

CHAPTER 9

Transportation Motor Transport Company

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ORGANIZATION AND MISSION

The TMT company provides truck transportation for distribution of supplies and the movement of heavy or outsized vehicles and cargo for the division. The company consists of a company headquarters, a maintenance section, alight truck platoon, a medium truck platoon, and two heavy truck platoons. See Figure 9-1 for the organization for the heavy division TMT company.

The TMT company provides -

- Transportation of classes I, II, III (P), IV, VII, and IX supplies from the DSA to the BSA.

- Movement of heavy or outsized vehicles and cargo.
- Assistance in displacement of division elements with less than 100 percent organic mobility.
- Backup transportation to other division elements when their organic transportation capabilities are exceeded.
- Emergency unit distribution of class V supplies.
- Assistance in the coordinated defense of the unit or base area.

TRANSPORTATION PRINCIPLES

The transportation system is designed to ensure that all required personnel and supplies are delivered to the point of need on time. To achieve this goal, several principles must be employed.

One principle involves the consolidation of transportation assets. Units are allocated only the assets that are mission-essential. Other transportation resources are consolidated so that movement control elements can most effectively use the limited resources available.

This concept depends on centralized control of assets. Within each echelon, there is one focal point.

This person or section maintains constant awareness of transportation requirements and capabilities. The movements control officer is the focal point for the DISCOM.

The transportation system also requires flexibility and efficiency. The system must be able to provide an uninterrupted flow of traffic and to adjust to changing situations. This principle ties in to the centralized control concept since the focal point, who is aware of the changing battlefield, must be able to divert assets to the most critical missions. In addition, the system is based on efficient use of resources. Although transfer operations are necessary in some

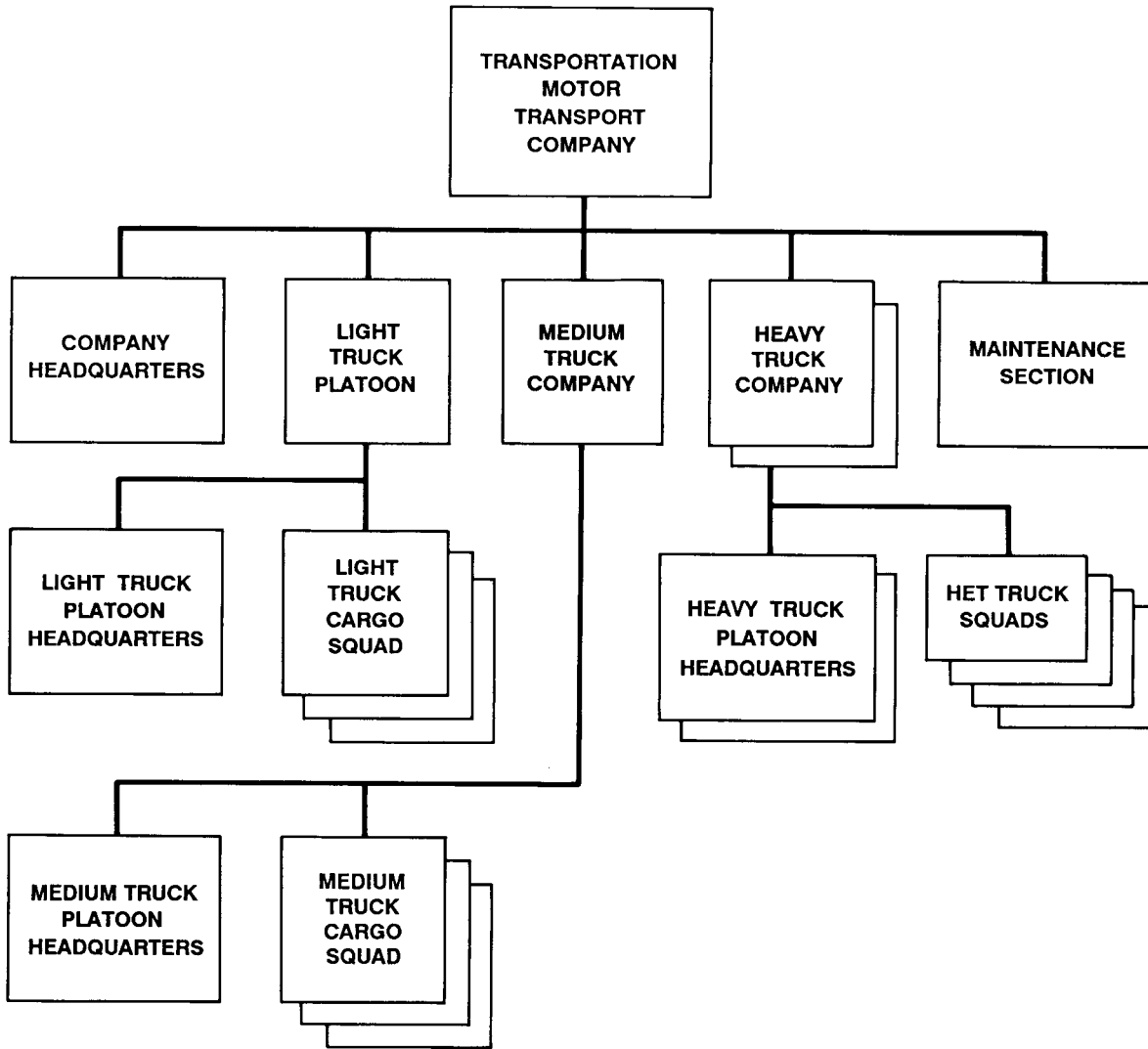


Figure 9-1 Typical Organization of Transportation Motor Transport Company

cases, throughput is the preferred distribution method. Also, transportation equipment traveling empty should always be avoided loads going to the

same destination should be consolidated and movement control elements should maximize use of road networks.

METHOD OF OPERATIONS

TRANSPORTATION PLANNING

The motor transport mission to be carried out will determine the planning process. Transportation planning is determining what must be moved, where and when it must be moved, and the best way to move it. Proper transportation planning ensures the timely delivery to planned destinations.

The division transportation officer is a member of the division commander's special staff. He works for the chief of staff or under the administrative supervision of the division G4. The division transportation officer provides plans and priorities to the DISCOM commander, through the DISCOM movement control officer, in planning and controlling the use of motor transport resources assigned to the division for logistics support.

At the DISCOM, motor transport availability and capability are balanced against transport requirements and priorities. The DISCOM MCO, through the MSB support operations section, directs the TMT company to meet given requirements in the following ways:

- Receiving and screening requests for transportation requirements.
- Preparing and forwarding documentation to support movement.
- Providing the daily vehicle availability to the DISCOM MCO.
- Collecting and disseminating current roadnet data.
- Collecting and reporting transportation information.
- Reviewing transportation capabilities in context of warning order.
- Requesting convoy security through S3 channels, if necessary.

- Receiving and reviewing cargo distribution instructions.

When division logistics motor transport requirements exceed division transport capabilities, or when tactical deployment generates excessive requirements, the DTO requests support from the corps through movement control channels. A discussion of TMT company operations appears in PM 55-30.

CARGO VEHICLES

Vehicles authorized for motor transport vary in type, design, and capabilities. The TMT company provides a pool of cargo vehicles which are employed daily to support division operations. The 5-ton cargo vehicles and the container/break-bulk transport semitrailer combinations are used primarily in a cargo or equipment transport role. However, the 5-ton cargo vehicles may be used to transport troops. The semitrailer combinations are used in a troop transport role only in emergency situations.

The heavy equipment transport semitrailer, low-bed, is authorized to transport the main battle tank, other tracked or wheeled heavy vehicles, or heavy and oversized cargo items. The 5-ton cargo trucks with mounted tank and pump units and the 1 1/2-ton trailer with tank unit are authorized to provide POL resupply for the TMT company.

The drivers in each squad operate assigned vehicles in accordance with daily dispatch orders. They observe rules and regulations governing vehicle operations, safety practices, and rules of the road. They complete daily operational records, perform required operator maintenance services, and assist unit personnel in performing unit maintenance on assigned vehicles.

More information on division transportation operations for the TMT company is in FM 55-2 and 55-30.

CONVOY MOVEMENT

The motor transport mission to be carried out will determine the planning process on how the convoy is to be organized and controlled. Details on convoys appear in FM 55-30.

Movement requirements in the division area place a severe burden on the traffic and tonnage capabilities of the roads. Movement control is carried out by use of convoy clearances and the highway traffic plan. This plan is a combination of SOPs, directives, regulations, and overlays concerning control of the roadnet.

Convoys are broken down into the march column, the serial, and the march unit. Some factors considered when planning for a convoy operation are —

- Map/route reconnaissance.
- Start and release points.
- Halts.
- Security.
- Fire support and coordination.
- Convoy organization.
- Feeding the troops.
- Refueling vehicles.

More detailed procedures are outlined in FM 55-30.

PLATOON/SECTION FUNCTIONS

COMPANY HEADQUARTERS

The company headquarters provides for both the administrative and logistics functions of the unit. It also provides command, control, direction, and supervision of the operating elements of the unit in the performance of their mission tasks. The headquarters is typically organized with command and supply elements.

The command element is the center of command, direction, supervision, and control of the operational matters of the company. Maintenance, training support operations, and administration are key functional areas of the company that are directed and supervised by this element. In addition to ensuring the company's mission is accomplished, the command element has continual concerns for the health and welfare of the soldiers of the company.

The supply element is primarily responsible for the requesting, receiving, storing, safeguarding, and issuing of supplies and equipment for internal operations of the company. The supply element is also concerned with the efficiency and preparedness of the unit in matters relating to NBC defense as well as the operational maintenance of all individual and crew-served weapons organic to the unit.

MAINTENANCE SECTION

The motor pool element coordinates, directs, and supervises all matters of vehicle dispatch policy and procedures in the performance of mission operations. This includes coordination with platoons on vehicle repair, maintenance, and availability. Driver training is planned and conducted through the motor pool element. This element also prepares and maintains dispatch and operational records and reports which requires coordinating with platoon personnel on vehicle availability and dispatch matters.

LIGHT TRUCK PLATOON

The light truck platoon is organized with a platoon headquarters and three light truck cargo squads.

Platoon Headquarters

The platoon headquarters provides command, direction, control, supervision, and technical guidance to the platoon in mission operations and administrative and training matters. The headquarters also inspects and supervises transport operations to ensure proper and efficient operation and use of platoon vehicles.

Light Truck Cargo Squads

There are three light truck cargo squads in the light truck platoon. These squads provide truck transportation for movement of general cargo and personnel by light truck. The motor transport may be used for local and line haul of troops and cargo. These squads provide supervisory and operating personnel to operate assigned vehicles in the performance of mission tasks. The squads ensure that daily operator maintenance services are performed and that operator dispatch records are prepared.

MEDIUM TRUCK PLATOON

The medium truck platoon is organized with a platoon headquarters and three medium truck cargo squads.

Platoon Headquarters

The platoon headquarters provides command, direction, control, supervision, and technical guidance to medium truck cargo squads performing motor transport support tasks. The platoon leader and platoon sergeant coordinate the activities of the platoon. In addition to the mission requirements, these two individuals ensure that platoon administrative actions are completed and that the platoon has an active training program. A key concern to these two individuals is the maintenance status of the platoon. There is close supervision with the dispatcher in the planning and scheduling of platoon operations. Through the platoon headquarters, there is a continuous inspection and supervision of transport operations ensuring the proper and efficient operation and use of platoon vehicles.

Medium Truck Cargo Squads

There are three medium truck cargo squads in the platoon. These squads provide transportation for

movement of containerized and general cargo, and bulk petroleum products by truck tractor with semi-trailer combinations.

HEAVY TRUCK PLATOONS

There are two heavy truck platoons organic to the TMT company. Each platoon is typically organized with a platoon headquarters and two HET truck squads.

Platoon Headquarters

The platoon headquarters provides command, direction, control, supervision, and technical guidance to heavy truck squads performing motor transport support tasks. The platoon leader plans, schedules, directs, supervises, and coordinates activities of the heavy truck platoon in mission operations and administrative and training matters. He works closely with the dispatcher in planning and scheduling platoon operations.

HET Truck Squads

The HET truck squads primary mission is to transport heavy or oversized cargo by heavy truck tractor-semitrailer combinations. They also evacuate disabled heavy equipment. Evacuation normally starts at the UMCP and terminates at the maintenance facility with the capacity to repair the vehicle. The secondary HET mission is to transport operational tanks and other heavy equipment over extended distances. This type transport allows combat vehicles to arrive at the battle area in good mechanical condition with fresh crews. Two personnel, one driver and one assistant driver, constitute an HET vehicle operating team.