 | 19387 | CB0607 01 |
| 01-M818 | TRUCK TRACTOR 5-TON | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 264 | 98 | 86 | 19387 | 86 | 19387 | CB0607 02 |
| 01-MOD CMT-HC | trailer elec antenn | Not Reducible | ** $\mathrm{L}^{* *}$ | 225 | 90 | 120 | 4200 | 120 | 4200 | CB0879 01 |
| 01-P250WDMH268 | AIR COMPRESSOR | not Reducible | ** $\mathrm{L}^{* *}$ | 200 | 96 | 78 | 6000 | 78 | 6000 | CB3110 02 |
| 01-PK60 | CONVEYOR BELT | not Reducible | **L** | 762 | 120 | 249 | 9430 | 249 | 9430 | CB2610 02 |
| 01-RP40 | StLR flatbed 20-34-T | OPERATIONAL | **L** | 420 | 96 | 117 | 12500 | 116 | 68000 | CB0816 05 |
| 01-RP40 | StLR FLATBED 20-34-T | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 420 | 96 | 60 | 12500 | 60 | 68000 | CB0816 06 |
| 01-SAW RAD | SHOP WOODWK TRLR | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 111 | 72 | 56 | 1700 | 56 | 1700 | CB5900 01 |
| 01-SHOP WOOD | Shop equip stlr mtd | not reducible | ** $\mathrm{L}^{* *}$ | 163 | 82 | 82 | 5200 | 82 | 5200 | CB5910 03 |
| 01-T350L | STLR 50-TON LOWBED | not Reducible | **L** | 456 | 96 | 67 | 18000 | 67 | 100000 | CB0826 03 |
| 01-TH103 | TRK FORKLIFT DED | not Reducible | ** $\mathrm{L}^{* *}$ | 252 | 96 | 106 | 25860 | 106 | 25860 | CB1820 20 |
| 01 -TYI STY 1 | ISO CONTAINER | BARE Item | ** $\mathrm{L}^{* *}$ | 240 | 96 | 96 | 25000 | 96 | 25000 | cb0000 01 |
| 01 -TYII STY | ISO CONTAINER | BARE Item | ** L ** | 240 | 96 | 96 | 25000 | 96 | 25000 | CB0000 04 |
| 02-10-1 | CRANE WHEEL 5-35-TON | NOT REDUCIBLE | **L** | 414 | 96 | 132 | 43360 | 132 | 43360 | CB8254 07 |
| 02-20 PASS | buS ded | not Reducible | **L** | 268 | 96 | 116 | 1400 | 116 | 1400 | CB0061 01 |
| 02-250 CFM | COMPRESSOR | Not Reducible | ** $\mathrm{L}^{* *}$ | 145 | 77 | 86 | 3985 | 86 | 3985 | CB3135 01 |
| O2-30-TON | CRANE WHL | not Reducible | ** $\mathrm{L}^{* *}$ | 485 | 96 | 140 | 57220 | 140 | 57220 | CB8253 01 |
| 02-3-TON | TRUCK LDR AC | not Reducible | ** $\mathrm{L}^{* *}$ | 285 | 96 | 145 | 16980 | 145 | 16980 | CB0731 01 |
| 02-4-DOOR | SEdAN COMP | not reducible | **L** | 169 | 72 | 58 | 2587 | 58 | 2587 | CB0104 01 |
| 02-750 CFM | AIR COMPRESSOR | not Reducible | **L** | 193 | 89 | 90 | 9950 | 90 | 9950 | CB3165 02 |
| 02-7-TON | trailer Crl/pl | NOT Reducible | **L** | 216 | 96 | 75 | 8890 | 75 | 8890 | CB0843 01 |
| 02-C7D042 | truck tire serv | not Reducible | ** $\mathrm{L}^{* *}$ | 296 | 95 | 133 | 17000 | 133 | 17000 | Cb0713 02 |
| 02-H9518-3 | WATER PURIFCAT | SKId mounted | ** $\mathrm{L}^{* *}$ | 114 | 84 | 69 | 7760 | 69 | 7760 | CB5452 03 |
| 02-M149A2 | TLR TANK WTR 400GAL | NOT REDUCIBLE | ** L** | 161 | 83 | 79 | 2800 | 81 | 3338 | CB0880 03 |

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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | $\begin{aligned} & \text { CARGO } \\ & \text { GROUP } \\ & \text { CODE } \end{aligned}$ | LENGTH <br> (IN) | $\begin{gathered} \text { WIDTH } \\ \text { (IN) } \end{gathered}$ | $\begin{aligned} & \text { HEIGHTT } \\ & \text { (IN) } \end{aligned}$ | WEIGHT <br> (LB) | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ \text { (IN) } \end{gathered}$ | $\begin{gathered} \text { LOAD } \\ \text { WEIGHT } \\ \text { (LB) } \end{gathered}$ | LIN-INDEX |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 24-L6-4H5 | FLOODLIGHT ELECTRICAL | NOT REDUCIBLE | **L** | 151 | 81 | 65 | 2100 | 65 | 2100 | CB5110 04 |
| 25 OUtLet | LIGHT SET GEN ILLUM | VEHICLE MTD | ** $\mathrm{L}^{* *}$ | 146 | 69 | 68 | 1670 | 68 | 1670 | L63994 03 |
| 250 CFM | PNEU TL COMP TLR MTD | OPERATIONAL | T19J | 214 | 97 | 83 | 8910 | 83 | 8910 | P11866 01 |
| 250 CFM | PNEU TL COMP TLR MTD | RED-TECH MANUAL | T18J | 214 | 97 | 76 | 8910 | 76 | 8910 | P11866 02 |
| 2500 EXPRESS | Chevrolet cargo van | Not Reducible | **L** | 215 | 94 | 82 | 5680 | 82 | 5680 | YA0881 01 |
| 2500 GAL | distr wTr s/p n/sect | not Reducible | P40U | 392 | 104 | 117 | 30255 | 117 | 30255 | D28736 01 |
| 2500 GAL | distr wTr s/p n/SECT | not Reducible | P40U | 392 | 104 | 117 | 51118 | 117 | 51118 | D28736 02 |
| 2500 GAL | dist water s/p Sect | OPERATIONAL | P40U | 423 | 104 | 117 | 32280 | 117 | 32280 | D28804 01 |
| 2500 GAL | dist water s/p Sect | RED-TECH MANUAL | P35U | 436 | 104 | 94 | 32150 | 94 | 32150 | D28804 02 |
| 2500 GAL | DIST WATER S/P SECT | not Reducible | P40w | 423 | 104 | 117 | 53143 | 117 | 53143 | D28804 03 |
| 2500 LB | PALLET, 463L | SHORT-PALLET | ** $\mathrm{L}^{* *}$ | 88 | 108 | 55 | 2500 | 55 | 2500 | YA0032 01 |
| 2500 LB | PALLET, 463L | LONG-PALLET | ** $\mathrm{L}^{* *}$ | 108 | 88 | 55 | 2500 | 55 | 2500 | YA0032 02 |
| 2500 LB | PALLET 463L PROFILE B | SHORT-PALLET | ** $\mathrm{L}^{* *}$ | 88 | 108 | 96 | 2500 | 96 | 2500 | YA0371 01 |
| 2500 LB | PALLET 463L PROFILE C | LONG-PALLET | **L** | 108 | 88 | 96 | 2500 | 96 | 2500 | YA0372 01 |
| 2500 LB | PALLET 463L PROFILE D | LONG-PALLET | ** $\mathrm{L}^{* *}$ | 108 | 88 | 96 | 2500 | 96 | 2500 | YA0373 01 |
| 2500 LB | PALLET 463L PROFILE E | SHORT-PALLET | ** $\mathrm{L}^{* *}$ | 88 | 108 | 75 | 2500 | 75 | 2500 | YA0374 01 |
| 2500 LB | PALLET 463L PROFILE F | SHORT-PALLET | **L** | 88 | 108 | 85 | 2500 | 85 | 2500 | YA0375 01 |
| 2500 LB | PALLET 463L PROFILE G | SHORT-PALLET | ** $\mathrm{L}^{* *}$ | 88 | 108 | 62 | 2500 | 62 | 2500 | YA0376 01 |
| 2500 LBS | AMMO . 60 CAL \& BELOW | LONG-PALLET | ** $\mathrm{L}^{* *}$ | 108 | 88 | 53 | 2830 | 53 | 9750 | YA0098 05 |
| 2500 LBS | AMMO . 60 CAL \& BELOW | SHORT-PALLET | **L** | 88 | 108 | 53 | 2830 | 53 | 9750 | YA0098 17 |
| 2500 LBS | AMMO . 60 CAL \& ABOVE | LONG-PALLET | ** $\mathrm{L}^{* *}$ | 108 | 88 | 53 | 2830 | 53 | 9750 | YA0099 05 |
| 2500 LBS | AMMO . 60 CAL \& ABOVE | SHORT-PALLET | ** $\mathrm{L}^{* *}$ | 88 | 108 | 53 | 2830 | 53 | 9750 | YA0099 17 |
| 251-3257 | LUB SVC UnIt TlR MTD | NOT REDUCIBLE | **L** | 176 | 96 | 80 | 5350 | 80 | 5350 | L85283 02 |
| 251-437 | LUB SVC UnIt tlr mtd | not Reducible | **L** | 176 | 96 | 80 | 5250 | 80 | 5250 | L85283 03 |
| 25-CRANE 14T | CRANE WHEEL 5-35-TON | not Reducible | ** $\mathrm{L}^{* *}$ | 358 | 96 | 102 | 29800 | 102 | 29800 | CB8254 01 |
| 25-CRANE 14T | CRANE WHEEL 5-35-TON | not reducible | ** $\mathrm{L}^{* *}$ | 358 | 96 | 102 | 29800 | 102 | 29800 | CB8254 06 |
| 277C CAT | MULTI TERRAIN LOADER | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 117 | 78 | 88 | 10345 | 88 | 10345 | YA0988 01 |
| 277 C CAT | MULTI TERRAIN LOADER | OPERATIONAL | **L** | 170 | 78 | 88 | 10795 | 88 | 10795 | YA0988 03 |
| 277 C CAT | MULTI TERRAIN LOADER | OPERATIONAL | * $\mathrm{L}^{*} *$ | 199 | 78 | 88 | 10895 | 88 | 10895 | YA0988 05 |
| 277C CAT | MUlti terrain loader | OPERATIONAL | **L** | 144 | 87 | 88 | 11045 | 88 | 11045 | YA0988 07 |
| 277C CAT | MUlti terrain loader | OPERATIONAL | **L** | 178 | 78 | 88 | 11145 | 88 | 11145 | YA0988 09 |
| 277 C CAT | MULTI TERRAIN LOADER | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 148 | 80 | 88 | 11245 | 88 | 11245 | YA0988 11 |
| 277 C CAT | MULTI TERRAIN LOADER | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 185 | 99 | 88 | 11245 | 88 | 11245 | YA0988 13 |
| 277 C CAT | multi terrain loader | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 149 | 80 | 88 | 11445 | 88 | 11445 | YA0988 15 |
| 277C CAT | MULTI TERRAIN LOADER | OPERATIONAL | **L** | 224 | 78 | 88 | 11545 | 88 | 11545 | YA0988 17 |
| 277 C CAT | MULTI TERRAIN LOADER | OPERATIONAL | ** $\mathrm{L}^{* *}$ | 153 | 80 | 88 | 12045 | 88 | 12045 | YA0988 19 |
| 2791865 | PUMP ASSY DEEP WELL | CRATED | ** $\mathrm{L}^{* *}$ | 140 | 56 | 54 | 3200 | 54 | 3200 | P96503 03 |
| 28-FOOT | AIRDROP PLATFORM | 28-FT PLATE | ** $\mathrm{L}^{* *}$ | 336 | 108 | 25 | 2820 | 25 | 60000 | YA0146 01 |
| 28-FT PLTEM | Side Rail type v | BARE Item | ** $\mathrm{L}^{* *}$ | 337 | 13 | , | 362 | 4 | 362 | S98681 01 |
| 2A | CRUSHER JAW | NOT REDUCIBLE | **L** | 391 | 108 | 124 | 28956 | 124 | 28956 | YA0003 01 |
| 2A | CRUSH SCREEN Unit | NOT REDUCIBLE | **L** | 431 | 108 | 123 | 31482 | 123 | 31482 | YA0004 01 |
| 2-FD | TRUCK DUMP 15-TON DED | Not Reducible | ** $\mathrm{L}^{* *}$ | 290 | 127 | 135 | 33200 | 135 | 30000 | $\times 4439303$ |

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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | $\begin{gathered} \hline \text { CARGO } \\ \text { GROUP } \\ \text { CODE } \\ \hline \end{gathered}$ | LENGTH <br> (IN) | $\begin{gathered} \text { WIDTH } \\ \text { (IN) } \end{gathered}$ | HEIGHT <br> (IN) | WEIGHT <br> (LB) | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ \text { (IN) } \end{gathered}$ | $\begin{gathered} \text { LOAD } \\ \text { WEIGHT } \\ \text { (LB) } \\ \hline \end{gathered}$ | LIN-INDEX |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5-PL | 5-PALLET (5-PL) TRAIN | SHORT-PALLET | ** $\mathrm{L}^{* *}$ | 448 | 108 | 4 | 20000 | 4 | 20000 | YA0056 01 |
| 5-PL | 5-PALLET (5-PL) TRAIN | LONG-PALLET | ** L ** | 548 | 88 | 4 | 20000 | 4 | 20000 | YA0056 02 |
| 5-PT TRAIN | 463-L (5-PALLET) TRAI | SHORT-PALLET | **L** | 440 | 108 | 3 | 1750 | 3 | 50000 | YA0082 01 |
| 6 LIGHtS | FLOODLIGHT ST ELEC (A) | 8-FT PLATE | * $\mathrm{L}^{*}$ | 96 | 108 | 69 | 2520 | 69 | 2520 | H79221 03 |
| 6, $8,10,12-\mathrm{IN}$ | TOOL KIt PIPE CUT GR | BARE Item | ** $\mathrm{L}^{* *}$ | 114 | 48 | 60 | 3650 | 60 | 3650 | W48485 01 |
| 6, 8, 10,12-IN | TOOL KIT PIPE CUT GR | BOXED | ** $\mathrm{L}^{* *}$ | 122 | 54 | 56 | 3975 | 56 | 3975 | W48485 03 |
| 60 BED | MES SURG HOSP | ASSEMBLED | ** $\mathrm{L}^{* *}$ | 0 | 0 | 0 | 44198 | 0 | 44198 | M29177 01 |
| 60 KW | GENERATOR COMMERCIAL | not Reducible | **L** | 165 | 94 | 110 | 8620 | 110 | 8620 | YA0102 01 |
| 600 GAL | TANK LIQ STOR METAL | SKId Mounted | ** $\mathrm{L}^{* *}$ | 74 | 61 | 58 | 497 | 58 | 497 | V15566 01 |
| 600 GPM | pump Centre whl mtd | not Reducible | **L** | 156 | 90 | 93 | 5530 | 93 | 5530 | P00309 01 |
| 6000 LB | trailer platform whs | RED-TECH MANUAL | T01A | 119 | 48 | 27 | 765 | 27 | 765 | W98270 06 |
| 60000 GAL | fuel sys supply point | ASSEMBLED | **L** | 0 | 0 | 0 | 30590 | 0 | 30590 | J04717 01 |
| 60000 GAL | FUEL SYS SUPPLY POINT | ASSEMBLED | **L** | 0 | 0 | 0 | 30590 | 0 | 30590 | J04717 24 |
| 6000K | TRUCK LIFT FRK DED RT | OPERATIONAL | P31S | 302 | 102 | 101 | 27100 | 101 | 27100 | T48944 01 |
| 6000K | TRUCK LIFT FRK DED RT | RED-TECH MANUAL | P31R | 262 | 102 | 101 | 23500 | 101 | 23500 | T48944 02 |
| $600-\mathrm{FT}$ MIN | DRILIING MACH TRK MTD | Not Reducible | ** $\mathrm{L}^{* *}$ | 420 | 96 | 96 | 39930 | 96 | 39930 | D95754 02 |
| $600-$ LB SS | convey whl gravity | BARE Item | **L** | 123 | 18 | 3 | 105 | 3 | 105 | F08479 01 |
| 6024-RS-52 | TRK LIFT FRK GED 3-T | Operational | **L** | 153 | 68 | 115 | 10375 | 115 | 10375 | $\times 5179117$ |
| 6024-RS-52 | TRK LIFT FRK GED 3-T | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 113 | 68 | 115 | 10375 | 115 | 10375 | $\times 5179118$ |
| 60-60 KW | GEN SET 60-100KW | SKID MOUNTED | ** $\mathrm{L}^{* *}$ | 87 | 36 | 59 | 4188 | 59 | 4188 | CB5124 04 |
| 609A | PUMP ASSY WTR TLR MTD | not Reducible | **L** | 156 | 90 | 90 | 5530 | 90 | 5530 | P97369 01 |
| 609-B | PUMP ASSY WTR TLR MTD | NOT REDUCIBLE | ** $\mathrm{L}^{* *}$ | 168 | 94 | 86 | 6250 | 86 | 6250 | P97369 07 |
| 609-C | PUMP ASSY WTR TLR MTD | not Reducible | *L** | 168 | 94 | 86 | 6250 | 86 | 6250 | P97369 08 |
| 60CH ALuminum | TRAILER WOOD FLAT | not Reducible | **L** | 233 | 102 | 32 | 3400 | 32 | 3400 | YA1036 01 |
| 60 KW | GEnERATOR TRLR MTD | not Reducible | **L** | 137 | 86 | 92 | 4197 | 92 | 4197 | YA0431 01 |
| 60KW 50/60Hz | GEN SET DED | SKId mounted | ** $\mathrm{L}^{* *}$ | 82 | 36 | 53 | 3500 | 53 | 3500 | G63256 01 |
| 60-LB CAP | LAUNDRY UNIT TLR MTD | not Reducible | *L** | 198 | 96 | 93 | 9050 | 93 | 200 | L48315 02 |
| 613 BSNS | SCRAPER ELEVATING S/p | OPERATIONAL | **L** | 393 | 105 | 122 | 33000 | 122 | 33000 | S29971 03 |
| 613 BSNS | SCRAPER ELEVAting S/p | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 393 | 105 | 105 | 31700 | 105 | 31700 | S29971 04 |
| 613BSS | Scraper elev Sect s/p | OPERATIONAL | **L** | 428 | 105 | 122 | 34645 | 122 | 34645 | S30039 02 |
| 613BSS | SCRAPER ELEV SECT S/p | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 428 | 105 | 105 | 31450 | 105 | 31450 | S30039 03 |
| 613 C | dist water s/p Sect | OPERATIONAL | P40U | 423 | 102 | 116 | 33985 | 116 | 33985 | D28804 01 |
| 613 C | dist water s/b sect | RED F/SEALIFT | P35U | 423 | 102 | 96 | 33985 | 96 | 33985 | D28804 02 |
| 613Cs | SCRAPER ELEV SECT S/p | NOT REDUCIBLe | **L** | 399 | 101 | 117 | 32847 | 117 | 32847 | S30039 04 |
| $61-5 \mathrm{~T}$ MIL | TRUCK CGO D/S 5-TON | NOT REDUCIBLE | *L** | 385 | 98 | 94 | 29000 | 94 | 10000 | CB0588 10 |
| 61-5-TON | TRUCK WRECKER 5-TON | not Reducible | **L** | 362 | 98 | 118 | 54000 | 118 | 100 | CB0730 08 |
| 61-Hobart | WELDER ARC ELECTRICAL | NOT REDUCIble | **L** | 157 | 74 | 74 | 2800 | 74 | 2800 | CB5170 01 |
| 61-M1097A1 | truck Cargo 1-1/4-TON | not Reducible | ** $\mathrm{L}^{* *}$ | 191 | 86 | 76 | 4400 | 76 | 2500 | CB0360 12 |
| 61-MEP-806B | GEN SET 60-100KW | SKID MOUNTED | ** $\mathrm{L}^{* *}$ | 87 | 36 | 59 | 3835 | 59 | 3835 | CB5124 06 |
| 61-MK28 | TRUCK CGO D/S 5-TON | not Reducible | **L** | 387 | 98 | 142 | 30955 | 142 | 10000 | CB0588 61 |
| 61 -MK30 | TRUCK DUMP 5-TON | OPERATIONAL | **L** | 317 | 98 | 140 | 30000 | 140 | 10000 | CB0587 11 |
| 61-MK30 | TRUCK DUMP 5-TON | RED-TECH MANUAL | ** $\mathrm{L}^{* *}$ | 317 | 98 | 98 | 30000 | 98 | 10000 | CB0587 63 |

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## APPENDIX E

## NAVY <br> CIVIL ENGINEER SUPPORT EQUIPMENT (CESE) MODEL CROSS-REFERENCE DESIGNATION TO TOA LIN AND CARGO GROUP CODE

# APPENDIX E <br> CROSS-REFERENCE <br> NAVY CIVIL ENGINEER SUPPORT EQUIPMENT (CESE) MODEL DESIGNATION TO TOA LIN AND CARGO GROUP CODE 

## E-1. Cargo Group Code

The Cargo Group Code (CGO GP) is constructed as shown by the following examples.
Table E-1. Cargo Group Code Examples/Explanations

|  |  | Shipping | Cargo Group |  |  |  |  |
| :--- | :--- | :---: | :---: | :---: | :---: | :---: | :--- |
| Model | Description | Configuration | Code* | Length | Width | Height | LIN |
| M548 | Carrier Cargo FTRAC | Operational | P43T | 232 | 106 | 130 | D11049 |
|  |  | Reduced | P22T | 232 | 100 | 77 | D11049 |

*Explanation for cargo group code P43T is as follows: First position " P " means self-propelled, a " T " in this position means towed. Second and third positions " 43 " is the dimensional group for Operational shipping configuration, that is, dimensions do not exceed 999 " (length), 114 " (width), or 130 " (height). Fourth position " T " is the weight group (weight does not exceed $30,000 \mathrm{lbs}$ ). Note: The weight equals "empty" weight plus rated load capacity of cargo vehicles, if applicable.

## E-2. Cargo Group Code criteria

The Cargo Group Code criteria listed in table E-2 was developed by Headquarters Air Mobility Command (HQAMC) Tanker Airlift Control Center (TACC).

Table E-2. Cargo Group Code Criteria

| Dimension group criteria Maximum dimensions |  |  |  |  |  | Weight group criteria Maximum gross weight |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Group |  | LxWxH | Group |  | LxWxH | Group |  | (LBS) |
| 01 | $=$ | $120 \times 61 \times 76$ | 26 | = | $279 \times 100 \times 80$ | A | $=$ | 1,000 |
| 02 | $=$ | $133 \times 61 \times 76$ | 27 | $=$ | $279 \times 100 \times 106$ | B | $=$ | 2,000 |
| 03 | = | $133 \times 80 \times 76$ | 28 | = | $320 \times 115 \times 100$ | C | = | 3,000 |
| 04 | = | $133 \times 80 \times 106$ | 29 | = | $330 \times 100 \times 100$ | D | = | 4,000 |
| 05 | $=$ | $133 \times 100 \times 76$ | 30 | $=$ | $352 \times 110 \times 80$ | E | = | 5,000 |
| 06 | $=$ | $133 \times 100 \times 106$ | 31 | $=$ | $352 \times 110 \times 106$ | F | $=$ | 6,000 |
| 07 | $=$ | $142 \times 80 \times 76$ | 32 | $=$ | $354 \times 100 \times 106$ | G | = | 7,000 |
| 08 | $=$ | $148 \times 87 \times 72$ | 33 | $=$ | $394 \times 110 \times 106$ | H | $=$ | 8,000 |
| 09 | $=$ | $148 \times 87 \times 106$ | 34 | $=$ | $400 \times 110 \times 106$ | J | = | 9,000 |
| 10 | $=$ | $148 \times 100 \times 72$ | 35 | $=$ | $600 \times 115 \times 106$ | K | = | 10,000 |
| 11 | $=$ | $160 \times 100 \times 106$ | 36 | $=$ | $999 \times 88 \times 140$ | L | = | 12,000 |
| 12 | $=$ | $175 \times 100 \times 72$ | 37 | $=$ | $999 \times 92 \times 135$ | M | = | 14,000 |
| 13 | $=$ | $175 \times 100 \times 106$ | 38 | $=$ | $999 \times 96 \times 130$ | N | = | 16,000 |
| 14 | $=$ | $189 \times 102 \times 106$ | 39 | $=$ | $999 \times 100 \times 125$ | P | $=$ | 18,000 |
| 15 | $=$ | $190 \times 80 \times 80$ | 40 | $=$ | $999 \times 104 \times 120$ | Q | $=$ | 20,000 |
| 16 | $=$ | $220 \times 80 \times 80$ | 41 | $=$ | $999 \times 105 \times 140$ | R | = | 24,000 |
| 17 | $=$ | $220 \times 80 \times 106$ | 42 | $=$ | $999 \times 114 \times 114$ | S | $=$ | 28,000 |
| 18 | $=$ | $220 \times 100 \times 80$ | 43 | $=$ | $999 \times 114 \times 130$ | T | = | 30,000 |
| 19 | $=$ | $220 \times 100 \times 106$ | 44 | $=$ | $999 \times 130 \times 114$ | U | = | 35,000 |
| 20 | $=$ | $234 \times 80 \times 80$ | 45 | $=$ | $999 \times 130 \times 130$ | V | $=$ | 50,000 |
| 21 | $=$ | $234 \times 80 \times 106$ | 46 | $=$ | $999 \times 130 \times 145$ | W | = | 75,000 |
| 22 | $=$ | $234 \times 100 \times 80$ | 47 | $=$ | $999 \times 130 \times 156$ | X | $=$ | 104,000 |
| 23 | $=$ | $234 \times 100 \times 106$ | 48 |  | $999 \times 142 \times 156$ | Y | $=$ | 209,000 |
| 24 | $=$ | $266 \times 100 \times 80$ | 49 |  | $999 \times 156 \times 156$ |  |  |  |
| 25 | $=$ | $266 \times 100 \times 106$ | 50 | $=$ | $999 \times 160 \times 160$ |  |  |  |


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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | $\begin{aligned} & \hline \text { CARGO } \\ & \text { GROUP } \\ & \text { CODE } \end{aligned}$ | $\begin{aligned} & \text { LENGTH } \\ & \text { (IN) } \end{aligned}$ | WIDTH <br> (IN) | HEIGHT (IN) | WEIGHT <br> (LB) | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ \text { (IN) } \\ \hline \end{gathered}$ | $\begin{gathered} \text { LOAD } \\ \text { WEIGHT } \\ \text { (LB) } \\ \hline \end{gathered}$ | LIN-INDEX |
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| READY BASED SPARES 0 Level wT | WARPING TUG REPAR FAC | BARE ITEM | ** | 336 | 96 | 96 | 67800 | 96 | 67800 | 05509701 |
| RECYCLER ASPHALT | ASPHALT RECYCLER | RED F/SEALIFT-O | P28K | 300 | 102 | 96 | 10000 | 96 | 10000 | 00660501 |
| SAW RADIAL | SAW RADIAL WOODWK TRL | Not Reducible | т03B | 111 | 72 | 56 | 1700 | 56 | 1700 | 59000201 |
| SELf-POWERED 16,000 FT LBS | HAMMER PILE | BARE ItEM | **** | 150 | 24 | 26 | 9425 | 26 | 9425 | 36303202 |
| SELF-POWERED 22,400 FT LBS | hammer pile | BARE ITEM | **** | 186 | 22 | 26 | 9600 | 26 | 9600 | 36301101 |
| SEmitrailer van | TrLR 12 T VAN FULLY EN | not Reducible | T47J | 373 | 96 | 152 | 8400 | 152 | 8400 | 08130101 |
| SEmitrailer, DUMP | TRLR BOttom dump | not Reducible | T32S | 353 | 96 | 106 | 26970 | 106 | 26970 | 08480101 |
| SEMITRAILER, LOWBED | TRLR 55T SEMI LOWBED | NOT REDUCIBLE | T38Y | 624 | 96 | 72 | 20870 | 67 | 120870 | 08265501 |
| SHELTER ESAMS | CONTAINER ISU-90 | BARE ITEM | **** | 108 | 88 | 96 | 2500 | 96 | 2500 | 00704301 |
| SHOWER 12 HEAD | Shower bath unit 12 H | BARE Item | **** | 84 | 104 | 89 | 3800 | 89 | 3800 | 02991201 |
| SPARE PARTS KIt | STANDARDIZED NSW 11m | BARE ITEM | **** | 48 | 96 | 36 | 250 | 36 | 250 | 00537502 |
| SPREADER CHIP | Spreader chip tow | NOT REDUCIble | *** | 176 | 69 | 59 | 2335 | 59 | 2335 | 25400101 |
| TRAILER 2 AXLE 2 ton | TRLR 2 T 2 AXLE ENCLOS | Not Reducible | T39B | 204 | 99 | 108 | 1500 | 108 | 1500 | 08534102 |
| TRAILER BOAT | INFLATABLE BOAT, 19 F | RED F/SEALIFT-O | T28F | 288 | 96 | 96 | 5575 | 96 | 5575 | 00530402 |
| TRAILER BOAT 34FT | CRAFT MARINE FORCE PR | RED F/SEALIFT-O | T35D | 456 | 102 | 68 | 3410 | 68 | 3410 | 00534202 |
| TRAILER FOR 11M NSW RIB | StANDARDIZED NSW 11M | RED F/SEALIFT-O | T35D | 472 | 98 | 48 | 4000 | 48 | 4000 | 00537503 |
| TRAILER FOR 11M SURFACE SUPPORT CRAFT | 11 METR SURFACE SPRT | RED F/SEALIFT-O | T35D | 536 | 102 | 48 | 3010 | 48 | 3010 | 00537302 |
| TRAILER FOR 8M SURFACE SUPPORT CRAFT | 8 METER SURFACE SPRT | RED F/SEALIFT-O | T35D | 536 | 102 | 48 | 3010 | 48 | 3010 | 00537102 |
| TRAILER FOR CRRC | TRAILER FOR CRRC | RED F/SEALIFT-O | T28A | 243 | 101 | 32 | 750 | 32 | 750 | 00533601 |
| trailer mounted | TRLR MTD FLOODLIGHT E | Not Reducible | T11C | 160 | 70 | 72 | 2600 | 72 | 2600 | 51102303 |
| TRAILER MTD | BUILD MACHINE MIC-240 | not reducible | T35R | 424 | 90 | 92 | 22600 | 92 | 22600 | 59200301 |
| TRAILER SENSOR PLATFORM (TSP) | TRAILER SENSOR Plateo | RED F/SEALIFT-O | T13E | 170 | 87 | 94 | 4200 | 94 | 4200 | 00468701 |
| TRC CRWLR 125HP | TRACTOR CRAWLER 125 HP | not Reducible | P41S | 183 | 105 | 113 | 26000 | 113 | 26000 | 48300610 |
| TRFK $25 \mathrm{~K} \mathrm{~W} / \mathrm{TOP}$ HNDLR ATT | TRFK D 25 K LB PRT | OPERATIONAL | P47x | 400 | 128 | 148 | 103000 | 148 | 103000 | 18202506 |
| TRFK FORKLIFT, RT, 11K, | trak 11K TELHDL | RED F/SEALIFT-O | P28U | 248 | 101 | 94 | 30500 | 94 | 30500 | 18201101 |
| tricon | SHOWER SYS EXPEDITION | BARE ITEM | **** | 78 | 96 | 96 | 5169 | 96 | 5169 | 54950101 |
| TRICON | LAtrine sys expeditio | BARE Item | **** | 78 | 96 | 96 | 6500 | 96 | 6500 | 54970101 |
| TRICON | EXPED LAUNDRY CNTNRzD | BARE ITEM | **** | 78 | 96 | 96 | 7400 | 96 | 7400 | 54980401 |
| TRICON 2 SHELF | CONTAINER TRICON | BARE Item | **** | 78 | 96 | 96 | 3332 | 96 | 13332 | 00701801 |
| TRICON 2-DOOR | CONTAINER, TRICON | BARE Item | ** | 78 | 96 | 96 | 2897 | 96 | 12897 | 00700201 |
| TRICON 4 DOOR | CONTAINER, TRICON | BARE ITEM | **** | 78 | 96 | 96 | 3240 | 96 | 13240 | 00700101 |
| TRICON BULK TYPE | CONTAINER TRICON | BARE ITEM | **** | 78 | 96 | 96 | 2600 | 96 | 12600 | 00707001 |
| ICON D2A/D2B | LARC-V A1 REPAIR FACI | BARE Item | **** | 78 | 96 | 96 | 10000 | 96 | 10000 | 00531902 |
| TRICON D2A/D2B | CONTAINER TRICON | BARE ItEM | **** | 78 | 96 | 96 | 10000 | 96 | 10000 | 00708101 |
| TRICON EMP | CONTAINER TRICON | BARE ITEM | **** | 78 | 96 | 96 | 3332 | 96 | 13332 | 00700301 |
| TRICON REFRIGERATOR | CONTAINER REFRIG TRIC | BARE ITEM | **** | 78 | 96 | 96 | 2560 | 96 | 2560 | 02809801 |
| TRICON WEAPONS TRANSPORT | CONTAINER TRICON WEAP | BARE ITEM | **** | 78 | 96 | 96 | 10000 | 96 | 10000 | 00708301 |
| TRK 28FT BoX lif gate | TRUCK 10TN 28FT box | not reducible | P35J | 432 | 82 | 96 | 8210 | 96 | 8210 | 04200201 |
| TRK AIRCRAFT REFUELING R9 | TRK AIRCRAFT REFUELIN | RED F/SEALIFT-O | P40R | 408 | 102 | 108 | 22730 | 108 | 22730 | 07026101 |
| TRK DUMP 10CU YD | TRUCK DUMP 15-20-TON | OPERATIONAL | P31v | 289 | 96 | 102 | 46000 | 102 | 46000 | 06440203 |
| TRK EMERGENCY | truck emer resp | NOT REDUCIBLE | P28G | 260 | 115 | 74 | 6100 | 74 | 6100 | 07201201 |
| trk special emer Resp eod gen 2 V1 | TRK SPECIAL EMER RESP | RED F/SEALIFT-O | P41U | 408 | 102 | 138 | 33000 | 138 | 33000 | 00670401 |
| TRK SPECIAL FIELD SERVICE 4X4 | TRK SPECIAL FIELD SER | RED F/SEALIFT-0 | P46S | 298 | 98 | 142 | 28000 | 142 | 28000 | 07092101 |
| TRK STAKE 2dR 20 FT BED 30T PINTLE | TRK STAKE 2DR 20 FT B | RED F/SEALIFT-O | P46S | 380 | 103 | 142 | 24580 | 142 | 24580 | 07130101 |
| TRK STAKE 4DR 14 FT BED | TRK STAKE 4DR 14 FT B | RED F/SEALIFT-O | P31R | 336 | 62 | 106 | 22000 | 106 | 22000 | 07131401 |
| TRK TANK WATER DIST 2000G | TRK TANK WATER DIST 2 | RED F/SEALIFT-O | P23R | 225 | 96 | 106 | 22000 | 106 | 22000 | 07026001 |
| TRK TRAC 62000 | TRK TRAC 62000 | OPERATIONAL | P38R | 274 | 96 | 114 | 20375 | 114 | 20375 | 06450301 |
| trk van 15 PASS | truck van | not Reducible | P17J | 220 | 78 | 96 | 8510 | 96 | 8510 | 03300502 |
| TRL BOLSTER | TRLR 26 K bolster tand | not Reducible | T35G | 451 | 96 | 58 | 6010 | 58 | 6010 | 08420101 |

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| MODEL | DESCRIPTION | SHIPPING CONFIGURATION | $\begin{aligned} & \hline \text { CARGO } \\ & \text { GROUP } \\ & \text { CODE } \end{aligned}$ | LENGTH (IN) | WIDTH <br> (IN) | $\begin{aligned} & \text { HEIGHT } \\ & \text { (IN) } \end{aligned}$ | $\begin{aligned} & \text { WEIGHT } \\ & \text { (LB) } \end{aligned}$ | $\begin{gathered} \text { LOAD } \\ \text { HEIGHT } \\ \text { (IN) } \\ \hline \end{gathered}$ | LOAD WEIGHT (LB) | LIN-INDEX |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 400 GPM | PUMP WATER CENTRIF | NOT REDUCIBLE | **** | 128 | 60 | 52 | 1600 | 52 | 1600 | 52202103 |
| 500 GPM | PUMP CENTRIFUG | BARE ITEM | **** | 115 | 71 | 41 | 3000 | 41 | 3000 | 52201902 |
| 50TON LATTICE BOOM | CRANE CRAWLER 50TON | NOT REDUCIBLE | P48X | 289 | 135 | 126 | 100773 | 126 | 100773 | 42600201 |
| 520B LDR | LOADER SCOOP WHEEL 2. | OPERATIONAL | P41T | 274 | 105 | 128 | 29135 | 128 | 29135 | 45312306 |
| 6 CUBIC METERS | MIXER CONCRETE | NOT REDUCIBLE | T46P | 432 | 96 | 143 | 17150 | 143 | 17150 | 24250101 |
| 60FT AERIAL | TRUCK MAINT OVRHD | NOT REDUCIBLE | P41U | 376 | 96 | 140 | 30680 | 140 | 30680 | 07266101 |
| 750 CFM | COMPRESSOR AIR ROTARY | NOT REDUCIBLE | T19K | 193 | 89 | 90 | 9950 | 90 | 9950 | 31650202 |
| 8 CU YD TRK MTD | MIXER TRANSIT | NOT REDUCIBLE | T47S | 364 | 98 | 146 | 24800 | 146 | 24800 | 24201101 |
| 8 METER SURFACE SUPPORT CRAFT | 8 METER SURFACE SPRT | RED F/SEALIFT-O | **** | 312 | 120 | 155 | 11991 | 155 | 11991 | 00537101 |

## APPENDIX F

## LIST OF TRANSPORTABILITY GUIDANCE TECHNICAL MANUALS (TM) <br> AND <br> TECHNICAL BULLETINS (TB)

## APPENDIX F <br> LIST OF TRANSPORTABILITY GUIDANCE TECHNICAL MANUALS (TM) AND TECHNICAL BULLETINS (TB)

## F-1. Guidance for shipping

To access or to order manuals providing guidance for shipping equipment by various modes of transportation: https://www.sddc.army.mil/sites/TEA/Functions/SystemsIntegration/DataAndSysManagement/Pages/ EquipCharacteristicsData.aspx

## F-2. Manual availability

The key to identifying availability of a manual, for a specific item of equipment, is the Federal Supply Classification (FSC), which are the first four digits of the National Stock Number (NSN). The FSC follows the series designation " $55-$."

Table F-1. DA Technical Manuals (TMs) and Pamphlets/Modal Instructions

| Number | Date | Title, changes |
| :--- | :--- | :--- |
| 55-607 | 27 Dec 88 | Loading and Stowage of Military <br>  <br> Ammunition and Explosives Aboard |
|  |  | Breakbulk Merchant Ships (NAVSEA OP <br> MI - 19 Edition 8 |
| MI -20 Edition 5.5 | 2 Sept 2021 REV 2) |  |
| MI -21 Edition 5 | 1 Feb 2019 | Tiedown Instructions for Rail Movements |
|  | 19 Oct 2021 | Tiedown Instructions for Truck Movements |
| MI -24 Edition 4 | 1 Jul 2021 | Lifting and Tiedown Instructions for |

Table F-2. DA Technical Bulletins (TBs)

| Number | Date | Title, changes |
| :--- | :--- | :--- |
| $55-55$ | 1 Mar 84 | Transportability Clearance DIAGRAMS, (Profile Drawings) for U.S. Army Outsized <br> Equipment: Unboxed, Prepared for Shipment |

## GLOSSARY <br> ACRONYMS AND ABBREVIATIONS

| AMC | U.S. Army Materiel Command |
| :---: | :---: |
| AMDF | Army Master Data File |
| BII | Basic Issue Items |
| CESE | Civil Engineer Support Equipment (Navy) |
| COMPASS | Computerized Movement Planning and Status System |
| COTS | Commercial off the Shelf |
| CRAF | Civil Reserve Air Fleet |
| CTA | Common Table of Allowance |
| CTN | Container |
| DOD | Department of Defense |
| EC | Equipment Code (Navy) |
| FSC | Federal Supply Classification |
| FORSCOM | U.S. Forces Command |
| HQ AFMC | Headquarters Air Force Material Command |
| HQ AMC | Headquarters Air Mobility Command |
| HQ ASC | Headquarters Aeronautical Systems Command |
| ICODES | Integrated Computerized Deployment System |
| JCS | Joint Chiefs of Staff |
| JOPES | Joint Operations Planning and Executing System |
| LIN | Line Item Number |
| LVAD | Low Velocity Airdrop |
| MHE | Materials Handling Equipment |
| MTOE | Modified Table of Organization and Equipment |
| NAVFAC | Naval Facilities Engineering Command |
| NCF | Naval Construction Force |
| NIIN | National Item Identification Number |
| NR PCS | Number of Pieces |
| NSN | National Stock Number |
| OEM | On Equipment Materiel |
| SDDCTEA | Surface Deployment and Distribution Command Transportation Engineering Agency |
| TAEDP | Total Army Equipment Distribution Program |
| TAT | To Accompany Troops |
| TC AIMS II | Transportation Coordinators' Automated Information for Movements System II |

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TDA
TOA
TOE
TUCHA
UMD
Table of Distribution and Allowances
Table of Allowances (Navy)
Table of Organization and Equipment (Army)
Type Unit Characteristics
Unit Movement Data

## EXAMPLE

Instructions for Submitting an Electronic 2028
The following format is an example for submitting an electronic 2028.
Date Sent: 19-April-2022

## DETERMINING AND SELECTING THE PROPER PROPONENT

TO: (Forward to proponent of publication or form) (Include ZIP Code)
U.S. APD (AAHS-PAP-E)

Army Publishing Directorate
9301 Chapek Rd., Bldg. 1458
Ft Belvoir, VA 22060-5527

FROM: (Activity and location) (Include ZIP Code)
SDDC/TEA
Bldg. 1900W
1 Soldier Way
Scott AFB, IL 62225

## PART I - ALL PUBLICATIONS (EXCEPT RPSTL) AND BLANK FORMS

PUBLICATION/FORM NUMBER, CHANGE NUMBER

55-46-1

PUBLICATION/ FORM

DATE: Feb 2022

TITLE TB (Technical Bulletin)

For each comment, include as applicable: Comment number, work package number or data module code, page number, paragraph number, figure number, table number, recommended change, and reason for change.
Problem: 1
Page: 1-1
First Column: 1
Paragraph: 1-1-c.
Line: 6
Recommended change: Naval Construction Battalion (NCB)
Reason for change: Unit name change

| TYPED NAME, GRADE/RANK, | TELEPHONE NUMBER/DSN/ | SIGNATURE |
| :--- | :--- | :--- |
| POSITION TITLE, E-MAIL | EXTENSION |  |

MSG Joe Smith
Commercial: 123-123-1234 DSN: 222-3333
Mobility NCO
joe.smith.mil@mail.mil
PART II - REPAIR PARTS AND SPECIAL TOOLS LISTS (Section)
PART III - REMARKS (Any general remarks or recommendations, or suggestions for improvement of publications and blank forms. Additional blank sheets may be used if more space is needed.)

| RECOMMENDED CHANGES TO PUBLICATIONS AND BLANK FORMS <br> For use of this form, see AR 25-30; the proponent agency is OAASA. |  |  | Use Part II (reverse for Repair Parts and Special Tool Lists (RPSTL)). | DATE |
| :---: | :---: | :---: | :---: | :---: |
| INSTRUCTIONS FOR SUBMITTING THE DA FORM 2028 |  |  |  |  |
| This form may be submitted by mail or electronically. For changes to blank forms, submit the DA Form 2028 electronically to the publications control officer (PCO)/forms control officer (FMO) of the organization that has oversight of the form/publication. (See PCO/FMO email addresses on the APD Web site at https://armypubs.army.mil/Search/CRRDPub.aspx?pnum=PCO-FMO LIST (CAC access only.) For comments/recommended changes to publications, users must submit the DA Form 2028 as required by the publication's proponent. (See suggested improvements paragraph on the title page of each publication to determine the proponent's preferred way to communicate.) |  |  |  |  |
| DETERMINING AND SELECTING THE PROPER PROPONENT |  |  |  |  |
| To identify the proper proponent for any publication or form, visit the APD Web site (https://armypubs.army.mil) to search for the publication or form by title. |  |  |  |  |
| TO: (Forward to proponent of publication or form) (Include ZIP Code) | FROM: (Activity and location) (Include ZIP Code) |  |  |  |
| PART I - ALL PUBLICATIONS (EXCEPT RPSTL) AND BLANK FORMS |  |  |  |  |
| PUBLICATION/FORM NUMBER, CHANGE NUMBER (If applicable) | $\begin{aligned} & \text { PUBLICATION/ } \\ & \text { FORM DATE } \end{aligned}$ | TITLE |  |  |


| TYPED NAME, GRADE/RANK, POSITION TITLE, E-MAIL <br> ADDRESS | TELEPHONE NUMBER/DSN/ <br> EXTENSION | SIGNATURE |
| :--- | :--- | :--- |


| TO: (Forward to proponent of publication or form) (Include <br> ZIP Code) | FROM: Activity and location) (Include ZIP Code) | DATE: |
| :--- | :--- | :--- | :--- |
|  |  |  |
| PART II - REPAIR PARTS AND SPECIAL TOOLS LISTS |  |  |
| PUBLICATION/FORM NUMBER, CHANGE NUMBER <br> (If applicable) | PUBLICATION/ <br> FORM DATE | TITLE |

For each comment, include as applicable: Comment number, work package number or data module code, page number, column number, figure number, item number, reference number, national stock number, total number of major items, recommended change, and reason for change.

| TYPED NAME, GRADE OR TITLE, AND E-MAIL ADDRESS | TELEPHONE NUMBER/DSN/ <br> EXTENSION | SIGNATURE |
| :--- | :--- | :--- |

## TB 55-46-1/ NAVFAP-1055

01 February 2023

By Order of the Secretary of the Army:

JAMES C. MCCONVILLE<br>General, United States Army<br>Chief of Staff

Official:


MARK F. AVERILL
Administrative Assistant
to the Secretary of the Army 2227951

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[^0]:    *This bulletin supersedes TB 55-46-1, 1 February 2022.

[^1]:    ${ }^{1}$ Pallets can be loaded in DC-8, single-row only; DC-10 and B-747 can accept double-row loading.
    ${ }^{2}$ The indicated number of pallets represents the maximum for a pallet train.
    ${ }^{3}$ The lateral positioning of the pallet when loaded on the aircraft - that is, the sides facing fore and aft of the fuselage.
    ${ }^{4}$ Total weight of pallet and load may not exceed 7,500 pounds. All non-vehicular loads that exceed 140 inches long or wide, 123 inches high, or 242 pounds per linear inch are not CRAF transportable.

[^2]:    See notes following table 2-25.

[^3]:    UNCLASSIFIED

[^4]:    UNCLASSIFIED

