

RW/NH-34062/01/2020-S&R (B) GOVERNMENT OF INDIA MINISTRY OF ROAD TRANSPORT & HIGHWAYS S&R -(Bridges)

Transport Bhawan, 1, Parliament Street, New Delhi-110001

To,

Dated:17.01.2024

- 1. The Chief Secretaries of all State Governments/Union Territories.
- 2. The Principal Secretaries / Secretaries of all States/U.Ts Public Works Department dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
- 3. The Engineer-in-Chief and Chief Engineers of Public Works Departments of States/U.Ts dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
- 4. The Chairman, National Highways Authority of India (NHAI), G-5&6, Sector-10, Dwarka, New Delhi-110 075.
- 5. The Managing Director, NHIDCL, PTI Building, Parliament Street, New Delhi-110 001.
- 6. Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010.
- 7. The Chairman- Policy Advocacy, Process Plant and Machinery Association of India.
- 8. The General Secretary, Hydraulic Trailer Owners Association, Mumbai.

Subject: Online permission for single unit ODCs/OWCs consignment on Modular Hydraulic Trailers (HT-1 to HT-13) on National highways in the country.

Sir,

Ministry has been granting online permission for road movement of single indivisible unit of overweight/over dimensional consignments (OWCs/ODCs) on Modular Hydraulic Trailers under different loading arrangements classified as HT 1 to HT 13 on National Highways through Ministry's Portal (www.morth-owc.nic.in). Ministry has earlier issued guidelines vide Ministry's letters dated 24.01.2013, 20.05.2014, 20.04.2015 and 02.6.2021 for grant of aforesaid permission and the same have been reviewed. Revised comprehensive guidelines are being hereby issued in supersession of the Ministry's letters mentioned above for effective regulation of movement of OWCs/ODCs consignments on National Highways and for ensuring the safe and uninterrupted movement of all types of vehicles on National Highways and preventing damage to any component of road infrastructure.

2. A detailed analytical study was carried out in 2012 for passage of various types and combinations of multi-axle modular hydraulic trailers carrying OWC/ODC. The study was carried out only for various types of simply supported bridge structures with span length ranging from 5m to 50m covering various cross sections with 2 lane, 4 lane, 6 lane and 8 lane width.

3. Based on the findings of this study, simplified charts (Chart C.1 to Chart C.13) were prepared for different combinations of modular hydraulic trailers which are enclosed as Annexure-I. The said charts shall form the basis for permitting movement of multi axle modular hydraulic trailers carrying OWC/ODC throughout the territory of India. Different combinations of multi axle modular hydraulic trailers are listed in Table 1:

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Table 1-Load Composition of type HT1 to HT13

Chart No.	Type Of Combination	Total No. of Axles in MH TRAILER UNIT	Gross Vehicle Weight (without Puller Tractor) (MT}
C1	HT1	4	72
C2	HT2	6	108
C3	HT3	8	144
C4	HT4	10	180
C5	HT5	12	216
C6	HT6	14	252
C7	HT7	16	288
C8	HTS	18	324
С9	HT9	20	360
C10	HTl0 *	8+8	288
C11	HT11 *	10+10	360
C12	HT12 **	14+14	504
C13	HT13 **	16+16	576

(The Unladen weight of single axle is considered as 3.3 t

(*) Units with Turn Table Bolster Arrangement (Beam Weight = 16 t)

(**) Units with Girder Arrangement (Self Weight of Girder = 132 t)

The puller tractor is considered to carry a load of 25t comprising of 6t axle load in front axle and 9.5t each in rear two axles.

4. In order to select the appropriate chart applicable to a particular type of bridge structure, it is important to identify the characteristics of the bridge (i.e. Span Length, Structure Type, Support Condition etc). Before granting permission for passage of OWC/ODC, it is important to ensure that these parameters are available with the Ministry and overall condition of the bridge is examined by the concerned Regional Officer of MoRT&H/NHAI/NHIDCL.

5.1 Based on the above referred charts, a concise recommendation of study in the form of summary is presented in Table below. The HT Loadings are categorized as A, B & C and structure types categorized as 1, 2 & 3 respectively. The summary table presents the equivalency of IRC loads to different HT Loads with respect to structure type.

5.2 For Longer Spans and for Type of Structures not covered in the above referred charts, specific studies need to be carried out on identical system, which shall form the basis for clearance for movement of OWC/ ODC and also for future reference.

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TABLE 2: SUMMARY TABLE SHOWING ADEQUACY OF STRUCTURE TYPES FOR PASSAGE OF HT LOAD

			CATEG	ORY OF STRUCTUR	E TYPE		
	TYF	PE OF BRIDGE	1	2	3		
TYPE OF H	T LO	STRUCTURE	 ✓ Culverts ✓ Masonry Arch Bridges ✓ RCC Solid/ Voided Slab Bridges ✓ RCC Precast/ Cast-in- situ Beam & Slab Bridges (with or without intermediate cross girder) 	 ✓ PSC Precast/ Cast- in-situ Beam and slab Bridges (with or without intermediate cross girder) ✓ PSC Cast-in- situ Box Girder type Bridges 	 ✓ PSC Precast Segmental box Girder type Bridges with WET joints. ✓ Composite Decks with steel beams and concrete slab bridges (with or without intermediate cross girder) 		
	A	HT1, HT2, HT3		PASS	PASS		
HT LOADING	НТ В НТ4ТО НТ9		PASS	 ✓ For HT4: Pass ✓ For HT 5 to HT9: Pass with Restricted GVW in some cases- Refer charts for details. 	 ✓ Pass with Restricted GVW in some cases- Refer charts for details. 		
CATEGORY	с	HT10, HT11, HT12, HT13	PASS	✓ Pass with Restricted GVW in some cases- Refer charts for details.	in some cases-		

As may be seen from the enclosed charts and above summary statement, free movement for MHT combination type HT1, HT2 & HT3 may be permitted for all specified types of bridges and for all specified span lengths. But for MHT combination type HT4, HT5, HT6, HT7, HT8, HT9, HT10, HT11, HT12 & HT13, movement shall be permitted up to Gross Vehicle Weight (GVW) as applicable for a particular chart or reduced GVW reflected in specific cell of the chart for different carriageway widths and structural arrangements.

6. The distressed bridges on National Highways will be coded as **Orange** (moderately severe) and **Red** (highly severe) and uploaded on the OWC/ODC portal. Similarly the bridges having individual span length more than 50 m and bridges not covered in Table-2 of para-5 shall also be uploaded on the OWC/ODC portal. Some of the bridges in the above mentioned categories are already uploaded on the ODC/OWC portal. The same shall be updated and particularly colour coding shall be done for distressed bridges.

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7. Permission will not be granted for movement of different combinations of Modular Hydraulic Trailers on the types of bridges as shown below:

Sl. No.		Type of Combinations which are not allowed
1	Bridges having individual span length > 50 m	HT1 to HT13
2	Bridges having superstructure not covered in Table-2 of para-5	HT1 to HT13
3	Distressed bridges coded as Red	HT1 to HT13
4	Distressed bridges coded as Orange	HT4 to HT13
5	Bridges rated under capacity for carrying loading as per IRC:6 or where load restrictions have been already imposed.	HT1 to HT13

8. Maximum height of the motor vehicle with such ODC/OWC consignment shall be 4.75 m.

9. Procedure for submission of application and grant of online permission for movement of OWC/ODC:

9.1 The transporter will register themselves once on the ODCs/OWCs portal by filling the prescribed registration format as per Annexure-II enclosed herewith. Registered email-id will act as the user-id for login on ODCs/OWCs portal for all future transactions.

9.2 The transporter already registered on the portal will upload the cargo details on the ODCs/OWCs web portal in the format as per Annexure-III. Annexure-III include a signed statement by competent person from Consignee stating the details mentioned in Annexure-III.

On successful online submission of cargo details as above, an application reference number will be generated by the system and a system generated email will be triggered to applicant registered email id confirming the same.

9.3 The applicant will upload the details of Modular Hydraulic Trailer, Puller Tractor, Driver and other details on the ODCs/OWCs web portal as per Annexure-IV. Some important details in this regard are as mentioned below:

i) Route proposed to be taken for subject movement with minimum one station at each interval of 100 kms or part thereof for the total journey shall be indicated.

ii) Portal will permit change of Puller Tractor number and/or MHT number for identical HT type prior to payment of fee.

iii) Portal will permit replacement of eligible driver prior to payment of fee.

iv) ODCs/OWCs portal will automatically verify the details of Puller Tractor, Modular Hydraulic Trailer and Driver from VAHAN and SARATHI portal.

v) Portal will not allow deployment of Puller Tractor, MHT and Driver if any of the details given in Annexure-IV in respect of the same are not valid at the time online payment of prescribed fee.

9.4 Online self-declaration shall be made by applicant as per Annexure-V.

9.5 The conditions of movement of OWCs/ODCs are at Annexure-VI.

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9.6 Portal shall make available the applicant to view alternate routes from origin to destination. Once the applicant selects a route, the list of bridges of types as mentioned in para-7 above shall be available to the transporter to view so that the transporter can plan an alternative route, if any, on which such bridges can be avoided/ minimized. In case a transporter finally selects a route where there is any bridge of any type as shown in para-7 above for the corresponding MHT combination, permission shall not be granted on such bridge(s) and the transporter shall have to detour the said bridge(s) by its own arrangement.

10. In case of ODCs/OWCs classified as HT-1 to HT-3, portal will generate fee to be paid by the transporter instantaneously after the route is finally selected by the transporter. Once the fee is paid online by the transporter, the portal will generate the permission letter excluding the types of bridges mentioned at sl. no. 1, 2, 3 & 5 of Table in para-7 above. A copy of such system generated permission letter will be auto emailed to concerned RO(s) of MoRT&H/NHAI/NHIDCL and uploaded on Ministry's website. In case fee is not paid within 7 days from the date of notification of fee on the portal, the application will be automatically cancelled.

In case of ODCs/OWCs classified as HT-4 to HT-13, system generated email of 11. the application exhibiting consignment, HT type and requested route will be forwarded to concerned RO(s) of the MoRT&H/NHAI/NHIDCL. After receiving system generated email, it will be responsibility of concerned RO(s) of the MoRT&H/NHAI/NHIDCL to examine and, if required, revise/modify the list of types of bridges mentioned in the para-7 above on the ODC/OWC portal as per prevailing site conditions within 15 days time period. An auto generated alert email will be sent to concerned RO(s) of the MoRT&H/NHAI/NHIDCL on seventh day following the date on which initial email was sent. Another auto generated alert email will be sent to concerned RO(s) of the MoRT&H/NHAI/NHIDCL and concerned ADG of MoRTH/Member of NHAI/Director Technical of NHIDCL on twelfth day following the date on which initial email was sent. Whether the list of bridges is modified by concerned RO(s) of the MoRT&H/NHAI/NHIDCL or not on completion of 15 days time period, the portal will generate fee to be paid by transporter. Once the fee is paid online by the applicant transporter, the portal will generate the permission letter excluding the types of bridges mentioned at sl. no. 1, 2, 3, 4 & 5 of Table in para-7 above as revised/ modified by RO(s) of the MoRT&H/NHAI/NHIDCL, if any. A copy of such system generated permission letter will be auto emailed to concerned RO(s) of MoRT&H/NHAI/NHIDCL and uploaded on Ministry's website. In case fee is not paid within 15 days from the date of notification of fee on the portal, the application will be automatically cancelled.

12. The permission shall be granted subject to the conditions mentioned in Annexure-VI.

13. ODCs/OWCs fee rate per 50 km or part thereof of total trip journey on National Highways (in Rs.) for categories of ODCs/OWCs with GCW including Puller weight is revised as under:

Type of loaded HT combination carrying ODC/OWC	Rate per 50 km or part thereof of total trip journey on National Highways (in Rs.)
HT -1 to HT-3	1200
HT-4 to HT-6	2400
HT-7 to HT-9	3600
HT-10 to HT-13	4800
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14. All ROs of MoRT&H/NHAI/NHIDCL are authorised to verify all details/documents submitted by the applicant at any time during movement of ODCs/OWCs and will invariably submit a report thereto in each case. In case of any violation/deficiency, ROs of the MoRT&H/NHAI/NHIDCL will act as under:

14.1 In case, axle weight for any axle row is more than 18.0 ton or gross vehicle weight (GVW) is more than declared RLW of Puller Tractor and Modular Hydraulic Trailer or in case, the dimensions of the Puller Tractor and Modular Hydraulic Trailer under laden condition is more than the dimensions declared in Annexure-III, the onward movement of vehicle will be put on hold for a period of 7 days and a fine equivalent to twenty times of the prescribed fee will be imposed and recovered from the applicant. The ODC/OWC consignment will be allowed to move onwards but transporter will make detour of all bridges and structures irrespective of their condition/status. The transporter will be barred on ODCs/OWCs portal for a minimum period of one year from such date of detection of violation.

The permission granted shall be valid for a period of 6 months from the date of issue 15. of permission letter. However, the applicant shall ensure that the journey commences within 10 days from the date permission is granted. Otherwise the applicant is required to notify its journey date on the ODC/OWC portal 7 days in advance. If there is no change in the status of bridges on the selected route with reference to para 7 of this circular, instantaneous acknowledgement will be generated through the portal and auto emailed to concerned RO(s) of MoRT&H/NHAI/NHIDCL and uploaded on Ministry's website. In case there is change in the in the status of bridges on the selected route with reference to para 7 of this circular, applicant will be displayed the revised status clearly mentioning the bridges where movement of OWC is no more allowed. If acceptable to the applicant, new permission letter will be generated immediately excluding the said bridge(s) in the selected route and the applicant will have to detour the said bridge(s) by own arrangement. Alternatively, if applicant so wishes, he can apply for alternative route without any additional charges or refund. full seek may

16. NIC will make changes in OWC/ODC portal within one month as per guidelines issued in this circular.

17. The contents of this circular may please be brought to the notice of all the concerned in your organization for strict implementation. This circular shall be effective after two months from the date of issue of this circular.

17.1 It is utmost requirement to update the database of the types of bridges mentioned in para-7 above on the ODC/OWC portal. Although such database is existing in the ODC/OWC portal presently, the same is not complete and updated. To ensure that there is no movement of OWC consignment on bridges in violation of para 7 of this circular, the concerned RO(s) of MoRT&H/NHAI/NHIDCL shall upload the information related to aforesaid bridges on OWCs/ODCs portal based on current status within a period of 2 months positively and update the same as and when such bridges are identified on National Highways under their jurisdiction. In case no bridges are uploaded on the ODCs / OWCs portal within 2 months of this circular, it would be presumed that bridges of such types as mentioned in para-7 above are Nil in the jurisdiction of the concerned RO or the same were earlier updated in the portal. In the event of any untoward incident on account of not identifying / not uploading of such bridges on the ODCs / OWCs portal, the onus for such incident would lie on the concerned jurisdictional RO.

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18. This issues with the approval of the competent authority.

Encl:

- i. Annexure-I (Chart C.1 to Chart C.13)
- ii. Annexure-II (Transporter registration format)
- iii. Annexure-III (Cargo details)
- iv. Annexure-IV (Details of MHT and Drivers)
- v. Annexure-V (Online self declaration)
- vi. Annexure-VI (Conditions of movement)

Yours faithfully,

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(Jitendra Kumar) SE(S&R) Bridges For Director General (RD) & Special Secretary

Copy to:

- 1. All Technical Officers in the Ministry of Road Transport a Highways.
- 2. All Joint Secretaries in the Ministry of Road Transport at Highways.
- 3. All ROs and ELOs of the Ministry of Road Transport a Highways.
- 4 The Secretary General, Indian Roads Congress.
- 5. The Director, IAHE.
- 6. Technical circular file of S, R&T (B) Section.
- 7. NIC for uploading on Ministry's website.

Copy for kind information to:

- 1. PS to Hon'ble Minister (RT&H) / PS to Hon'ble MOS (RT&H).
- 2. Sr. PPS to Secretary (RT&H).
- 3. PPS to DG (RD) a SS.
- 4. PPS to AS at FA/ADG-I.

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Annexure-I

CHART SHOWING ADEQUACY OF SPAN, CARRIAGEWAY WIDTHS & STRUCTURE TYPE FOR :

CHART NO. C-1

		Æ			TOW BAR		TRAIL		п		
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Spane CWLtyp	C' WAY TYPE 1	C WAY TYPE 2	C WAY TYPE 3	C'WAY TYPE 4	C'WAY TYPE 5	TOTALG	WW IN	CLUDI	NG PU	LLER TRACTOR	- 97
1. Masonary An	ch bridges					-					
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506 TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS

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CWAY TYPE 1: 2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY CWAY TYPE 2: 3 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL CHARAGEWAY WITH STRUCTURAL DISCONTINUTY CWAY TYPE 3: 4 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL C'WAY WITH STRUCTURAL DISCONTINUTY OR

2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY CWAY TYPE 4 : 3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

CWAY TYPE 5 : 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

NOTES :

- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PRESTRESSING.
- 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVER'S HAVING SPAN LENGTH 4 6m. 3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS / ASSIMPTIONS GIVEN SEPARATELY 4 WHEREVER REDUCED GWW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE CALCULATED BY THE FORMULA : RAL = (RGWW 25) / 4

CALCURATED BY THE PURMULA: real = proversary = Where : RAL = Reduced Axie Load (in tomest); RGW = Reduced Gross Vehicle Weight (in tonnes) 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE TAKING

THE HT LOADS OVER THE BRIDGES 6 IN CASE OF STRUCTURES MARKED TO CARRY RGVW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.

1. Masonary Arch bridges	
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10 m	NOT APPLICABLE
15 m	NOT APPLICABLE
2. RCC Solid/Voided slab bridges	
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3. RCC Precast/Cast in-Situ Beam and Si	lab bridges - With Int. X Girder
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25 m	
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20 m	
25 m	
5. PSC Precast/Cast in-Situ Beam and Si	ab bridges - With Int X Cludes
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CHART SHOWING ADEQUACY OF SPAN, CARRIAGEWAY WIDTHS & STRUCTURE TYPE FOR <u>HT-2 LOADING (WITH 6 AXLE TRAILER UNITS)</u> CHART NO. C-2



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TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS

Legend:



Safe to carry marked reduced GVW

CWAY TYPE 1 : 2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY CWAY TYPE 2 : 3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY CWAY TYPE 3 : 4 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL C'WAY WITH STRUCTURAL DISCONTINUITY OR

2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY CWAY TYPE 4 : 3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

NOTES :

1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PRESTRESSING.

- 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH < m. 3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS / ASSUMPTIONS GIVEN SEPARATELY
- 4 WHEREVER REDUCED GVW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE
- CALCULATED BY THE FORMULA : RAL = (RGVW-25) / 6
- Where : RAL = Reduced Axle Load (In tonnes); RGVW = Reduced Gross Vehicle Weight (in tonnes)
- 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE TAKING THE HT LOADS OVER THE BRIDGES
- 6 IN CASE OF STRUCTURES MARKED TO CARRY RGW. FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.

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CHART SHOWING ADEQUACY OF SPAN, CARRIAGEWAY WIDTHS & STRUCTURE TYPE FOR HT-3 LOADING (WITH 8 AXLE TRAILER UNITS)

CHART NO, C-3



Span, CW type	C WAY TYPE 1	C'WAY TYPE 2	C'WAY TYPE S	C'WAY TYPE 4	C'WAY TYPES	TOTAL GVW INCLUDING PULLER TRACTOR= 169 t
1. Masonary Arch	bridges		Terrare and the second		S	1
5 m	·		NOT APP	PLICABLE		1
10 m	S I STAR		NOT APP	PLICABLE		1
15 m			NOT APP	LICABLE		1
2. RCC Solid/Void	led slab bridge	15				1
5 m		22.4		N. W. Salt	ALC: NOT BEEN	
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10 m	11 11	Salar Salar	17 <u>1913</u> - 41	2015 00 200	Sherry States	
15 m		Contraction of the	and the second	1.00	The Advertise	
20 m	A. 1. 30	19.000			121.000	
25 m						
4. RCC Precast/Ca	ast in-Situ Bea	m and Slab bride	es - Without In	Y Girder	Service Service	
10 m			a south	C A OILDE	The second second	
15 m			E CERTINGUES	State of the	Long Contraction	
20 m			Contraction of the			
25 m						
5. PSC Precast/Ca	st in-Situ Bear	mand Slab bride	And Minh Int. Y	Clades		244
20 m		in und slab bride	as - manine A	Girder		
25 m	Anna an Anna an A	A CARLON			1.23.2	375 90
30 m						375 90
35 m				1999 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 -	an ^{Ce} l Conta	
40 m		A STATE OF CONTRACTOR	1			TYPICAL CROSS SECTION
and the second se			A STREET			
20 m	st in-Situ Bear	n and Slab bridg	es - Without Int.	X Girder		
20 m		2.3 90.71		Name and Address of the		
				Station P	and the star	
30 m		12 1 1 1 1 1	and the second second	1111年	S 3 3 1	
35 m			1000			
40 m	Contraction of the			C. S. Faller	10.00	
PSC Cast in Situ	Box Girders t	ype bridges				Legend:
30 m		St. Sec. Sec.		A State State		Safe to carry the specified load
35 m		State of the		ANR A		
40 m				1. 1. 1. 1.		Safe to carry marked reduced GVW
45 m		之主 如何	STRA LAR	1.1993年夏		
50 m	PAGE TH	and the second	5 × 1.24			CWAY TYPE 1: 2 LANE SINGLE CARRIAGEWAY OR 2
PSC Precast Sec	mental Box G	irders type bridg	es - With Wet Jo	pint		CWAY TYPE 2 : 3 LANE SINGLE CARRIAGEWAY OR 3
30 m	Carton .	C MARKED	いいなの家	NOT APPI	LICABLE	CWAY TYPE 3 : 4 LANE SINGLE CARRIAGEWAY OR 4
35 m	1. 7 3. 81	Part of the second	STATE OF STREET	NOT APPI	LICABLE	2 LANE DUAL CARRIAGEWAY WITHOU
40 m	14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		S 1 1 1 1 1 1	NOT APPI	LICABLE	CWAY TYPE 4 : 3 LANE DUAL CARRIAGEWAY WITHO
45 m		Part Sector	1.1.1.1.1	NOT APPI	LICABLE	CWAY TYPE 5 : 4 LANE DUAL CARRIAGEWAY WITHO
50 m			1.00	NOT APPL	LICABLE	
Composite decks	s with Steel Be	ams and Concre	te slab bridges	- With Int. X Gird	der	NOTES :
15 m			A. 8 19 19		A STATE OF STATE	1 THE ABOVE CONCLUSIONS ARE FOR BRI
20 m		B PALE	1.8 2 32	1000	1 . A. M.	2 THE OWC CAN SAFELY BE PERMITTED O
25 m	18 18 18 St		A PARAMAN	S MARKING	ALC: NO.	3 THE ABOVE CONCLUSIONS ARE BASED O
30 m	248 8	18 2 3 2 2 2				4 WHEREVER REDUCED GVW IS MARKED
35 m	and the second	1 1 E . B			1. 1. 20	
			States of the local division of the	Statistics of Statistics	and the second second	CALCULATED BY THE FORMULA : RAL = (
. Composite deck	ks with Steel B	eams and Concr	ete slab bridnes	- Without Int Y	Girder	Where I Bill a Budared 4
0. Composite deck	ks with Steel B	eams and Concr	ete slab bridges	- Without Int, X	Girder	Where : RAL = Reduced Axle Load (in tonn
	ks with Steel B	eams and Concr	ete slab bridges	- Without Int, X	Girder	5 THE TRANSPORTER SHALL TAKE PERMIS
15 m	ks with Steel B	eams and Concr	ete slab bridges	- Without Int. X	Girder	5 THE TRANSPORTER SHALL TAKE PERMIS THE HT LOADS OVER THE BRIDGES
15 m 20 m	ks with Steel B	eams and Coner	ete slab bridges	- Without Int. X	Girder	5 THE TRANSPORTER SHALL TAKE PERMIS

3000 75±300 244 403 375 900 506

TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS



CWAY TYPE 1: 2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY CWAY TYPE 2 : 3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY CWAY TYPE 3 : 4 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL C' WAY WITH STRUCTURAL DISCONTINUITY OR

2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY CWAY TYPE 4 : 3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

NOTES :

- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PRESTRES
- 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH < 6m. 3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS / ASSUMPTIONS GIVEN SEPARATELY
- 4 WHEREVER REDUCED GVW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE
- CALCULATED BY THE FORMULA : RAL = (RGVW-25) / 8 Where : RAL = Reduced Axle Load (in tonnes): RGVW = Reduced Gross Vehicle Weight (in tonnes)
- 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE TAKE THE HT LOADS OVER THE BRIDGES
- 6 IN CASE OF STRUCTURES MARKED TO CARRY RGVW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.

mia

CHART SHOWING ADEQUACY OF SPAN, CARRIAGEWAY WIDTHS & STRUCTURE TYPE FOR HT-4 LOADING (WITH 10 AXLE TRAILER UNITS)





Span, CW type	C WAY TYPE 1	C' WAY TYPE 2	C' WAY TYPE 3	C' WAY TYPE 4	C' WAY TYPE 5	TOTAL GVW INCLUDING PULLER TRACTOR= 205 t
1. Masonary Arc	h bridges		Contraction of the second			
5 m	Carlos The		NOT AP	PLICABLE		
10 m			NOT AP	PLICABLE		
15 m			NOT API	PLICABLE		
2. RCC Solid/Vol	ded slab bridge	s				
5 m	a Barriel		A CAPACITY	Street Street	Sector Sec	
10 m		a and the property	and the second		and the second	
15 m	and the second second			CALCULATION OF ALL		
20 m	1000	State State	1000			
3. RCC Precast/	Cast In-Situ Rea	m and Slah, brid	nes - With Int)	Girder		
10 m						
15 m	No. 1 Contraction	Subsection of the	NUMBER OF GROOM		1	
20 m		Concession and				
	Carlo and and a					
25 m		HE CONTRACTOR		States Take	at all the P	
4. RCC Precast/C	ast In-Situ Bea	m and Slab brid	ges - Without Ir	nt. X Girder		ന്നിന
10 m	Section in		Sec. Sec.		and the second second	
15 m	Sec. 1				4. 200 Ald	
20 m				了 上 人名巴达	100 100 100	UU†UA
25 m	and the second	Pressel and		Real Parts	See Stores	244
5. PSC Precast/C	ast in-Situ Bea	m and Slab brid	ges - With Int. X	Girder		244
20 m	State State	Aller Martin	The second second	14 6 70		
25 m	1231 - 2	Care and the	新花生的	11 A. 30		375 9
30 m		新生活	をある	的代表的	See 24	
35 m				「新かりました」		TYPICAL CROSS SECT
40 m	Sector States			and a state	2 March 18	
6. PSC Precast/C	ast In-Situ Bea	m and Slab brid	ges - Without In	t. X Girder		
20 m	Statute 1		ALC: NOT	(345) - May	120.000	
25 m		1. S. V.	W. Partiers	A ANG		
30 m		1. S.	1	1. A. S. S. S. M.	1	
35 m		1		18	Carlos and an	
40 m	ALL ALL				NATIONAL CONTRACTOR	
7. PSC Cast in Si	tu Bay Girders	tuma bridana	and the second second	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	1.00	
30 m	to box onders	type bridges	Service and	C. AL CONTRACTOR	NING AND ADD	Legend:
35 m					1000	Safe to carry the specified load
						Provide and a second second
40 m	And Andrews	100 C			Ar the	Safe to carry marked reduced GVW
45 m		100			A State	
50 m	meth is built	The she was	and Sales and		134.3	C'WAY TYPE 1 : 2 LANE SINGLE CARRIAGEWAY O
8. PSC Precast S	egmental Box (Sirders type brid	ges - With Wet .	and the second se	100	C'WAY TYPE 2 : 3 LANE SINGLE CARRIAGEWAY O
30 m	201.45		and the state of	NOT APP	PLICABLE	C'WAY TYPE 3 : 4 LANE SINGLE CARRIAGEWAY O
35 m		1. 16	and the second second	NOT APP	PLICABLE	2 LANE DUAL CARRIAGEWAY WITH
40 m		Children to a		NOT APP	PLICABLE	CWAY TYPE 4:3 LANE DUAL CARRIAGEWAY WIT
45 m		and the second	1.2.2.4	NOT APP	UCABLE	C'WAY TYPE 5 : 4 LANE DUAL CARRIAGEWAY WIT
50 m	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1			NOT APP	LICABLE	
9. Composite dec	ks with Steel B	eams and Concr	ete slab bridge	s - With Int. X G	irder	NOTES :
15 m	State State	Constant of	Mar Carl		CHARTER STOR	1 THE ABOVE CONCLUSIONS ARE FOR B
20 m	100 M 3		The second	A Burn	124 36 38	2 THE OWC CAN SAFELY BE PERMITTED
25 m	Carlo Martin	Star Barriel	The Carlos - 1	State State	At Same	3 THE ABOVE CONCLUSIONS ARE BASE
30 m	1.11		201 1			4 WHEREVER REDUCED GVW IS MARKED
35 m	CONTRACTORS		57. J	and the set		
	eke with Staal	Beams and Com	rate alah hat da	Allah aud 1	Y Clarks	CALCULATED BY THE FORMULA : RAL
10. Composite de	who with Steel	Geams and Cond	rete stab bridge	s - without int.	AGirder	Where : RAL = Reduced Axle Load (in to
	Contraction of the local division of the loc		111 - S - C - C		Sector March	5 THE TRANSPORTER SHALL TAKE PERI
20 m	201.1		194 t		2011	THE HT LOADS OVER THE BRIDGES
25 m	199 t	193 t	1951	S. S. A.	West with	6 IN CASE OF STRUCTURES MARKED TO
30 m	199 t	19 5 6 F.	195 1	POLICE	18 C . 4	GVW OF CRITICAL OF THE TWO ADJAC
35 m	186 1	1 Standards	189 1	Sec. Parts	202 1	



TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS



CWAY TYPE 1:2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY CWAY TYPE 2:3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY CWAY TYPE 3: 4 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL C WAY WITH STRUCTURAL DISCONTINUITY OR

2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY CWAY TYPE 4:3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

NOTES :

- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PRESTRESSING.
- 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH < Gm.
- 3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS / ASSUMPTIONS GIVEN SEPARATELY

4 WHEREVER REDUCED GVW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE CALCULATED BY THE FORMULA : RAL = (RGVW-25) / 10

- Where : RAL = Reduced Axle Load (in tonnes); RGVW = Reduced Gross Vehicle Weight (in tonnes) 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE TAKING THE HT LOADS OVER THE BRIDGES
- 6 IN CASE OF STRUCTURES MARKED TO CARRY ROW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.

CHART SHOWING ADEQUACY OF SPAN, CARRIAGEWAY WIDTHS & STRUCTURE TYPE FOR HT-5 LOADING (WITH 12 AXLE TRAILER UNITS) CHART NO. C-5



Span CW type CWAY TYPE1 CWAY TYPE2 CWAY TYPE3 CWAY TYPE4 CWAY TYPE5 TOTAL GVW INCLUDING PULLER TRACTOR= 241 t

spart Critype		C WAT TIPE 2	C WAT ITTES	CWATIFFE4	CWATITPES
1. Masonary Ar 5 m	ch bridges	-	NOT AD	OLICADIC.	
10 m	and the second second	-	Contract of the local data and the local data	PLICABLE	
the second s	And the second	5		PLICABLE	-
15 m	and the second	1	NOTAP	PLICABLE	
2. RCC Solid/Vo	pided slab bridg	285		the second second	
5 m	International Alternation		N. S. S.		31-3-1-3-K
10 m		P Strand Ba		the West and	R. C. St.
15 m	医颅盖室	at light a		《余意》 和 210	a total
20 m	and the second second		ALC: NO	部でも	
3. RCC Precast	Cast in-Situ Be	am and Slab br	idges - With Int,	X Girder	
10 m	State of the				
15 m			D.S. PART	医前周视觉	
20 m	建立性的 在3	Same a	國之所可	112.9	Ser Contra
25 m	States	S. Britten St.	Brann B	11/11/201	and the second
. RCC Precast	Cast in-Situ Be	am and Slab br	idges - Without	Int. X Girder	
10 m			Carlot Ser of	St. 8. 2. 10	1000
15 m	ANTE PLAN	Sec. Harris		Sec. Sec. March	Bar Par
20 m	1917 B.	No. Carlo	18 9 Mar	Reduct A.	
25 m	An Alexandrea	1	1000 100	SL-MORE	Sec. 1
	Cast in-Situ Be	am and Slab bri	daes - With Int	X Girder	
20 m		1	No.	Property and the second	10 . C.S. 20-5
25 m					
30 m				Constant (Colored and the set	
35 m			and the second sec		
40 m	237 t		Party and the second	F THE F	
and the second second second second	and the second se		A CONTRACTOR		
	Cast in-Situ Be	am and Slab bri	dges - Without	Constitution and the second second	-
20 m			State State	240 t	236 1
25 m			- State of the second		236 t
30 m			at see 1	240 t	237 1
35 m			the Real Property of		
40 m				240 1	234 1
PSC Cast in S	itu Box Girder	s type bridges			
30 m		CH COLOR		and Same	
35 m	State C.	1997 ALL	·哈·马林公司	结合了 人开始	Sec. Sec.
40 m	10.00		1 × 100		
45 m		10.934。2月		Survey of the second	
50 m		Mill Tauri	100 10 - S.U.		
. PSC Precast	Segmental Box	Girders type bri	idges - With We	t Joint	
30 m	A. 752	Sec. 1	18 10 19 19 19 19 19 19 19 19 19 19 19 19 19	NOT APP	UCABLE
35 m	1.1.1.1.1.1.1.1	Sec. Sty ale		NOT APP	UCABLE
40 m	2371		No.	NOT APP	and the second se
45 m	231 1	S	A STATE STATE	NOT APP	UCABLE
50 m	231 1	Call Sectors	242313	NOT APP	
. Composite de	cks with Steel	Beams and Con	crete slab brido	es - With Int. X G	
15 m	And the second second	-	New Street Street		Section and the
20 m	2381	A SECOND		and the second	in an anna
25 m	2271				238 1
30 m	2201		225 1		CHAR AND THE AND
35 m	2181				2341
and the second states of the s	And the state of the local division of the l	Baama and C		With	and the second se
	ecks with Stee	beams and Co	ncrete slab brid	ges - Without Int	. X Girder
15 m		I COMPLETE SUC	all shares and the	Section Section 2	
20 m	226 t	Entra Street	217 t	3	226 1
25 m	217 t	2171	2161		2281
30 m	216 (Part of the State	2131	C485 (21%)	227 1
35 m	2041	2371	203 1	A Sugar	222 1



TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS

Legend: Safe to carry the specified load

Safe to carry marked reduced GVW

CWAY TYPE 1 : 2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY CWAY TYPE 2 : 3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY CWAY TYPE 3 : 4 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL C'WAY WITH STRUCTURAL DISCONTINUITY OR

2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY C'WAY TYPE 4 : 3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

C'WAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

NOTES:

- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PRESTRESSING.
- 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH < 8m.
- 3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS / ASSUMPTIONS GIVEN SEPARATELY 4 WHEREVER REDUCED GVW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE
- CALCULATED BY THE FORMULA : RAL = (RGVW-25) / 12
- Where : RAL = Reduced Axie Load (in tonnes); RGVW = Reduced Gross Vehicle Weight (in tonnes) 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE TAKING
- THE HT LOADS OVER THE BRIDGES 6 IN CASE OF STRUCTURES MARKED TO CARRY RGVW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF
- GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.

500

CHART SHOWING ADEQUACY OF SPAN, CARRIAGEWAY WIDTHS & STRUCTURE TYPE FOR HT-6 LOADING (WITH 14 AXLE TRAILER UNITS)

CHART NO. C-6

175±300



HA 100 13 CHART SHOWING ADEQUACY OF SPAN, CARRIAGEWAY WIDTHS & STRUCTURE TYPE FOR HT-7 LOADING (WITH 16 AXLE TRAILER UNITS)

5 m

10 m

15 m

2 PCC Sal



-

PULLER TRACTOR TRAILER UNIT TOW BAR **66666666666666**66 9.5t 9.5t 3200 1370 5427 22500 (15 X 1500) Span +CW type CWAY TYPE1 CWAY TYPE2 CWAY TYPE3 CWAY TYPE4 CWAY TYPE5 TOTAL GVW INCLUDING PULLER TRACTOR= 313 t Masonary Arch bridges NOT APPLICABLE NOT APPLICABLE NOT APPLICABLE and slab bride



TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS

Legen Safe to carry the specified load



CWAY TYPE 1 : 2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY CWAY TYPE 2 : 3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY CWAY TYPE 3 : 4 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL C' WAY WITH STRUCTURAL DISCONTINUITY OR

2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY CWAY TYPE 4 : 3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

CWAY TYPE 5 : 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

NOTES :

- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PRESTRESSIN
- 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH < 6m. 3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS / ASSUMPTIONS GIVEN SEPARATELY
- 4 WHEREVER REDUCED GVW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE CALCULATED BY THE FORMULA : RAL = (RGVW-25) / 16
- Where : RAL = Reduced Axle Load (in tonnes); RGVW = Reduced Gross Vehicle Weight (in tonnes) 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE TAKING
- THE HT LOADS OVER THE BRIDGES 6 IN CASE OF STRUCTURES MARKED TO CARRY ROW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF
- GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.

RCC Solid/Void	ied slab bridges	1			
5 m	1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-		Se mail	Sector St	Sec. 1
10 m	S. C.St.			S. R. W.	
15 m	8-28 S # 1		and married		State and
20 m	A BARA	Sec. Contes			
RCC Precast/C	ast in-Situ Bean	and Slab brid	iges - With Int,)	Girder	
10 m	ST GALLE	126-99	R State and	S. There are	Sale Providence
15 m	Constant of	Sale of the		Contraction of the second	
20 m	11.243 51				STATE OF
25 m		Contractor	Lass and	A STATISTICS	and the second
. RCC Precast/C	ast in-Situ Bear	n and Slab brid	iges - Without I	nt. X Girder	
10 m		A STATE	PASS ST.		10. 10. 1
15 m	Contract in	-	A. 1.4 . 8.	All Sec. The	
20 m	State of the	I STORE IN COM	1.12 2.4		Colorado -
25 m		1	1.	Part Stores	1. 18 1930
5. PSC Precast/C	ast in-Situ Bean	and Slab brid	iges - With Int. 1	KGirder	Sale of the later of the
20 m		CONTRACT NOT		C.S. S. Market	a state
25 m					
30 m	3121	-			
35 m	2841		N SPICE OF	10. 10. 10.	
40 m	286 1	308 (C. 196 L. 1973	A gala to the	\$12 t
6. PSC Precast/C	and a second second second second	n and Slab brie	dges - Without I	nt. X Girder	
20 m			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	106 t	50Z t
25 m	ALL NAME	303 1	Service and	29811	292 1
20 m	50# t	298 1		2911	2818.1
30 m 35 m	SIGE	300 1		2941	786 1
40 m	2131	2400 1		2811	2741
7. PSC Cast in Si		A CONTRACTOR OF A CONTRACT			Contraction of the second
30 m	SILE	The MINNES	Contraction and	-	
30 m 35 m	2974	3	Task Magnet		
35 m 40 m	2811	and the second se		a hrow the	ALC: NO.
40 m 45 m	2701	Pue le a		date of the	
45 m 50 m	2681			and the second second	
8. PSC Precast S	AND STREET, LONG	Inders type he	does . With Was	loint	North Andreas
30 m	and the second se	ALCONE OF CALLS OF	Sara - Trian Tre		PLICABLE
30 m 35 m	297.1	al constant			
	2261				
40 m 45 m	261t			7.00001000	
45 m 50 m	2511				PLICABLE
	249 1 ske with Steel F	earns and Con	crate slab bride	a second s	
9. Composite de 15 m	VAS WILL STOPPIC	Contra and Con	ALTER PLAN MIGG	C. THAT ILLE A	AND CARE
10 m	105.4			AND STREET	Vie Esta
20 m 25 m	3051		3111		1011
	2541		2761		308 T
30 m	2041		300 1		285 1
35 m	Concernance of the second	Reame and Co	And the second states and the	ner - Without In	NAME OF TAXABLE PARTY OF TAXABLE
10. Composite d	ecks with Steel	beams and Co	ncrete siab brid	ges - without in	I. A GIRDER
15 m				Carl Incord	
20 m	2901		2791	A CONTRACTOR OF A CONTRACTOR OFTA CONTRACTOR O	290 *
25 m	2611	386 1	2621	302.1	2771
30 m	2511	250 t	2501	292.1	Citation and and a
35 m	2891	269 1	233.1	280 1	2671

CHART SHOWING ADEQUACY OF SPAN, CARRIAGEWAY WIDTHS & STRUCTURE TYPE FOR HT-8 LOADING (WITH 18 AXLE TRAILER UNITS) CHART NO. C-8

		TOWDAD										TR	AILER	JNIT						
		IUM BAR			-			-					~							
	0		46	6	6	-	-0	6	6	-0	6	6	6	6	-	6	6	6	6	-
			+	+	+	+	+	+	+	+	+	+	-		7	+	1	1	+	7
9.5t	9.5t		18t	18t	18t	18t	18t	18t	18t	18t	18t	18t	18t	18t	18t	18t	18t	18t	18t	1
	9.5t	9.5t 9.5t	9.5t 9.5t																	

Span CW type CWAY TYPE1 CWAY TYPE2 CWAY TYPE3 CWAY TYPE4 CWAY TYPE5 TOTAL GVW INCLUDING PULLER TRACTOR= 349 t

1. Masonary An	h bridges						
5 m	in bridges		NOTAD	DUCADIE			
10 m	NOT APPLICABLE						
and the second sec	NOT APPLICABLE						
15 m	NOT APPLICABLE						
	ided slab bridg	<u>es</u>	-	-			
5 m		1.1.1	See Conner	S. C. S.			
10 m		14 State	Pag anti-	Real Albert			
15 m		125 Parties		A TANK MA			
20 m		Frank the spille	1993年1月	The sector	Sale fell		
B. RCC Precast	Cast in-Situ Bea	am and Slab bri	idges - With Int	X Girder			
10 m	经济 省公司	and the states	26-Chief &	and the second	A State of the second		
15 m			1. 1. 1. 1.		CARL STORES		
20 m		Sec. 2	Section Section				
25 m	San State State	the state of	A. C.	Contraction of the	1412		
RCC Precast	Cast in-Situ Bea	am and Slab br	idges - Without	Int. X Girder			
10 m	THE SHORE ST		No. Sector A	Children Children	A starting		
15 m		100 State	AN A PERSON	H WEAR	The second		
20 m	No. Stars	A State of	Sec. Box	Cherry State	1		
25 m	State of the		a second second		1.08 2		
	Cast in-Situ Bea	m and Slab bri	daes - With Int	X Girder	and the second		
20 m	Constant and		Carlo China Inte		and the second		
25 m				Real Providence	C VE LOUID		
30 m	341.1			And A the Adapt			
35 m	306 1		Constitution (According		And the second second		
40 m	2841	3331					
	and the second se	NUMBER OF STREET, STREET, ST.	SUSERIAL A	3471	5411		
The second s	Cast in-Situ Bea	am and slab br	dges - Without				
20 m				3441	3371		
25 m		3371		3921	3251		
30 m	335 t	325 1		\$191	3151		
35 m	332 1	326 t		319 t	3111		
40 m	311.1	3221		303 1	2961		
PSC Cast in S	Situ Box Girders	type bridges					
30 m	\$371	A STATE OF		C. Starting	and the second		
35 m	317 1		建筑了 出	Sales Sales			
40 m	297 1	2. 生活的	能 上碰到	A PARTY	CALL ROOM		
45 m	283 1		San and San	a the second	No. Vienas		
50 m	2791		14 S. 3 10		Sec. Syle		
. PSC Precast	Segmental Box	Girders type bri	dges - With We	t Joint	and the second sec		
30 m	321 1	C TORIGE VIEW	医氯乙酸醋	1	PLICABLE		
35 m	295 t	·公本了学			PLICABLE		
40 m	276 t	State all a	Q # 92 23		PLICABLE		
45 m	263 1		THE SE		PLICABLE		
50 m	2591	and the second			PLICABLE		
	cks with Steel I	Beams and Con	crete slab brida				
15 m	Sale Stories	- Townson and the	A CONTRACTOR		Contraction of the second		
20 m	540 t		N. VA. S. M				
25 m	302 1		346 1	Contraction Contraction	3351		
30 m	275 1	Contraction of the second	304 1		3351		
30 m 35 m	2631		And a state of the second s	Contraction of the	-		
	De-Alberton	347 t	329 t		312 t		
	ecks with Steel	Beams and Co	ncrete slab brid	ges - Without In	nt. X Girder		
15 m	COLORADO S	I.S. PARILER	CARGO STAT	Real And			
20 m	323 1		3111	17000 200	3231		
25 m	292 t	318 t	291 1	335 1	3071		
30 m	276 1	304 t	2721	3161	2901		
35 m	255 t	2861	251 t	300 1	285 1		



TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS



Safe to carry marked reduced GVW

CWAY TYPE 1: 2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUIT CWAY TYPE 2: 3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUIT CWAY TYPE 3: 4 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL C'WAY WITH STRUCTURAL DISCONTINUITY 2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY OR 2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

CWAY TYPE 4 : 3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

NOTES :

1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PRESTRESSING. 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH 4 6m.

- 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH < 6 3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS / ASSUMPTIONS GIVEN SEPARATELY
- 4 WHEREVER REDUCED GWW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE

CALCULATED BY THE FORMULA : RAL = (RGVW-25) / 18

- Where : RAL = Reduced Axie Load (in tonnes); RGWW = Reduced Gross Vehicle Weight (in tonnes) 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE TAKING THE HT LOADS OVER THE BRIDGES
- 6 IN CASE OF STRUCTURES MARKED TO CARRY ROW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.

CHART SHOWING ADEQUACY OF SPAN, CARRIAGEWAY WIDTHS & STRUCTURE TYPE FOR <u>HT-9 LOADING (WITH 20AXLE TRAILER UNITS)</u>



						(19 x 1500)
Span, CW type	C' WAY TYPE 1	C'WAY TYPE 2	C WAY TYPE S	C' WAY TYPE 4	C' WAY TYPE S	TOTAL GVW INCLUDING PULLER TRACTOR= 385 t
1. Masonary Arch	bridges				_	
5 m	1		NOT AP	PLICABLE		
10 m			NOT AP	PLICABLE		
15 m	187 - S		NOT AP	PLICABLE		
2. RCC Solid/Void	ed slab bridge	5			aloon with the second	
5 m	1世上 道	SPECIAL SPECIAL	A 4 4 5	8 . S	Sec. Sec.	
10 m				1. 图4324	State Same	
15 m	19 A	200 350	A Starte	100		
20 m	121 2213	La lar all	2.0.0	C. Starting	1. A. A.	
3. RCC Precast/Ca	st in-Situ Bea	m and Slab brid	ges - With Int.	X Girder	Contraction of the local division of the loc	
10 m	大学 医子宫	2527233		AND A TO A	and showing the	
15 m	States 1	Contraction of	C. Sales and	der Frank	A Second	
20 m	8 19 B B B	State of the last	1.0 X 1.0	ALC: NO.		
25 m						Pette
A. RCC Precast/Ca	st in-Situ Bear	m and Slab brid	nes - Without I	nt X Girder	and section of the	
10 m			ars - manyar		- Office and a second of	I IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII
15 m						
20 m						
20 m			A STATE	C. C. C. C. C.	an a	ψτψ_†ψ
	et in Sie Dr	and State Late	and Mint I	Cludes		244
5. PSC Precast/Ca 20 m	st in-Situ Bear	n and Slab brid	ges - With Int.)	Girder		
				8-2-2-1-7-1 	N. N. P.	275
25 m				1.4.58	1.00	375 9
30 m	373 1	and the second	Sec. La rece	Charles I		
35 m	3281	282.1		and the second		TYPICAL CROSS SECT
40 m	803 1	359.1	E La PAR	878 1	4711	
5. PSC Precast/Ca	st in-Situ Bean	n and Slab brid	ges - Without In	nt, X Girder		
20 m		ALL STOP		879 1	8721	
25 m		3721		366.1	159T	
30 m	355 1	1561		SAS 1	845 1	
35 m	356 t	8561		346.1	1281	
40 m	381 +	347 8	2. 法规则	826 1	1191	
PSC Cast in Situ	Box Girders t	ype bridges		and the second s		Legend:
30 m	367 1		C. Satelling	S. Louis	No Street	Safe to carry the specified load
35 m	3381		Sec. Sec.	C. S.		
40 m	814 1	THE PARTY	ALC CHIER	CONTRACTOR		Safe to carry marked reduced GVW
45 m	297 1	10 ABC 19				Sale to carry marked reduced GVW
50 m	2911					C'WAY TYPE 1 : 2 LANE SINGLE CARRIAGEWAY
. PSC Precast Seg	and the second second second	irders type brid	ces - With Wet	loint	- 54VN - 112	C'WAY TYPE 2 : 3 LANE SINGLE CARRIAGEWAY
30 m	851 t			NOT APP	UCABLE	
35 m	825 1	1.1		NOT APP		C'WAY TYPE 3 : 4 LANE SINGLE CARRIAGEWAY
40 m	292 1			NOT APP		2 LANE DUAL CARRIAGEWAY WIT
45 m	276 1	1791		NOT APP		C'WAY TYPE 4 : 3 LANE DUAL CARRIAGEWAY WI
50 m	2701	172.1	the second second	NOT APP		C'WAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WI
	and the second se					
. Composite deck	s with Steel Be	ams and Concr	ete slab bridge	s - With Int. X G	lirder	NOTES :
15 m		Harris		2 1-5 (BC)		1 THE ABOVE CONCLUSIONS ARE FOR
20 m	375 1	B P P S		A STATE		2 THE OWC CAN SAFELY BE PERMITTE
25 m	331 1	NAL DESCRIPTION	VBZ F	50 370 3	8701	3 THE ABOVE CONCLUSIONS ARE BASE
30 m	900 t		834 t	17 P 3 3	3721	4 WHEREVER REDUCED GVW IS MARKE
35 m	281 +	876 t	360 t	Safe W. M.	1016	CALCULATED BY THE FORMULA : RAI
0. Composite deci	ks with Steel B	eams and Cond	rete slab bridg	es - Without Int.	X Girder	Where : RAL = Reduced Axle Load (in
15 m				STAR ST	1- 20 m	5 THE TRANSPORTER SHALL TAKE PER
20 m	356 1	R. Alke Vig	343.1		3571	THE HT LOADS OVER THE BRIDGES
25 m	8221	1511	821 1	870 t	3891	6 IN CASE OF STRUCTURES MARKED TO
20 m						
30 m	1021	1921	297 1	946 t	1181	GVW OF CRITICAL OF THE TWO ADJA



N SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS TYPICAL CROSS SECTION SHOWIN

CHART NO. C-9

Legend



C'WAY TYPE 1 : 2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY C'WAY TYPE 2:3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY C'WAY TYPE 3: 4 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL C' WAY WITH STRUCTURAL DISCONTINUITY OR

2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY C'WAY TYPE 4 : 3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

C'WAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PRESTRESSING.
- 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH < 6m.
- 3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS / ASSUMPTIONS GIVEN SEPARATELY

4 WHEREVER REDUCED GVW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE CALCULATED BY THE FORMULA : RAL = (RGYW-25) / 20

Where : RAL = Reduced Axle Load (in tonnes); RGVW = Reduced Gross Vehicle Weight (in tonnes) 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE TAKING THE HT LOADS OVER THE BRIDGES

6 IN CASE OF STRUCTURES MARKED TO CARRY RGW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.

A	dimension in						
				BOLSTER SYSTEM			
	00						HE RE DE DE DE
6t :	9.5t 9.5t	18t	18t 18t 18t	18t 18t 18t	181	Minimum distance 5.36 m required between two trailers end Maximum distance will	181 181 181 181 181
3200	1370	5427	105 (7 X 1	00	-1	depend on the length and CG of the of cargo	10500
			(7×1	500)			(7 X 1500)
pan, CW type	C'WAY TYPE 1	C'WAY TYPE 2	C WAYTYPES	C WAY TYPE 4	C WAY TYPE 5	7	
Masonary Arch		C WAT HITE?	C WAT ITPES	C WAT TITE 4	C WAY TYPE S	TOTAL GVW INCLUDING PULLER TRACTOR=	313 t
5 m			NOTAR	PLICABLE			
10 m				PLICABLE		-	
15 m				PLICABLE			
RCC Solid/Void	ed slab bridge	15					
5 m	16. 10 1	1.4.2.5	1	the Francis	City Maria		
10 m		No. of the local states		1.2.1	9		
15 m 20 m		Contraction of the	-		n 14.6		
RCC Precast/C	ast in-Situ Ben	m and Slab be	Ces - With Int Y	Girder	CREATER AT		
10 m	an aronu Des	and Stab Bro	Mes - With the A		and the second second		3000
15 m	CONTRACTOR OF						
20 m	Strates	Carling and a		Dell' Harris	1		
25 m		Sec. 1	Charal sist	12 11 12 12 12	7	The second se	17 11 511
RCC Precast/C:	ast in-Situ Bea	m and Slab brid	iges - Without In	nt. X Girder			
10 m	管理公约	Ser and series		C AND	The Martha		
15 m	State State	The second		A STATE OF	202.20		
20 m	10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Strand Strate	Real and a	Cister 7	144-26	UU	
25 m	at in Circa	New Coll IN.	a training	CALCER AND AND	B. C. D.	244	403
20 m	ist in-Situ Bea	m and Slab brid	ges - With Int. X	Girder	The second s		
20 m	2 - Face	and the state	Contraction of			375	900 506
30 m	E. Street	St Start					
35 m	State St.		10.89			TYPICAL CROS	SECTION SHOWING TRAN
40 m	304 1	Disa San	661555	198 H.		The cost	HYDRAULIC TRAIL
PSC Precast/Ca	st in-Situ Bea	m and Slab brid	ges - Without In	. X. Girder			
20 m			48. V. 8. 6	S. Walt			
25 m	118 A.	ter partie					
30 m 35 m			Carlo and				
35 m 40 m					112.61		
PSC Cast in Situ	Box Girders	type bridger	are state Store	105 1	298 t	1 mm	
30 m	Caro silvella	ALL RUSSES	SELECTION OF	No. 18 Th	The second	Legend: Safe to carry the specified load	
35 m		The lat		AND THE REAL		Safe to carry the specified load	
40 m	304 1	States &	1223	14.5-12 Pr		Safe to carry marked reduced G	w
45 m	804 1	102.2		a sectore	Carline.		2446
50 m	296.1	14-245	No Stands	and the second	The second	CWAY TYPE 1: 2 LANE SINGLE CARRIAGE	WAY OR 2 LANE DUAL CARRIA
PSC Precast Se	amental Box C	irders type brid	ges - With Wet J			CWAY TYPE 2 : 3 LANE SINGLE CARRIAGE	WAY OR 3 LANE DUAL CARRI
30 m		Contraction of the		NOT APP		CWAY TYPE 3: 4 LANE SINGLE CARRIAGE	
35 m 40 m	TON 1		New George	NOT APP			Y WITHOUT STRUCTURAL DISI
40 m 45 m	283 1			NOT APP		CWAY TYPE 4 : 3 LANE DUAL CARRIAGEW	
40 m	275 1	Les st.		NOT APP NOT APP		CWAY TYPE 5: 4 LANE DUAL CARRIAGEW	AY WITHOUT STRUCTURAL DI
Composite deck		eams and Conce	ete slab bridges			NOTES :	
15 m		27722	n			1 THE ABOVE CONCLUSIONS ARE	FOR BRIDGES HAVING DECK
20 m			S. S. Cox	0. A 198.1	Class Protection	2 THE OWC CAN SAFELY BE PERI	
25 m				APY Les	1.2.38	3 THE ABOVE CONCLUSIONS ARE	
30 m	285 1		2991		ALC: NO.	4 WHEREVER REDUCED GVW IS N	
35 m	271 1			10.15 11.50	1001	CALCULATED BY THE FORMULA	
Composite dec	ks with Steel	Beams and Cond	rete slab bridge	s - Without Int.	Girder	Where : RAL - Reduced Axle Los	
15 m		828 A. 19		Carl Star		5 THE TRANSPORTER SHALL TAK	
20 m 25 m					-1, J	THE HT LOADS OVER THE BRID	
25 m 30 m	305 t	and the state	305 t			6 IN CASE OF STRUCTURES MARK	
30 m	1 11		1001	State of the local state of the	Street of the second	GVW OF CRITICAL OF THE TWO	ADJACENT SPANS HAVE TO B

35 m

CHART SHOWING ADEQUACY OF SPAN, CARRIAGEWAY WIDTHS & STRUCTURE TYPE FOR HT-10 LOADING (WITH 8+8 AXLE TRAILER UNITS AND TURN TABLE BOLSTER)



* * * * * * 8t 18t 18t 18t 18t

-

1175±300 403 506

IG TRANSVERSE WHEEL ARRANGEMENT OF LIC TRAILER UNITS

CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY C' WAY WITH STRUCTURAL DISCONTINUITY OR RAL DISCONTINUITY

URAL DISCONTINUITY URAL DISCONTINUITY

- NG DECK SLAB WITHOUT ANY TRANSVERSE PRESTRESSING. PES OF CULVERTS HAVING SPAN LENGTH < 6m. IDITIONS / ASSUMPTIONS GIVEN SEPARATELY
- CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE 16

- Reduced Gross Vehicle Weight (in tonnes) THE CONCERNED REGULATORY AGENCY BEFORE TAKING

FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.

> W1ª 17

CHART NO. C-11

CHART SHOWING ADEQUACY OF SPAN, CARRIAGEWAY WIDTHS & STRUCTURE TYPE FOR

		-				
		150		BOLSTER SYST	EM	
			E ME DE D	E VIC NO		
	YY-		0-0-0-	0.0.0	0.0.0	
Gt	9.5t 9.5t	18t	18t 18t 18t	181 181 181	18t 18t 18t	Minimum distance 5.36 m required * * * * * * * * * * * * * * * * * * *
3200	1370	5427		13500		Maximum distance will depend on the length and CG of the of cargo 13500
		1		(9 X 1500)		(9 X 1500)
			1	1	1	
Span, CW type	C'WAY TYPE1	C' WAY TYPE 2	C WAY TYPE 3	C'WAY TYPE 4	C'WAY TYPE 5	TOTAL GVW INCLUDING PULLER TRACTOR= 385 t
1. Masonary Arc 5 m	h bridges			01154015		- 병이 - 한 방송 수 있는 것은 것은 것이 가지 않는 것이 같아.
5 m 10 m				PLICABLE		
15 m	10. (35) al			PLICABLE		
2. RCC Solid/Vol	ded slab bridge	5				
5 m	10.00	North Hart	100 - 200	1000	10 J. 10 St.	
10 m						
15 m	1. 3. 44	1. A. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		W. W. Soll	· martine	
20 m	A COMPANY OF	S. W. Hallow	and the second	Store and a star	Sale at	
3. RCC Precast/C	ast in-Situ Bear	m and Slab brid	ges - With Int. X	Girder	-	3000
10 m 15 m		eff to he was	Constant and			
10 m						
25 m			18. a			
4. RCC Precast/C	ast in-Situ Bear	n and Slab brid	ges - Without In	t. X Girder	and the state of the	
10 m		3	Contact Sec.	PERSONAL SPACE	CEL STAN	
15 m		the sould	ALC: STOP	Pres Sale	Section of	
20 m		See All Sec		1000	NY HERE	
25 m		St. Track		The Marian Pa		
. PSC Precast/C	ast in-Situ Bean	n and Slab brid	ges - With Int, X	Girder		244 403
20 m 25 m						375 900 506
30 m	Constant Provident					375 900 506
35 m	3751	10 18 M	1	P. D. Pro-		TVBCAL CODES SECTION
40 m	3431				10 States T	TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS
S. PSC Precast/C:	ast in-Situ Bean	and Slab brid	ges - Without Int	XGirder		
20 m			The second second		Constant States	
25 m				Charles of	354 t	
30 m 35 m				878 1	374 1	
35 m 40 m		803 1		874.1	364 1	
. PSC Cast in Sit	u Box Girders t		MICLINER	351 1	343 1	
30 m			1999 B.S.	Te the state	Contraction of the local	Legend: Safe to carry the specified load
35 m	875 T	1400				Dave to carry the spectred load
40 m	MIL			Sec. Sec.	Constanting	Safe to carry marked reduced GVW
45 m	\$391			1.43		
50 m	825 t					C'WAY TYPE 1 : 2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY
PSC Precast Se	gmental Box G	irders type bride	ges - With Wet J	and the second		C'WAY TYPE 2 : 3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY
30 m 35 m	1491		Stan of	NOT APP		C'WAY TYPE 3 : 4 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL C' WAY WITH STRUCTURAL DISCONTINUITY OR
35 m 40 m	8491 8191			NOT APP	The second se	2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY
45 m	8151	A CONTRACTOR		NOT APP		C'WAY TYPE 4:3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY
50 m	1021	Constant of the second		NOT APP	23-12-44 (S-1-01)	C'WAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY
. Composite deci		ams and Concre	ete slab bridges			NOTES :
15 m			10 Mar			NOTES : 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PRESTRE
20 m		1000	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1			2 THE OWC CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PRESTRE 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH < 6m.
25 m	374 1		State State	S		3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS / ASSUMPTIONS GIVEN SEPARATELY
30 m	8891		1541			4 WHEREVER REDUCED GWW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN
35 m	8111	all the	65 (16 (16 (16 (16 (16 (16 (16 (3611	CALCULATED BY THE FORMULA : RAL - (RGVW-25) / 16
0. Composite dec	ks with Steel B	eams and Conc	rete slab bridge:	- Without Int. X	Girder	Where : RAL = Reduced Axle Load (in tonnes); RGVW = Reduced Gross Vehicle Weight (in tonnes)
15 m				2 2 4 2		5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE TA
20 m 25 m	3771		3641		\$77.1	THE HT LOADS OVER THE BRIDGES
20 m	the subscript of the subscript of the	ALC: NO. OF THE	362.1		380 1	6 IN CASE OF STRUCTURES MARKED TO CARRY RGVW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF
30 m	1531	A COLORED OF COMPANY	354 1	A Read of the second second	\$73.1	GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.

Kale

CHART SHOWING ADEQUACY OF SPAN, CARRIAGEWAY WIDTHS & STRUCTURE TYPE FOR HT-12 LOADING (WITH 14+14 AXLE TRAILER UNITS AND GIRDER ARRANGEMENT)

CHART NO. C-12



Span, CW type CWATTINES CWATTINES CWATTINES CWATTINES TOTAL GVW INCLUDING PULLER TRACTOR= 529 t

spant cit type	C WATTER	C MAT INTER	C WATTIFES	CWRITITES	CWATTINES	
1. Masonary Are	h bridges					
5 m				PLICABLE		
10 m	Salar Salar	NOT APPLICABLE NOT APPLICABLE				
15 m			NOT API	PLICABLE		
	ided slab bridge	15				
5 m	1		100.00		1998 A. W. L. P.	
10 m				- Miller	a constant	
15 m		Contraction of the		Sec. All and	TO AND	
20 m		STATES OF STATES		C. A. Shines		
	Cast in-Situ Bea	im and Slab br	idges - With Int.)	X Girder		
10 m				Per la casa da ser		
15 m		Mar No.	A CONTRACTOR		No. We at	
20 m			The second		Story.	
25 m			and the second second		and and a second	
RCC Precast/	Cast in-Situ Bea	m and Slab br	idges - Without I	nt. X Girder		
10 m	State and St.		1.1.1.1.1		Contract International	
15 m	1000	PAGE 2				
20 m	ALL AND DE					
25 m		Sales - Alles	201 6 1 3	Reference and the second		
	Cast In-Situ Bea	m and Slab br	dges - With Int, 2	Girder		
20 m	A. W. WE	18.5×.54	的过去式 是"第	Phil Street	- 28 * 18/	
25 m		1. 2	Park Street	1.		
30 m			And an I wanted			
35 m	5081	1.00				
40 m	480 1	and the second	11.11.11.11.11.11.11.11.11.11.11.11.11.		vero-	
, PSC Precast/	Cast in-Situ Bea	m and Slab bri	dges - Without In	t. X Girder		
20 m	FARE SI	e de la serie	100	521 1	511 1	
25 m		522 1		5181	508.1	
30 m	2. S. S. S.	5171		505 t	499 1	
35 m	2 Same	\$27.1		\$151	502 1	
40 m	528.8 t	528.1		4961	484 1	
	itu Box Girders	type bridges		2.		
30 m	S. F. Sandar	State C.	No. Service of	Sec. The		
35 m	CARACTERIALS ?		No. Contractor	的现在分词		
40 m	5101		in the second	1 x 1 1		
45 m	494 1	A State		1000		
50 m	4921		and the second is			
, PSC Precast S	Segmental Box (Girders type bri	dges - With Wet	Joint		
30 m	5281	Just Franks	the Part of the	NOT APP	PLICABLE	
35 m	49411		13 15 2 2 2	NOT APP	LICABLE	
40 m	474 z			NOT APP	PLICABLE	
45 m	459 t			NOT APP	PLICABLE	
50 m	458 t			NOT APP	PLICABLE	
	cks with Steel E	leams and Con	crete slab bridge	s - With Int, X G	irder	
15 m	1-2 Acres				- Alter I	
20 m	9161	2. 1 1 10	ALC: NOT			
25 m	670 1			ALC: NO	518 1	
30 m	452 t		677.1		328.95 1	
35 m	4611	Section Par	3191	A Station of the	494 1	
0. Composite d	ecks with Steel	Beams and Co	ncrete slab bridg	es - Without Int	XGirder	
15 m	141.00	1. F				
20 m	4901		872 1	Sec. St.	490 1	
25 m	4541	495 1	451 1	5221	677 1	
30 m	447.1	496 1	4411	517 1	871 1	
35 m		478 1	415 1		465 1	



TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS



Safe to carry the specified load

Safe to carry marked reduced GVW

C WAY TYPE 1 : 2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY C WAY TYPE 2 : 3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY C WAY TYPE 3 : 4 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL C' WAY WITH STRUCTURAL DISCONTINUITY OR

2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY CWAY TYPE 4 : 3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

NOTES :

1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PRESTRESSING. 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH < 6m.

- 3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS / ASSUMPTIONS GIVEN SEPARATELY
- 4 WHEREVER REDUCED GVW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE CALCULATED BY THE FORMULA : RAL = (RGVW 25) / 28
- Where : RAL Reduced Axie Load (in tonnes): RGVW Reduced Gross Vehicle Weight (in tonnes) 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE TAKING
- THE HT LOADS OVER THE BRIDGES 6 IN CASE OF STRUCTURES MARKED TO CARRY RGVW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF
- GWO OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.

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	NG (WITH 16	TTO PARLE THE	AILER DIVITS	AND GINDE	ANTOLIV	
100					13750	TRALER UNIT 9000 11750
PULLER TRA	CTOR			1510 1510		SUPPORT GIRDER
				La la la		
				Y		
THOMA H			0.0.0.0	20.0.0	0.0.0.0	
	9.51		18t 18t 18t 18	18t 18t 18t	18t 18t 18t 18t	18t
3200	5427			22500 (15 X 1500)		14500 22500 [15 X 1500]
Span, CW type	C WAY TYPE 1	C' WAY TYPE 2	C WAY TYPE 3	C WAYTYPE 4	C'WAY TYPES]
1. Masonary Arch		C WATTIFE?	CWATTIPES	C WAT ITPE 4	CWATITPES	TOTAL GVW INCLUDING PULLER TRACTOR= 601 t
5 m	213-14B		NOT AP	PLICABLE		
10 m				PLICABLE		
15 m			NOT AP	PLICABLE		
2. RCC Solid/Vol 5 m	ded slab bridg	es	Contraction of	-	1	
10 m						
15 m	10 (PT 61	A CONTRACTOR	AND AND A	1.	The second	
20 m	10 . J. 1.	P. T. Part			SHE N. YE	
3. RCC Precast/C	ast in-Situ Be	am and Slab bri	dges - With Int.	X Girder		3000
10 m	a dia sela a			and the second	12.2	
15 m 20 m	and the second second					
25 m						
4. RCC Precast/C	ast in-Situ Bea	am and Slab bri	dges - Without	nt. X Girder	ALC: NO. OF THE OWNER.	
10 m		and the second	Star Barry	Real and	30.38	
15 m	10 8 W 8 4	Contraction of		Constant State		
20 m 25 m	A Standard	Sec. 1 March	20-27-0 W		1. 8- 1.3	
25 m 5. PSC Precast/C	ast in-Situ Bea	m and Slah brid	iges - With Int	X Girder		244 403
20 m	A STATE ON COMPANY	In and shab brit	ages - with the	× Girder		
25 m	19.4697	Real State	SA AND	1. 19		375 900 506
30 m	12.14		8 4° 100	and the second	Street St	───── ── ─────────────────────────────
35 m	5461		Specific and	Letter F	Sugar Lege	TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF
40 m 5. PSC Precast/C	517t	5971 mand Slab brid	Iner With	The V Chair	Charles Margare	HYDRAULIC TRAILER UNITS
20 m	and the state sea	many stap pric	AAS - Without	sez t	581 t	
25 m	22 S.F	5821	1. S. S.	573 1	562 t	
30 m	5921	573 t	Star Star	560 t	5541	
35 m	598 1	5821	200	570 1	556 t	
40 m	570 t	5791	STATE AND	546 t	532 t	
30 m	596 t	type bridges	and the second second		-	Legend:
35 m	570 2		A second	in the second second		Safe to carry the specified load
40 m	540 t	1 TR.	14, 20, 15	SAN TELE		Safe to carry marked reduced GVW
45 m	519 t	C. C. Star	1210120-00	t. Land	1.276.13	
50 m	5142	Start Hall	a the second			CWAY TYPE 1:2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUIT
30 m	Contraction of the second s	Sirders type brid	ges - With Wet			C'WAY TYPE 2 : 3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUIT
30 m 35 m	570 t 531 t				PUCABLE	CWAY TYPE 3 : 4 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL C' WAY WITH STRUCTURAL DISCONTINUITY OR
40 m	502 1				PUCABLE	2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY C'WAY TYPE 4 : 3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY
45 m	487 1	1.12	States		PUCABLE	C WAY TYPE 5 : 4 LANE DUAL CARRAGEWAY WITHOUT STRUCTURAL DISCONTINUITY C'WAY TYPE 5 : 4 LANE DUAL CARRAGEWAY WITHOUT STRUCTURAL DISCONTINUITY
50 m	478 t			NOT AP	PUCABLE	
Composite deci	ks with Steel B	eams and Conc	rete slab bridge	s - With Int. X	Girder	NOTES :
15 m 20 m	586 t	A State State				1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PREST
25 m	5221		5971		578 1	2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH < 6m.
30 m	488 1	A SUNCE OF	5301	Sec. Prost	592 t	3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS / ASSUMPTIONS GNEN SEPARATELY 4 WHEREVER REDUCED GVW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD C
35 m	4741		5761	Sec. 1	546 t	CALCULATED BY THE FORMULA : RAL = (RGVW-25) / 4
0. Composite des	cks with Steel	Beams and Con	crete slab bridg	es - Without Ir	nt. X Girder	Where : RAL = Reduced Axle Load (in tonnes); RGVW = Reduced Gross Vehicle Weight (in tonnes)
15 m		28		的情况才能	50 C - 3	5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE
20 m 25 m	556 t	127.	\$36 t		557 t	THE HT LOADS OVER THE BRIDGES
25 m 30 m	505 t 487 t	550 t 538 t	502 t 480 t	580 t 560 t	531 1	6 IN CASE OF STRUCTURES MARKED TO CARRY ROW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES
35 m	459 1	5361	448 t	538 t	515 t 515 t	GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.

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Annexure- II

- 1 Name of Transporter
- Applicant Type 2

Proprietorship/Partnership/ Registered Company

- 3 Address Plot No.
- Address Street Name 4
- 5 Address Area
- City 6
- Pincode 7
- 8 **Contact Person**
- 9 Designation
- Contact Number 10
- 11 e-mail ID
- PAN 12
- GSTIN, if applicable 13
- Document towards address proof and PAN card/GSTIN certificate shall be uploaded.
- 14

Annexure- III

- 1. Type of consignment
- 2. Origin
- 3. Origin Pincode
- 4. Destination
- 5. Destination Pincode
- 6. Consignor Name
- 7. Consignor Address
- 8. Consignor City
- 9. Consignor email id
- 10. Consignor GSTIN or PAN
- 11. Consignor mobile no.
- 12. Consignee Name
- 13. Consignee Address
- 14. Consignee City
- 15. Consignee email id
- 16. Consignee mobile no.
- 17. Consignee GSTIN or PAN
- Consignment Dimensions (in
 meters)
 Consignment Weight incl.
 packing weight, if any) in
- 19. Tonnes
- 20.. Transporter id on ODC Portal Copy of a document on the letterhead of the consignee stating above details and duly signed by competent person of the Consignor shall be
- 21. uploaded.

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Application Reference Number HT type

HT type	
Puller Tractor Registration No.	System will retrieve details from Ministry's VAHAN database based on registration number
Registered Owner Name	on registration number
Expiry date of Permit	
Expiry date of Fitness	
Tax Paid upto	
Attached copy of insurance	
Modular Hydraulic Trailer Registration Number (separately for each module)	system will retrieve details from Ministry's VAHAN database based on registration number
Registered Owner Name	
Expiry date of Permit	
Expiry date of Fitness	
Tax Paid upto	
Unladen Weight	
Registered laden weight	
Registered Pay load capacity	
Number of axle rows	
Transporter can update multiple number of MHT modules based on dimensions and weight of consignment subject to maximum axle rows as per HT type selected above.	
Attachment details	
Attachment weight	
Overall Dimensions of MHT combination with Puller Tractor and consignment	L: W: H:
Driver License Number	system will retrieve details from Ministry's SARATHI database based on DL number
Driver Name	
Father's Name	
Driver address	
Expiry date of DL	
Authorised to driver heavy transport vehicle	Yes/No System to verify & display

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If more than one Driver is to be deployed, details of each Driver has to be submitted	
Gross Unladen weight of MHT combination excluding Puller Tractor	system to compute & display
Consignment weight as submitted by consignor/consignee	
Gross Laden weight of MHT combination with attachment(if any) and consignment excluding Puller Tractor weight	system to compute & display
Puller Tractor Number of axle rows	3
Puller Tractor weight with ballast	Less than 25 tonnes
Wheel base (distance between any two axle rows of MHT)	1.5 m
Proposed Route	
Origin	system to retrieve from consignor/consignee submission
Destination	system to retrieve from consignor/consignee submission
Intermediatory Station	minimum one intermediatory station required for each 100 kms. Of overall journey
Total Journey Distance	kms
Portal will permit change of Puller Tractor number and/or MHT number for identical HT type prior to payment of ODC fee.	
Portal will permit replacement of eligible driver prior to payment of ODC fee.	

ONLINE SELF DECLARATION

At the time of start of journey

I/We hereby declare that details and documents uploaded by me/us in Ministry's ODC portal for seeking permission to move single indivisible consignment under subject application are true to my/our knowledge and nothing has been concealed.

(Notarised affidavit by applicant on Rs. 100 stamp paper shall be uploaded certifying correctness of information provided in the application.)

I/We hereby declare that the validity period of fitness/license/permit of Puller Tractor, Modular Hydraulic Trailer and Driver shall be ensured till the time consignment reaches the destination.

Notarised affidavit by applicant on Rs. 100 Stamp paper shall be uploaded certifying correctness of information provided in the application and undertaking for keeping validity of fitness/license/permit of Puller Tractor, Modular Hydraulic Trailer and Driver shall be ensured till the time consignment reaches the destination.

I/we hereby agree to abide and follow all terms and conditions, imposed by the Ministry in this regard. I/we as a transporter hereby declare that all the MHT deployed are technically fit and distribute the load evenly on all axle rows of the combination.

Within 15 days from the date of completion of journey I hereby declare that I have completed the journey on dated..... without any damage to Bridge Structure/Road 1. The transporter will check the ODCs/OWCs web portal before actual movement of the OWC/ODC consignment. If any additional bridge has been uploaded in the portal after online permission is granted for the corresponding MHT combination, the transporter shall detour the said bridge on its own arrangement.

2. The ODCs/OWCs vehicle should display all danger flags and lights and should be accompanied by a pilot vehicle displaying prominently that an ODC/OWC consignment is passing. All necessary warning signals shall be provided on the Puller Tractor & MHT such as painting the entire width by yellow and black zebra strips on the front and rear sides, duly marked with retro reflective stickers and installing red lamps to indicate the extreme position of the vehicles clearly for night time driving /parking. Similarly, red flags on both sides should be installed for facilitating demarcation of extreme position of the vehicle during day time. Banner displaying "ODC MOVEMENT may be put at rear most end of the MHT.

3. Coupling of the modular hydraulic trailers along the width of the road (side by side) shall not be permitted. Coupling of the trailers along the length of the road shall be allowed for transportation of single consignment subject to the condition that axle weight for any axle should not be more than 18.0 ton (180.0 kN).

4. The actual programme of movement of the consignment should be intimated to all concerned field officials of MoRT&H/NHAI/NHIDCL by the transporter before start the movement of ODC/OWC. E-mail id of all concerned RO(s) of MoRTH/NHAI/NHIDCL will appear on the system generated permission.

5. The ODCs/OWCs should be allowed to cross a bridge/structure under supervision and escort of responsible technical personnel of the transporter only and at that time no other vehicle be allowed to ply on the bridge. The bridge/structure shall be inspected by responsible technical personnel of the transporter before and after inspection and any distress/abnormality shall be immediately reported to all concerned field officials of MoRT&H/NHAI/NHIDCL.

6. The driver of the Puller Tractor while moving shall carry copy of the permission letter along with uploaded documents/information.

7. The maximum speed limit of the ODC/OWC vehicle should be equal to or less than 5 km/hour while passing over a bridge/structure and no brake shall be applied while moving on the bridge/structure.

8. During movement, the centerline of ODC/OWC must be as close as possible to the centerline of the carriageway with maximum eccentricity of 300 mm measured from centerline of particular carriageway whether the bridge/structure has single or dual carriageway.

9. The consignment shall be placed in such a way which result uniform distribution of consignment load over MHT axles.

10. ODCs/OWCs shall not be moved (a) during earthquakes, and (b) when the wind speed exceeds 40 km/hr.

11. Movement of ODCs/OWCs vehicles over bridges should be when water current is minimum. Special care shall be taken during monsoon season.

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no