

| DATA ITEM DESCRIPTION  |   |                      | Form Approved<br>OASD No. 6788-0188            |                              |
|--|---|----------------------|--|------------------------------|
| <p>Public Reporting Burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Service, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, DC 20503.</p>  |   |                      |  |                              |
| 1. TITLE<br><br>TRANSPORTABILITY REPORT  |   |                      | 2. IDENTIFICATION NUMBER<br><br>DI-PACK-80880A |                              |
| 3. DESCRIPTION/PURPOSE<br>3.1 This report is required to obtain tactical and strategic mobility data of developmental items (RDT&E); Non-Developmental Items (NDIs); Materiel Change Management Items (formerly Product Improvement Program (PIP)); rebuys; military-adapted commercial equipment;<br>(Continued on Page 2)  |   |                      |  |                              |
| 4. APPROVAL DATE<br>(YYMMDD)<br><br>930115   | 5. OFFICE OF PRIMARY RESPONSIBILITY (OPR)<br><br>MT | 6a. DTIC APPLICABLE  | 6b. GDSF APPLICABLE                            |                              |
| 7. APPLICATION/INTERRELATIONSHIP<br>7.1 This Data Item Description (DID) contains the format and content preparation instructions for data resulting from the work task described by 4.4 of MIL-STD-1366C.<br><br>7.2 This DID is applicable to all developmental items (RDT&E); NDIs; Materiel Change Management Items (formerly Product Improvement)<br>(Continued on Page 2)  |   |                      |  |                              |
| 8. APPROVAL LIMITATION   |   | 9a. APPLICABLE FORMS |  | 9b. AASC NUMBER<br><br>A6871 |
| 10. PREPARATION INSTRUCTIONS<br>10.1 <u>Reference documents.</u> The applicable issue of the documents cited herein, including their approval dates and dates of any applicable amendments, notices, and revisions, shall be as specified in the contract.<br><br>10.2 <u>General.</u> The transportability report shall document (in detail) all information necessary to perform a comprehensive transportability engineering analysis of transportability problem items, and the need for peculiar or special transportation.<br><br>10.3 <u>Format.</u> Contractor format is acceptable for the report provided all required information cited herein is provided by the contractor.<br><br>10.4 <u>Content.</u> The report shall include the following:<br>10.4.1 <u>Title.</u> TRANSPORTABILITY REPORT.<br><br>(Continued on Page 2) |   |                      |  |                              |
| 11. DISTRIBUTION STATEMENT<br>DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.  |   |                      |  |                              |

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**Block 3, Description/Purpose (Continued)**

and commercial equipment, which may impede their efficient transport and deployment. The principal use of the report is to: (a) provide advance data to DOD logistics planners on transportability problem items, (b) effect coordination with DOD single transportation system managers, and (c) identify transportability deficiencies during either the traditional or streamlined acquisition processes.

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**Block 7, Application/Interrelationship (Continued)**

7.2 Program (PIP)); rebuys; military-adapted commercial equipment; and commercial equipment that meet the criteria of a transportability problem item as described by 4.3 of MIL-STD-1366C.

7.3 This DID also applies to subsystems, support equipment, and modifications that add to, delete from, or are required to be transported with a system that has been determined to be a transportability problem item.

7.4 For developmental items, this DID should be applied no later than 120 days prior to the Milestone I decision review, with updated DID's 120 days prior to Milestone II and III reviews. For NDIs, the DID should be applied no later than 120 days prior to the Milestone I decision review, with updated DID's 60 days prior to awarding a production contract and again at completion of the first article testing (or initial production testing).

7.5 This DID supersedes DI-PACK-80880.

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**Block 10, Preparation Instructions (Continued)**

10.4.2 Contract number. The assigned contract number and the latest modification number, if applicable.

10.4.3 Contractor name and location.

10.4.4 Transportability report number and date.

10.4.5 Official nomenclature.

10.4.6 National stock number (if assigned).

10.4.7 Brief description.

a. Intended use.

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b. Identification of whether developmental item (RDT&E); NDI; Materiel Change Management Item (formerly Product Improvement Program (PIP)); rebuy; or foreign source.

c. What type of military units will use or transport the item?

d. What are the theater of operations, in priority order?

#### 10.4.8 Mode(s) of transportation.

##### 10.4.8.1 Highway. Will item be:

a. Self-propelled?

b. Towed?

c. Transported by truck or semitrailer? What is the model number of required transporter(s) (e.g., M818/M172A1, M911/M747, M985)?

10.4.8.2 Rail. Will the item require rail transport in Continental United States (CONUS) and oversea areas? Which foreign country or countries is rail transport required?

10.4.8.3 Ocean and waterways. Will the item require transport by ocean or waterways? If so,

a. Will item be shipped overseas in volume (unit) movements?

b. Is on-deck storage permissible?

c. Type(s) of ship(s) (e.g., breakbulk, container, roll-on/roll-off, LASH, SEABEE, waterway barge or boat) required to transport item.

10.4.8.4 Lighterage. What is the smallest lighter to be used if item is used in the Logistics-Over-The-Shore (LOTS) environment?

##### 10.4.8.5 Air. Will the item require transport by air?

a. Identification of the type(s) of fixed-wing aircraft transport required. (Current Air Force aircraft are C-130, C-141, and C-5.) (Future Air Force aircraft is C-17.) (Current Civil Reserve Air Fleet (CRAF) cargo aircraft are B-707, B-747, DC-8, and DC-10.)

b. Identification of the model number(s) of cargo helicopter(s) required. (Current Army utility/cargo helicopters are the UH-1, UH-60, and CH-47.) (Current Marine Corps helicopters are the CH-46 and CH-53.)

c. Is internal or external helicopter airlift (or both) required? External airlift includes aerial recovery of damaged and undamaged items of equipment (vehicles or aircraft).

d. What are the helicopter mission requirements (time and distance of mission, atmospheric condition requirements - 95 degrees F at 4,000 feet, 59 degrees F at sea level, etc.)?

e. Is internal or external airlift (or both) required by tiltrotor aircraft? External airlift includes aerial recovery of damaged and undamaged items of equipment (vehicles or aircraft).

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10.4.8.6 Intermodal containers. Identification of the following:

- a. Length of the container(s) required (e.g., 10, 20, 24, 30, 35, 40, or 45 feet).
- b. American National Standards Institute/International Organization of Standardization (ANSI/ISO) designation of container(s) required.

10.4.9 Specialized service and equipment. Are special railcars, highway vehicles, or materiel handling equipment required (bi-level or tri-level railcars, shock mitigation system, spreader bars, slings, etc.)?

10.4.10 Planned quantity. What is item acquisition quantity by fiscal year?

10.4.11 Shock and vibration. Description of any fragility, shock, and vibration considerations.

10.4.12 Special requirements. Identification of any special considerations, including where relevant:

- a. Temperature limits.
- b. Pressure limits.
- c. Power source required during shipment.
- d. Humidity control.
- e. Protective service/sensitive/classified.
- f. Other requirements.

10.4.13 Hazardous materials. For each item classified as hazardous material, identification of the following are required:

- a. The class of hazardous material as specified in: Title 49, Code of Federal Regulations (49 CFR), Parts 100-179, Transportation; AFR 71-4, Preparing Hazardous Materials for Military Air Shipments; International Maritime Organization (IMO), International Maritime Dangerous Good (IMDG) code; or International Civil Aviation Organization (ICAO) Technical Instruction for the Safe Transportation of Dangerous Goods by Air.
- b. DOT proper shipping name.
- c. Net explosive weight (DOT class A or B explosives only).
- d. Venting requirements.
- e. Grounding requirements.
- f. Any other than above.

10.4.14 Regulatory requirements. Identification of data to show compliance with regulatory requirements 49 CFR, AFR 71-4, IMO Code, and ICAO Technical Instructions.

10.4.15 Sectionalization. Can item be sectionalized, folded, or reduced for transport? All data specified in this report

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that are required for the operational problem item are required for each component(s) or subassembly that exceeds the criteria outlined in 4.3 of MIL-STD-1366C. Also, for all components or subassemblies:

- a. Time required to disassemble at departure site and reassemble at destination (Time: in work hours and clock hours).
- b. Special equipment or tools required for sectionalization (e.g., cranes, forklifts, wrecker trucks, pallets, nitrogen, hand tools, calibration equipment, or fixtures).

10.4.16 Manufacturer location. The following information is required, if different from 10.4.3 above:

- a. Location of manufacturer.
- b. Location of final assembly.
- c. Required modes of transport.

10.4.17 Special Materials Handling Equipment (MHE). Description of any specialized MHE required to support movement (e.g., spreader bars, slings, forklifts, or cargo loaders).

10.4.18 Transportability tests. A copy of test report(s) (or test plan and scheduled date(s) if not completed) shall be made a part of this report, when available.

10.4.19 Speed requirements. Identification of self-propelled or towed speed requirements.

10.4.20 Shipping data. A paper copy of shipping data plate that will be secured to the vehicle shall be made a part this report, when available (see MIL-STD-209).

10.4.21 Transport configuration for wheeled vehicles. Two sets of data for wheeled vehicles are required: one for the fully operational configuration (includes fuel, lubricants, water, etc.), and one for the shipping (reduced or sectionalized) configuration.

10.4.21.1 Drawings. Identification of top, plan, side, and end view configurations on a DOD-D-1000 or similar engineering drawing(s). Drawings must include all data as shown in Figure 1 (length, width, height, and location of Center of Gravity (CG)) on all three views.

10.4.21.2 Weight. Identification of four weights (operational empty, operational loaded (Maximum Gross Vehicle Weight (MGVW)), shipping empty, and shipping loaded).

10.4.21.3 Weight Ratings. Identification of the gross vehicle weight rating (GVWR).

10.4.21.4 Lifting and tiedown provisions. Identification of the number, location and strength (yield and ultimate) of lifting

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(including aerial recovery) and tiedown provisions for the item and major components removed for transport. Identification of the location of hardpoint lifting provisions provided for aerial recovery. Do the lifting provisions meet criteria of MIL-STD-209 and interface with all standard aerial recovery and sling component? Dimensional location of lifting and tiedown provisions (with respect to the CG) shall be shown in each view in Figure 1.

10.4.21.5 Projections. The dimensions and locations of any significant projections (e.g. environmental control units, ladders, antennas, shelters, etc.).

10.4.21.6 Tires. The number, size(s), number of plies, load rating(s), locations, and inflation pressure of tires.

10.4.21.7 Axle loads. The axle loads for each axle for the following:

- a. Empty vehicle.
- b. Loaded vehicle.

10.4.21.8 Axle Ratings. The axle ratings for each axle.

10.4.21.9 Suspension Ratings. The load ratings for each suspension.

10.4.21.10 Tire footprint area. The locations and dimensions of all tire footprint areas actually in contact with the ground in the fully loaded condition (see Figure 2).

10.4.21.11 Crest Angle. The angle (in degrees) connecting two horizontal surfaces that the vehicle can pass (crest) without interference (see Figure 3).

10.4.21.12 Axle tracking width. The tracking width of each axle (see Figure 4).

10.4.21.13 Vehicle turning diameter. The vehicle turning diameter for the following:

- a. Wall-to-wall.
- b. Curb-to-curb.

10.4.21.14 Load classification number. The military load classification number (for military bridges, see chapters 2 and 4, and Appendix C of FM 5-36):

- a. Load classification number - empty weight.
- b. Load classification number - loaded weight.

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**10.4.22 Transport configuration for tracked vehicles.** Two sets of data for tracked vehicles are required: one for the fully operational configuration to include fuel, lubricants, water, etc., and one for the shipping (reduced or sectionalized) configuration.

**10.4.22.1 Drawings.** Identification of top, side, and end view configurations on a DOD-D-1000 or similar engineering drawing(s). Drawings must include all data as shown in Figure 5 (length, width, height, and location of CG) on all three views.

**10.4.22.2 Weight.** Identification of two weights (shipping and combat loaded (MGVW)).

**10.4.22.3 Lifting and tiedown provisions.** Identification of the number, location, and strength (yield and ultimate) of lifting and tiedown provisions for the item and major components removed for transport. Dimensional location of lifting and tiedown provisions (with respect to the CG) shall be shown in each view in Figure 5.

**10.4.22.4 Projections.** The dimensions and locations of any significant projections (e.g., antennas, gun tubes, weapon mounts, etc.).

**10.4.22.5 Track pads.** The area and number of track shoe pads actually in contact with the ground (see Figure 6).

**10.4.22.6 Ground Pressure.** The ground pressure created by the heaviest pad (pounds per square inch). Identification of the weight supported by each road wheel.

**10.4.22.7 Load classification number.** Identification of the military load classification number (for military bridges, see chapters 2 and 4, and Appendix C of FM 5-36):

- a. Load classification number - shipping weight
- b. Load classification number - combat-loaded weight

**10.4.23 Transport configuration for skid-mounted equipment.** Two sets of data for skid-mounted equipment are required: one for the fully operational configuration (includes fuel, lubricants, water, etc.), and one for the shipping configuration.

**10.4.23.1 Drawings.** Identification of top, side, and end view configurations on a DOD-D-1000 or similar engineering drawing(s). Drawings must include all data as shown in Figure 7 (length, width, height, and location of CG) on all three views.

**10.4.23.2 Weight.** Identification of two weights (shipping and operational (Maximum Gross Weight (MGW))). Operational (MGW) weight includes fuel, lubricants, water, and so forth.

10.4.23.3 Lifting and tiedown provisions. Identification of the number, location, and strength (yield and ultimate) of lifting and tiedown provisions for the item and major components removed for transport. Dimensional location of lifting and tiedown provisions (with respect to the CG) shall be shown in each view in Figure 7.

10.4.23.4 Projections. The dimensions and locations of any significant projections (e.g., air conditioner units or other externally mounted items).

10.4.23.5 Skids. Information on skids shall include the following:

- a. Number of skids.
- b. Dimensions of all skid areas actually in contact with the ground.

10.4.24 Transport configuration for all other equipment. Two sets of data for the equipment (other than wheeled, tracked or skid-mounted equipment) are required: one for the fully operational (unpackaged) configuration and one for the shipping (packaged) configuration.

10.4.24.1 Drawings. Identification of top, side, and end view configurations on a DOD-P-1000 or similar engineering drawing(s). Drawings must include data, as applicable, in figures 1, 5, and 7 (length, width, height, and location of CG (or center of balance) on all three views.

10.4.24.2 Weight. Identification of two weights (shipping (packaged) and operational (MGW) (unpackaged)).

10.4.24.3 Lifting and tiedown provisions. Identification of the number, location, and strength (yield and ultimate) of lifting and tiedown provisions for the item and major components removed for transport. Dimensional location of lifting and tiedown provisions (with respect to the CG or center of balance) shall be shown in each view (see Figures 1, 5, and 7).

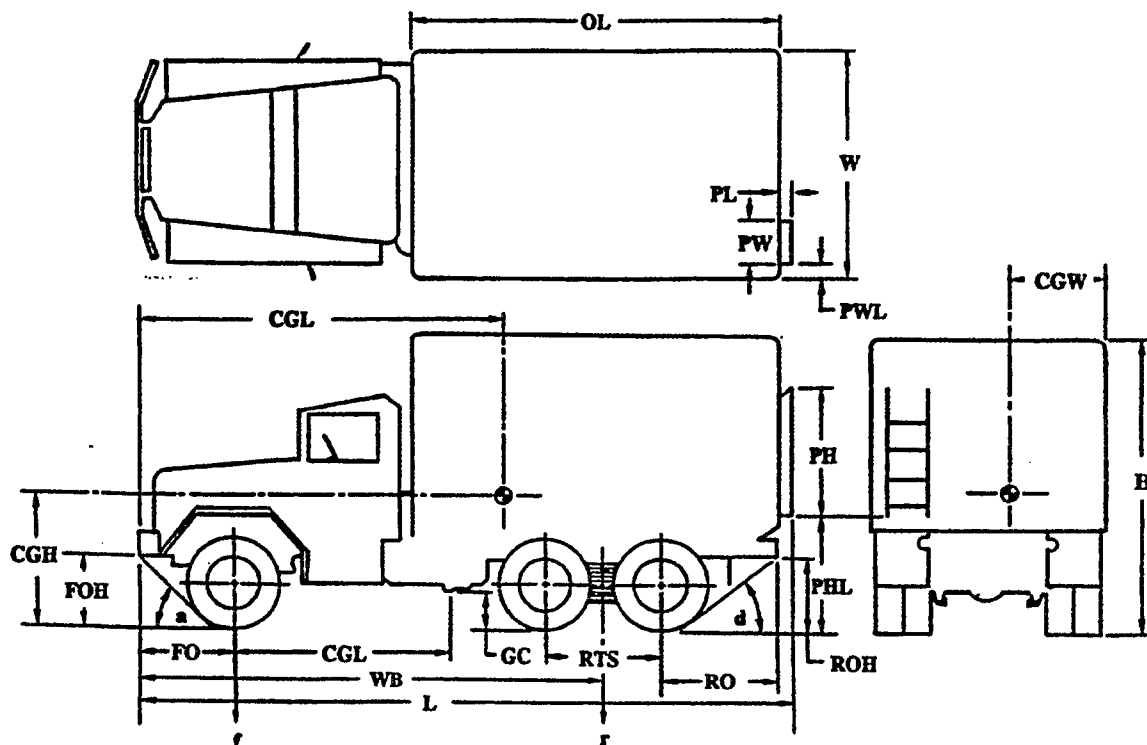
10.4.24.4 Projections. The dimensions and locations of any significant projections (e.g., air conditioner units or other externally mounted items).

10.4.25 Subsystems or Modifications. For subsystems, support equipment, and modifications identified in 7.3 above, this report shall contain all information pertaining to the applicable subsystem and identification of the primary system(s) affected.

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10.4.26 Identification. The name, title, organization, and department of individual preparing the report and the date of preparation.

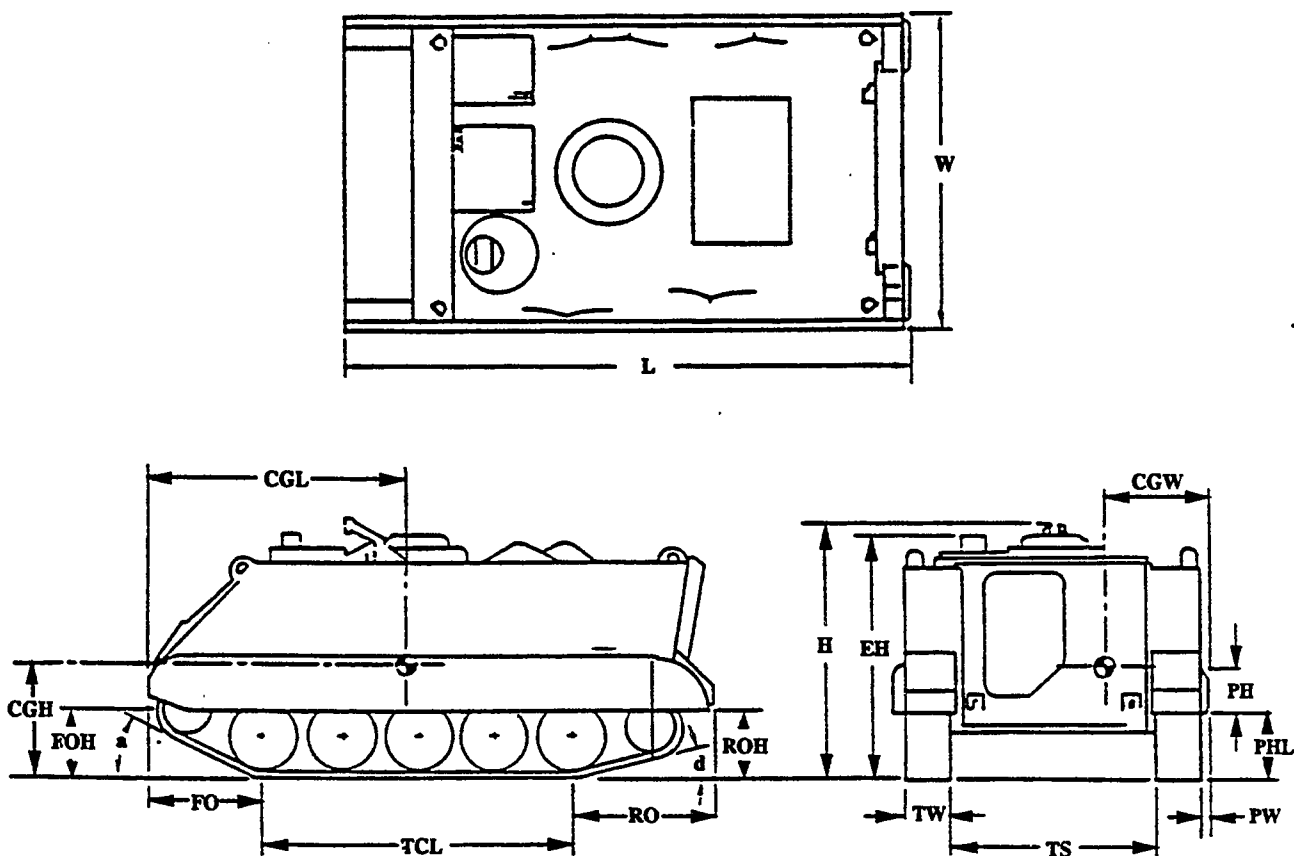
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**LEGEND**

|                                  |                                 |
|----------------------------------|---------------------------------|
| OL - OVERALL LENGTH BODY         | WB - WHEEL BASE                 |
| W - OVERALL WIDTH                | FO - FRONT OVERHANG             |
| PW - PROJECTION WIDTH            | FOH - FRONT OVERHANG HEIGHT     |
| PWL - PROJECTION WIDTH LOCATION  | RO - REAR OVERHANG              |
| PH - PROJECTION HEIGHT           | ROH - REAR OVERHANG HEIGHT      |
| PHL - PROJECTION HEIGHT LOCATION | GC - GROUND CLEARANCE           |
| PL - PROJECTION LENGTH           | GCL - GROUND CLEARANCE LOCATION |
| H - OVERALL HEIGHT               | RTS - REAR TIRE SEPARATION      |
| L - OVERALL LENGTH               | a - ANGLE OF APPROACH           |
| CGL - CENTER OF GRAVITY LENGTH   | d - ANGLE OF DEPARTURE          |
| CGW - CENTER OF GRAVITY WIDTH    | f - FRONT AXLE LOAD             |
| CGH - CENTER OF GRAVITY HEIGHT   | r - REAR AXLE LOAD              |

**FIGURE 1. Wheeled vehicle dimensions**

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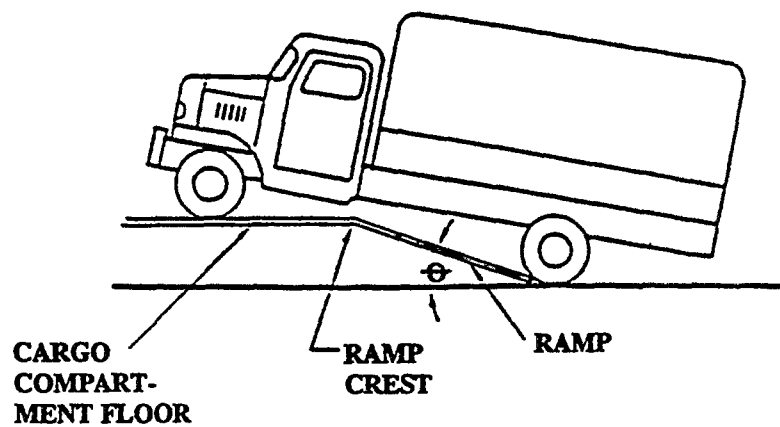
**LEGEND**

**H** - OVERALL HEIGHT  
**W** - OVERALL WIDTH  
**L** - OVERALL LENGTH  
**CGL** - CENTER OF GRAVITY LENGTH  
**CGW** - CENTER OF GRAVITY WIDTH  
**CGH** - CENTER OF GRAVITY HEIGHT  
**TCL** - TRACK CENTER LINE  
**FO** - FRONT OVERHANG  
**RO** - REAR OVERHANG  
**FOH** - FRONT OVERHANG HEIGHT

**ROH** - REAR OVERHANG HEIGHT  
**TW** - TRACK WIDTH  
**PH** - PROJECTION HEIGHT  
**PW** - PROJECTION WIDTH  
**PHL** - PROJECTION HEIGHT LOCATION  
**TS** - TRACK SEPARATION  
**EH** - EDGE HEIGHT  
**a** - ANGLE OF APPROACH  
**d** - ANGLE OF DEPARTURE

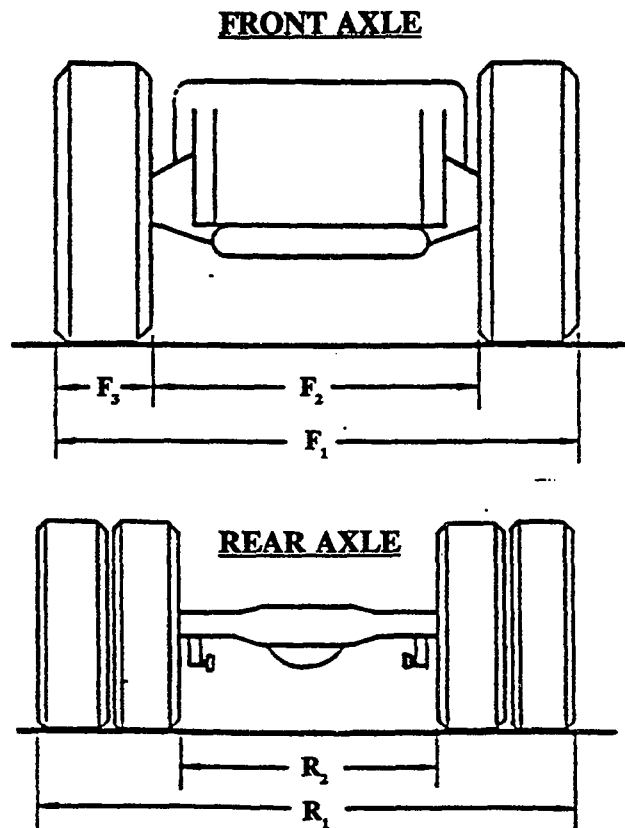
**FIGURE 5. Tracked vehicle dimensions**

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**FIGURE 3. Ramp crest angle**

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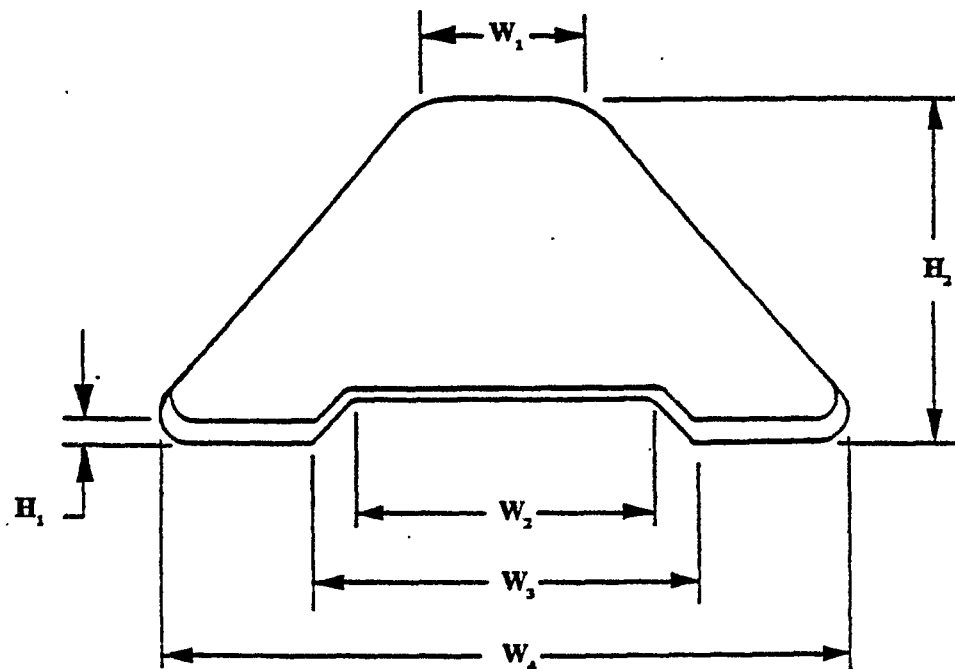
**LEGEND**

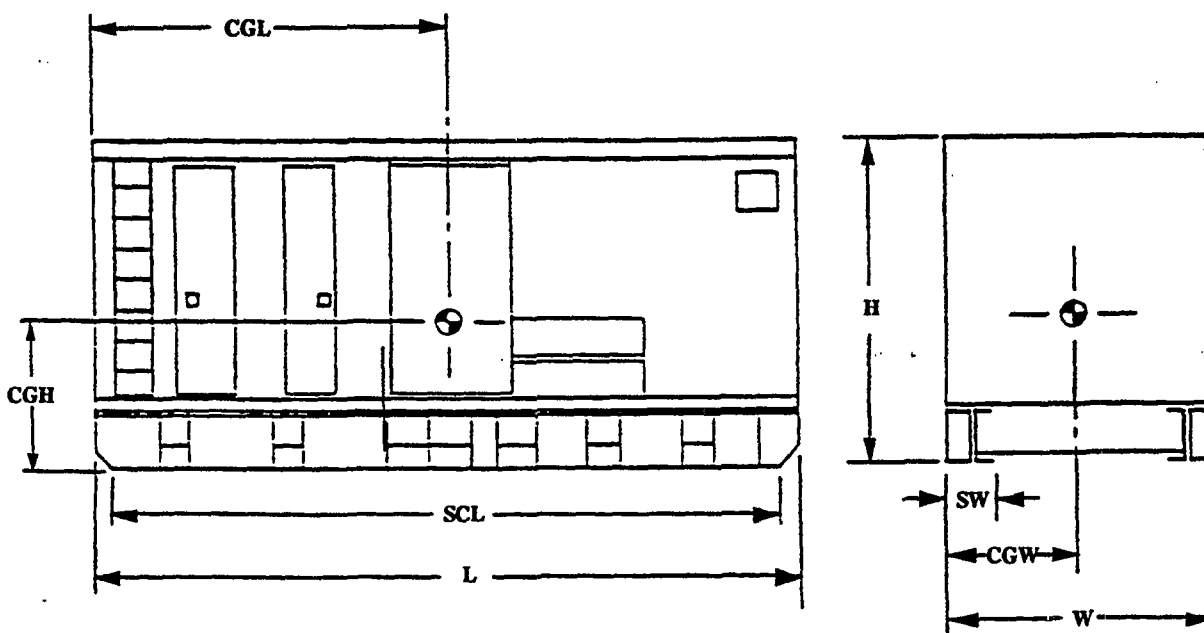
$F_1$  - OUTSIDE DISTANCE  
 $F_2$  - INSIDE DISTANCE  
 $F_3$  - TIRE WIDTH

$R_1$  - OUTSIDE WIDTH  
 $R_2$  - INSIDE DISTANCE

**FIGURE 4. Tracking width**

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**LEGEND** $W_1$  \_\_\_\_\_ $W_4$  \_\_\_\_\_ $W_2$  \_\_\_\_\_ $H_1$  \_\_\_\_\_ $W_3$  \_\_\_\_\_ $H_2$  \_\_\_\_\_**FIGURE 6. Track shoe pad dimensions (footprint data)**

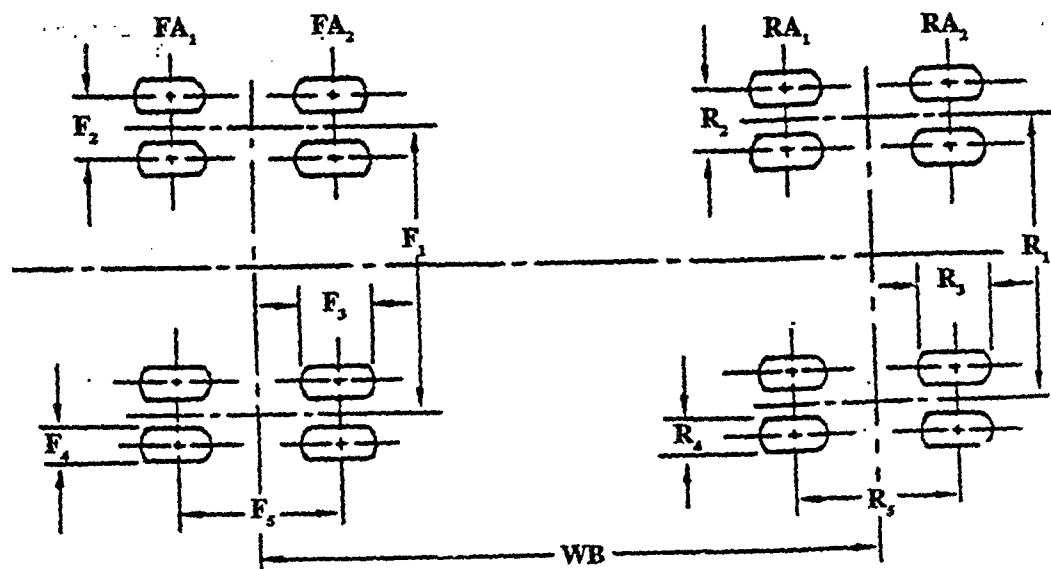


### LEGEND

|                           |                                |
|---------------------------|--------------------------------|
| SCL - SKID CHAMBER LENGTH | H - OVERALL HEIGHT             |
| SW - SKID WIDTH           | CGL - CENTER OF GRAVITY LENGTH |
| L - OVERALL LENGTH        | CGW - CENTER OF GRAVITY WIDTH  |
| W - OVERALL WIDTH         | CGH - CENTER OF GRAVITY HEIGHT |

**FIGURE 7. Skid mounted item dimensions**

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**LEGEND**

FA - FRONT AXLE

RA - REAR AXLE

|                      |          |                      |
|----------------------|----------|----------------------|
|                      | WB _____ |                      |
| F <sub>1</sub> _____ |          | R <sub>1</sub> _____ |
| F <sub>2</sub> _____ |          | R <sub>2</sub> _____ |
| F <sub>3</sub> _____ |          | R <sub>3</sub> _____ |
| F <sub>4</sub> _____ |          | R <sub>4</sub> _____ |
| F <sub>5</sub> _____ |          | R <sub>5</sub> _____ |

**FIGURE 2. Tire footprint locations and dimensions**