

RW/NH-35072/01/2010-S&R(B)PT-2 Government of India Ministry of Road Transport & Highways S&R (Bridge)

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

Dated: 27.10.2025

To,

1. The Chief Secretaries of all the State Governments/ UTs

2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department/ Road Construction Department/ Highways Department (dealing with National Highways and other centrally sponsored schemes).

3. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.

4. The Managing Director, NHIDCL, Tower A, World Trade Centre, Naurojni Nagar Market, Block G, Nauroji Nagar, Safdarjung Enclave New Delhi-110029.

5. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi- 110 010.

- 6. The Chairman & CEO, Railway Board, Ministry of Railways, Rail Bhawan, New Delhi-110001
- 7. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs/ Road Construction Department/ Highways Departments (dealing with National Highways and other centrally sponsored schemes).
- 8. The Secretary General, Indian Roads Congress
- 9. The Director, IAHE, NOIDA, UP
- 10. All Project Zone Chief Engineers
- 11. All CE-ROs, ROs and ELOs of the Ministry.
- 12. The General Secretary, Hydraulic Trailer Owners Association, Mumbai.

Subject:

Online Permission for Movement of Single Indivisible Unit ODCs/OWCs Consignment on Modular Hydraulic Trailers (HT-1 to HT-13) on National Highways in the Country -Regarding...

Sir,

Ministry is granting online permission for transportation of single unit indivisible ODCs/OWCs consignment on Modular Hydraulic Trailers [MHTs] combinations (HT-1 to HT-13) on National Highways through OWC/ODC portal (www.morth-owc.nic.in) of the Ministry.

2. Ministry has carried out study in 2012 for bridges having span length ranging from 5m to 50m and simply supported type covering various cross section with 2 lane, 4 lane, 6 lane and 8 lane width, based on which aforesaid permission is granted for OWC/ODC vehicles.

The recommendations of the study are not applicable for the bridges designed based on Limit State principles specified in IRC 6 and IRC 112.

Ministry has issued guidelines vide circulars dated 17.01.2024 and 12.06.2024 on the subject mentioned above for grant of permission for movement of OWCs/ODCs on National Highways.

Study has been further carried out by the experts on bridges designed with Special Vehicle (SV) loading and furnished recommendations for grant of permission for MHTs. Further, it has been decided that route approvals will be granted within the time frame of 7 days. Accordingly, in supersession with aforesaid circulars dated 17.01.2024 and 12.06.2024, guidelines are hereby issued for ensuring the safe and uninterrupted movement of all types of vehicles on National Highways and preventing damage to any component of road infrastructure.

3. Based on the findings of study, simplified charts (C-1 to C-13 and C-SV-1) have been 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 considering that the load per axle row shall not exceed 18 Tonnes. Different combinations of multi axle modular hydraulic trailers are listed in Table 1:

Table 1-Load Composition of Type HT1 to HT13

Chart Type Of No. 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		
C9	HT9	20	360		
C10	HTIO *	8+8	288		
C11	HT11 *	10+10	360		
C12	HT12 **	14+14	504		
C13	HT13 **	16+16	576		

MHT combination type HT 10 to HT 13 involves attachment, in such combinations, the weight of attachment to be considered as part of the gross vehicle weight. The attachment weight is to be declared in the application.

(*) Units with Turn Table Bolster Arrangement

(**) Units with Girder Arrangement

The puller tractor is a 3 axle tractor along with ballast weight for traction purpose and considered to have a gross vehicle weight of 25T

- 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 necessary to ensure that these parameters are available with the Ministry and overall condition of the bridge is being monitored by the concerned Regional Officer of MoRT&H/NHAI/NHIDCL.
- 5. Movement of MHTs based on recommendations of study:

5.1 Bridges not designed with SV Loading:

Based on the above referred charts (C-1 to C-13), a concise recommendation of study in the form of summary is presented in Table 2A below. The tables presents the equivalency of IRC loads to different HT Loads with respect to structure type.

<u>Table 2A:</u> Simply Supported Bridges of Spans from 5.0 m to 50.0 m not designed for IRC SV loading

		CATE	GORY OF STRUCT	URE TYPES
TYPE OF BRIDGE ST	TRUCTURE	1	1 2	
TYPE OF HT LOADIN	٧G	✓ 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 & Slab Bridges (With or Without Int. cross girder) ✓ PSC Cast-in-situ Box Girders 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)
HT LOADING	HT1, HT2, HT3	PASS	PASS	PASS
	HT4 TO HT9	PASS	Pass with Restricted GVW In Some Cases - Refer Charts	√Pass with Restricted GVW In Some Cases - Refer Charts C-4 to C-9 for Details
	HT10, HT11, HT12 &	PASS	No. C-4 to C-9 for Details Pass with Restricted GVW In Some Cases - Refer Charts C-10 to C-13 for Details	√Pass with Restricted GVW In Some Cases - Refer Charts C-10 to C-13 for Details

As is evident from the enclosed charts and above summary table, 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 to HT13, movement shall be permitted up to Gross Vehicle Weight (GVW) as per the respective chart or reduced GVW reflected in specific cell of the chart for different carriageway widths and structural arrangements, if falling enroute.

5.2 Bridges designed with SV loading:

Study has further been carried out by the experts in 2024 for bridges designed with SV loading, and the recommendations of study has been mentioned in Table 2B below and in enclosed Chart No.C-SV-1. The table presents the equivalency of IRC loads to different HT Loads with respect to structure type.

Table 2B: All Types of Bridges Designed for IRC SV Loading

TYPE OF BRIDG	E	CATEGORY OF BRIDGE STRUCTURES				
STRUCTURE		1	2			
TYPE OF HT LOADIN	ıg	ALL TYPES OF SIMPLY SUPPORTED BRIDGES	ALL BRIDGES OTHER THAN SIMPLY SUPPORTED TYPE			
HT LOADING			D. 00			
		PASS	PASS			
	HT1 TO HT11					
		DAGG	NOT PERMITTED			
		PASS				
	HT12 & HT13					

As may be seen from aforesaid Table 2B and the chart for SV loading, movement of MHTs of type HT-1 to HT-13 with OWC/ODC is permissible on all Bridges of simply supported type designed with SV loading and are in good condition without showing any sign of distress. The transportation of OWC/ODC is permissible on MHTs of type HT-1 to HT-11 on Bridges other than simply supported type designed with SV loading and are in good condition without showing any sign of distress. However, movement of HT12 and HT13 vehicles is not allowed on all type of Bridges other than simply supported type designed with SV loading.

5.3 Permission will not granted for movement of OWC/ODC vehicles on bridges designed as per Limit State Method and not as per SV loading of IRC 6.

- 5.4 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.
- 6. The distress bridges on National Highways have to be identified marked and uploaded on the portal. The distressed bridges on National Highways will be coded as **Orange** (moderately severe) and **Red** (highly severe). 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.
- 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 Bridge	Type of Combinations which are not allowed
1	Simply Supported Bridges covered in aforesaid Table 2A having individual span length > 50 m (not designed for SV loading of IRC:6)	HT1 to HT13
2	All types other than simply supported bridges of any span length not designed for SV loading of IRC:6	HT1 to HT13
3	All Bridges other than simply supported type designed for SV loading of IRC:6 covered in aforesaid Table 2B	HT12, HT13
4	Distressed bridges coded as Red in the portal (highly severe)	HT1 to HT13
5	Distressed bridges coded as Orange in the portal (moderately severe)	HT1 to HT13
6	Bridges rated under capacity for carrying loading as per IRC:6 or where load restrictions have been already imposed.	HT1 to HT13
7.	Bridges designed as per Limit State Method and not as per SV Loading of IRC 6	HT1 to HT13

- 8. For grant of permission to MHT carrying ODC/OWC consignment leading to overall height more than 4.75 meter, the applicant have to select the route on aforesaid portal which do not have overhead structures, RoBs, RuBs, underpasses causing vertical constraint to the subject movement or the permission will be excluding the RUBs/FOBs/Overpasses for which the applicant shall make diversions for movement of ODC/OWC. For this purpose, ROs of the MoRT&H/NHAI/NHIDCL will upload the details of overhead structures with maximum physical vertical clearance from road level available on OWC/ODC portal of the Ministry.
- 9. Procedure for submission of application and grant of online permission for movement of OWC/ODC:
- 9.1 The consignor, consignee and 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 consignor/consignee already registered on the portal will upload the cargo dimensions, origin and destination details on the Ministry's ODCs/OWCs web portal in the format as per Annexure-III. Annexure-V include a declaration by competent person from Consignor/Consignee as per para A of annexure V stating the details mentioned in Annexure-III are true and correct. The consignor/consignee shall also nominate the registered transporter on the ODC Portal for the subject movement.

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

- 9.3 The nominated transporter on acceptance of the aforesaid nomination will upload the details of Modular Hydraulic Trailer, Puller Tractor, Driver and other details on the ODC web portal as per Annexure-IV. Some important details in this regard are as mentioned below:
 - i) Proposed route to be taken for subject movement with minimum one station at each interval of 100 km or part thereof for the total journey shall be indicated.
 - ii) Portal will permit change of Puller Tractor registration number and/or MHT registration number for identical HT type prior to payment of fee.
 - iii) Portal will permit replacement of eligible driver prior to payment of fee or even during the journey, subject to verification from SARATHI portal.
 - iv) ODC portal will verify & capture the details and validity of documents of Puller Tractor, Modular Hydraulic Trailer and Driver from VAHAN and SARATHI portal directly.
 - v) ODC Portal will not permit deployment of Puller Tractor, MHT and Driver if any of the documents is noticed invalid at the time of online payment of prescribed ODC fee.
- 9.4 Online self-declaration shall be made by applicant transporter as per para B and C of Annexure-V.
- 9.5 The conditions of movement of OWCs/ODCs are at Annexure-VI.
- 9.6 The Portal shall make available the applicant transporter to view available route options from origin to destination. In case a transporter plot a route where there is any bridge falling under different type of bridges as shown in para-7 above for the corresponding MHT combination, portal shall not permit to apply for such route.

Further, permission will not be granted in those vehicles in which Vehicle Location Tracking Device (VLTD) device compliance to AIS 140 is not fitted. While applying for permission, the applicant shall select whether VLTD device is fitted in vehicle or not.

- 10. In case of ODCs/OWCs classified as HT-1 to HT-3, portal will generate demand for fee to be paid by the transporter instantaneously after the feasible route is finally selected & accepted by the transporter. The portal will generate the single trip movement permission letter for selected feasible route on real time basis against online payment of the requisite fee by the applicant transporter. System generated email alongwith copy of the permission so granted shall be automatically triggered to the respective RO(s) of MoRT&H/NHAI/NHIDCL and also uploaded on Ministry's website on real time basis.
- 11. In case of ODCs/OWCs classified as HT-4 to HT-13, system generated email of the application exhibiting consignment details, HT type and requested route upto maximum three alternate routes, if selected by the applicant will be triggered to concerned RO(s) of



the MoRT&H/NHAI/NHIDCL on real time basis. It will be the responsibility of concerned RO(s) of the MoRT&H/NHAI/NHIDCL to examine and, if required, review and update the list of type of bridges mentioned in the para-7 above on the ODC/OWC portal as per prevailing field conditions within a maximum period of 7 days from date of application.

In case of no review update by the field units on the ODC portal, a system generated reminder email will be sent to concerned RO(s) of the MoRT&H/NHAI/NHIDCL on 3rd day following the date on which initial email was sent. Another system generated reminder 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 5th day following the date on which initial email was sent. In case the aforesaid selected route or any route from alternate routes is objected by any of the RO due to availability of bridges under para 7 above, the applicant have to review & decide route for transportation from alternate safer routes, on which type of bridges as per aforesaid para 7 of this circular are not available, and will fill the milestones as per para 9.3 above for final route for which permission will be generated by the portal. In case of no review /update by concerned RO(s) of the MoRT&H/NHAI/NHIDCL within a maximum period of 7 days from the date of application, system will consider the opted route(s) as feasible and the portal will permit the payment of fee by the transporter. Once the fee is paid online by the applicant transporter, the portal will grant & generate the permission letter for feasible approved route. The remaining alternative routes applied, if any will not be available thereafter for payment of fee, even if approved. 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.

- 12. The permission shall be granted subject to the conditions mentioned in Annexure-VI.
- 12.1 In case fee is not deposited within 7 days from the date of notification of fee on the portal as per aforesaid para no. 10 & 11, the system based approval shall stand withdrawn and the process for grant of permission will be repeated as per para 10 and 11 above, if the applicant transporter intends to re-apply against the time lapsed application. Fee demand will be re-generated post system based feasibility clearance by the ODC portal and thereafter the permission shall be granted against online deposit of the fee.
- 12.2 In case, any bridge data is updated by RO(s) of the MoRT&H/NHAI/NHIDCL falling under para 7 of this circular on the selected route, the permission will not be granted for such route and the applicant will be informed accordingly by system generated e-mail through the ODC portal. Such objections may also be viewed by the applicant transporter on the ODC portal through his user-id.
- 13. ODCs/OWCs fee rate per 50 km or part thereof of total trip journey on National Highways (in Rs.) for categories of HT type while carrying ODCs/OWCs with GCW including Puller weight falling under the permissible limits:

Type of loaded HT combination carrying ODC/OWC	Rate per 50 km or part thereof of total trip journey or 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		

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 an online report thereto in such case on the ODC portal itself against the subject permission. The permission is granted after examining the position of bridges on National Highways by concerned Regional Officers. Fairness of permission may be verified online on the Ministry's website or ODC portal. Accordingly, no additional document shall be sought by the authority for indemnification from the representatives of consignee, consigner or transporter during movement of ODC/OWC vehicles.

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 noticed higher than 18.0 ton or gross vehicle weight (GVW) is detected more than Registered Laden Weight (RLW) capacity of the Modular

Hydraulic Trailer combination or in case, the physical overall dimensions of the loaded MHT combination is noticed much higher than the declared dimensions appearing in the permission letter, 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 ODC portal for a minimum period of one year from such date of detection of violation.

- The applicant shall ensure that the journey commences within 7 days from the date permission is granted. Otherwise the applicant is required to notify its revised extended journey commencement date on the ODC portal prior to expiry of 7 days. This notification will be intimated to Concerned RO(s) of MoRT&H/NHAI/NHIDCL through the portal automatically. RO will review and update the list of type of bridges mentioned in the para-7 above on the ODC/OWC portal within 7 days period from the date of aforesaid notification. In case, there is no change in the status of bridges on the selected route during the extended period with reference to para 7 of this circular, instantaneous extension confirmation will be generated through the portal on the submission of physical journey commencement date by the transporter under intimation to the concerned RO(s) of MoRT&H/NHAI/NHIDCL through system generated email and uploaded on Ministry's website. In case there is a change in the status of bridges on the selected route with reference to para 7 of this circular during the extended period applied, the permission will stand cancelled and applicant will be informed accordingly by system generated e-mail through the ODC portal. Applicant transporter may apply for refund of ODC fee deposited in such case of cancellation of permission during the extended period. In such case, applicant transporter has to opt and apply for alternative feasible route. The applicant transporter has to declare closure of trip once the trip is completed.
- 16. NIC will make changes in OWC/ODC portal of the Ministry as per guidelines issued in this circular within two weeks time from the date of issue of this circular.

To ensure that there is no movement of OWC consignment on bridges in violation of para 7 of this circular, RO(s) of the MoRT&H/NHAI/NHIDCL shall review & update the list of aforesaid bridges under para 7 of this circular and overhead structures as per para 8 of this circular on ODC portal of the Ministry on monthly basis. Accordingly, a system generated reminder e-mail and message will be sent to ROs on the last day of the month to update the list & details of the aforesaid bridges/ overhead structures identified during the month by 7th day of the following month.

- 17. ROs of the MoRT&H/NHAI/NHIDCL will update details of Bridges as per para 7 and overhead structures as per para 8 of this circular on OWC/ODC portal within one Month from the date of issue of this circular. In case no bridges are uploaded on the ODCs / OWCs portal within one month from the date of issue of this circular, it would be presumed that bridges of such types as mentioned in para-7 above and overhead structures under para 8 above are Nil in the jurisdiction of the concerned RO or the same were as 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.
- 18. 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 one months from the date of its issuance.
- 19. This issues with the approval of the competent authority.

Encl:

- i. Annexure-I (Chart C-1 to Chart C-13 & Chart no. SV-1)
- ii. Annexure-II ((Consignor, Consignee & 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,

(Jitendra Kumar) SE(S&R) Bridges

For Director General (RD) & Special Secretary

Copy to:

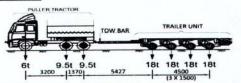
- 1. All the Technical Officers in the Ministry of Road Transport & Highways
- 2. All the Joint Secretaries in the Ministry of Road Transport & Highways
- 3. Technical circular file of S&R (P&B) Section
- 4. NIC-for uploading on Ministry's website under "What's new"

Copy for kind information to:

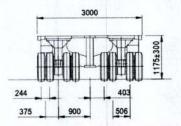
- 1. PS to Hon'ble Minister (RT&H)
- 2. PS to Hon'ble MOS (RT&H)
- 3. Sr. PPS to Secretary (RT&H)
- 4. Sr. PPS to DG (RD) & SS
- 5. Sr. PPS/PPS to Addl. Secretary (Transport)/Addl. Secretary (H & LA)
- 6. Sr. PPS/ PPS to AS&FA
- 7. Sr. PPS/ PPS to all ADGs
- 8. Sr. PPS/ PPS to JS (EAP) / JS (Logistics)

CHART NO. C-1

CHART SHOWING ADEQUACY OF SPAN, CARRIAGEWAY WIDTHS & STRUCTURE TYPE FOR: HT-1 LOADING (WITH 4 AXLE TRAILER UNITS)



Spane CWLyp	C WAY TYPE I	C.MWA.LAMES	C WAY TYPE 5	C'WAYTYPE 4	C'WATTITES	TOTAL GVW INCLUDING PULLER TRACTOR= 97
. Masenary Ars	h bridges					
5 m	m termina	1	NOT API	PLICABLE		
10 m		The state of the s	NOT API	PLICABLE		
15 m			NOT AP	LICABLE		
RCC Solid/Vo	ided slab bride	es				
5 m					Burner Stock	
10 m						
15 m						
20 m						
	Cast in Situ Be	am and Slab br	does - With Int	X Girder		
10 m				THE PERSON NAMED IN	Triber Same	—
15 m						
20 m						the state of the s
25 m						1311
	Cont in City St	and Sinh h	ideas - Without	ot Y Girder	Samuel Control of the	
4. RCC Precast	Cast In-Situ B	am and Slab br	MAN - HILIDUIT	Constitution of the last	College W	(IN) PTT
- month into						1181844
15 m						1111144
20 m						- 44
26 m	ستنسلتان	المحاجب المالية	التصحيب كالتصحيح			244
Annual Control of the Sales of	Cast in-Situ B	earn and Slab br	idges - With Int.	A Girder		
20 m						375
25 m						
30 m						
35 m						TYPICAL CROSS SE
40 m						
6. PSC Precast	Cast in-Situ B	eam and Slab br	idges - Without	Int. X Girder		
20 m						
25 m						
30 m						
35 m						
40 m						
7. PSC Cast in	Situ Box Girde	rs type bridges		Commence of the Commence of th		Legend
30 m		1 C 107				Safe to carry the specified load
35 m						Same and the second sec
40 m						Safe to carry marked reduced GVV
45 m						
50 m						CWAY TYPE 1: 2 LANE SINGLE CARRIAGEWA
8. PSC Precast	Segmental Bo	x Girders type b	ridges - With We	t Joint		CWAY TYPE 2: 3 LANE SINGLE CARRIAGEWA
30 m		APPENDED			PLICABLE	CWAY TYPE 3: 4 LANE SINGLE CARRIAGEWA
				NOT A	PLICABLE	2 LANE DUAL CARRAGEWAY V
36 m						
36 m				NOT A	PLIC ABLE	CWAY TYPE 4: 3 LANE DUAL CARRIAGEWAY
The second secon				Contraction of	PLICABLE PLICABLE	CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY
35 m 40 m 45 m				NOT A	The second second	
35 m 40 m 45 m 50 m	lecks with Sim	Beams and Co	norete al ab brid	NOT AI	PLICABLE PPLICABLE	
35 m 40 m 45 m 50 m 9. Composite d	lecks with Stee	l Beams and Co	ncrete al ab bride	NOT AI	PLICABLE PPLICABLE	CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY
35 m 40 m 45 m 50 m 9. Composite d	lecks with Star	el Beams and Co	ncrete alab brid	NOT AI	PLICABLE PPLICABLE	CWAY TYPE 5 : 4 LAME DUAL CARRIAGEWAY NOTES :
35 m 40 m 45 m 50 m 9. Composite of 15 m 20 m	lecks with Stee	d Beams and Co	ncrete alab brida	NOT AI	PLICABLE PPLICABLE	CWAY TYPE 5: 4 LAME DUAL CARRIAGEWAY NOTES: 1 THE ABOVE CONCLUSIONS ARE F 2 THE OWC CAN SAFELY BE PERMIT
35 m 40 m 45 m 50 m 9. Composite of 15 m 20 m 25 m	lecks with Stee	I Beams and Co	ncrete slab brid	NOT AI	PLICABLE PPLICABLE	CWAY TYPE 5 : 4 LAME DUAL CARRIAGENAY NOTES : 1 THE AROVE CONCLUSIONS ARE F 2 THE OWC CAN SAFELY BE PERMIT 3 THE ABOVE CONCLUSIONS ARE B
35 m 40 m 45 m 50 m 9. Composite of 15 m 20 m 25 m	lecks with Stee	el Bearns and Co	ncrete al ab bridg	NOT AI	PLICABLE PPLICABLE	CWAY TYPE 5 : 4 LANE DUAL CARRIAGENAY NOTES: 1 THE ABOVE CONCLUSIONS ARE F 2 THE OWC CAN SAFET 9E PERMIT 3 THE ABOVE CONCLUSIONS ARE B 4 WHEREVER REDUCED GWISS BAIL
35 m 40 m 45 m 50 m 9. Composite 6 15 m 20 m 25 m 30 m 35 m				NOT AI NOT AI ges - With Int. X	PLICABLE PPLICABLE Girder	CWAY TYPE 5 : 4 LANE DUAL CARRIAGENAY NOTES: 1 THE ABOVE CONCLUSIONS ARE F 2 THE OWC CAN SAFELY BE PERMIT 3 THE ABOVE CONCLUSIONS ARE B 4 WHEREVER REDUCED GOWN CALCULATED BY THE FORMITA:
35 m 40 m 45 m 50 m 9. Composite of 15 m 20 m 35 m 35 m		il Beams and Co		NOT AI NOT AI ges - With Int. X	PLICABLE PPLICABLE Girder	CWAY TYPE 5 : 4 LAME DUAL CARRIAGENAY NOTES : 1 THE ABOVE CONCLUSIONS ARE F 2 THE OWC CAN SAFELY BE PERMIT 3 THE ABOVE CONCLUSIONS ARE B 4 WHEREVER REDUCED GWW IS MAI CALCULA TEAL BY THE FORMULA . Where SAL - Reduced Air Lead
35 m 40 m 45 m 50 m 8. Composite 6 15 m 20 m 28 m 30 m 35 m 10. Composite				NOT AI NOT AI ges - With Int. X	PLICABLE PPLICABLE Girder	CWAY TYPE 5 : 4 LAME DUAL CARRIAGENAY NOTES: 1 THE ABOVE CONCLUSIONS ARE F 2 THE OWC CAN SAFETY BE PREMIT 3 THE ABOVE CONCLUSIONS ARE B 4 WHEREVER REDUCED GWY IS BAI CALCULATED BY THE FORBILLA: Whive : RAL - Reduced Aris Land 5 THE TRANSPORTER SHALL TAKE
35 m 46 m 45 m 50 m 9. Composite 6 15 m 20 m 26 m 30 m 35 m 19. Composite 15 m				NOT AI NOT AI ges - With Int. X	PLICABLE PPLICABLE Girder	CWAY TYPE 5 : 4 LAME DUAL CARRIAGEMAY NOTES: 1 THE ABOVE CONCLUSIONS ARE F- 2 THE OWC CAN SAFELY BE PERMIT 3 THE ABOVE CONCLUSIONS ARE B- 4 WHEREVER REDUCED GWIS BAM CALCULATED BY THE FORMILLA: Whive: RAL-Reduced Avis Lead 5 THE TRANSPORTEE SHALL TAKE THE HI LOADS OVER THE BREDGE
35 m 40 m 45 m 80 m 9. Composite 6 15 m 20 m 28 m 30 m 35 m 19. Composite				NOT AI NOT AI ges - With Int. X	PLICABLE PPLICABLE Girder	CWAY TYPE 5 : 4 LAME DUAL CARRIAGENAY NOTES: 1 THE ABOVE CONCLUSIONS ARE F 2 THE OWC CAN SAFETY BE PREMIT 3 THE ABOVE CONCLUSIONS ARE B 4 WHEREVER REDUCED GWY IS BAI CALCULATED BY THE FORBILLA: Whive : RAL - Reduced Aris Land 5 THE TRANSPORTER SHALL TAKE



TYPICAL CROSS SECTION SHOWING TRANSVERSE WHYDRAULIC TRAILER UNITS

C'WAY 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 OR THAT THE 2 LANE DUAL CARRIAGEWAY OR A LANE DUAL CWAY WITH STRUCTURAL DISCONTINUITY OR CWAY TYPE 4: 3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY CWAY TYPE 4: 3 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 CILLVERTS HAVING SPAN LENGTH < 6m.

- 2 THE OWN CAN SAFELY BE PERMITTED OVER ALL TYPES OF CLUVERTS HANNIG SPAN LENGTH « 4%).

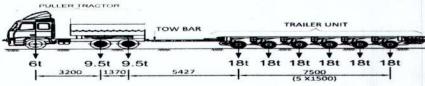
 3 THE ARDVE CHOCKURISHEN SAGE BASED ON THE CONSTITUTE (SAMEL) SPAN SEPARATELY

 4 WHEREVER REDUCED CWI IS MARKED TRED" IN THE CHART, CORRESPONDING REDUCED AXILE LOAD CAN BE
 CALCULATED BY THE FORBILLA: RAL. = (RGWW 25)! / 4

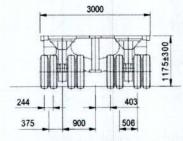
 Whate: RAL. = Reduced As It LOAD (Intermets), ROWN ** Reduced Gross Vehicle Weight (in tromes)

 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE TAKING
 THE HI LOAD OWER THE BREDGES.

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



Spane CW type C WAY TYPE 1	C' WAY TYPE Z	C'WAY TYPE 3	C WAY TYPE 4	C WAY TYPES	TOTAL GVW INCLUDING PULLER TRACTOR= 133 t
1. Masonary Arch bridges					
5 m 100 32 000		NOT AP	PLICABLE	No.	
10 m		NOT AP	PLICABLE	-24112-12	
15 m		NOTAP	PLICABLE		
2. RCC Solid/Voided slab bridg	es			1	
5 m	The second	T - 12 11	4.8	The second	
10 m			The second		
15 m	W. Jones			Harrie I	
20 m			100 100 100	A Street	
3. RCC Precest/Cast in-Situ Be	em and Slab br	idges - With Int	X Girder		
10 m	49-2-1-1	Photos	A COLUMN	Marie Service	-
15 m				ALC: CAP	
20 m			S. M. Marie		
25 m				San La	
4. RCC Precast/Cast in-Situ Be	am and Slab br	idges - Without	Int. X Girder		don't do
10 m			artical T	14 W +2	
15 m		1007			
20 m					
25 m	Land Bart				
5. PSC Precast/Cast in-Situ Be	am and Slab br	idges - With Int.	X Girder		244
20 m			THE REAL PROPERTY.		BANK 1877
25 m	A STATE OF THE PARTY OF				375 9
30 m	4500			ishini	
35 m				Q 3 2	TYPICAL CROSS SECT
40 m		and the			ENTERNA PROPERTY
6. PSC Precast/Cast in-Situ Be	am and Slab br	idges - Without	Int. X Girder	The second	
20 m			4.0. 16	SUP. PL	
25 m					
30 m	Court				5
35 m			Section 1	Tarrie and	
40 m					
7. PSC Cast in Situ Box Girden	type bridges				Legend:
30 m		Table POET	Jan Jan J	E CONTRACTOR OF THE CONTRACTOR	Safe to carry the specified load
35 m					
40 m				100	Safe to carry marked reduced GVW
45 m			a m		
50 m					CWAY TYPE 1: 2 LANE SINGLE CARRIAGEWAY
8. PSC Precast Segmental Box	Girders type b	ridges - With W	et Joint		CWAY TYPE 2:3 LANE SINGLE CARRIAGEWAY
30 m				PPLICABLE	CWAY TYPE 3 : 4 LANE SINGLE CARRIAGEWAY
35 m			NOT A	PPLICABLE	2 LANE DUAL CARRIAGEWAY WIT
40 m			NOT A	PPLICABLE	CWAY TYPE 4:3 LANE DUAL CARRIAGEWAY W
45 m			NOT A	PPLICABLE	CWAY TYPE 5 : 4 LANE DUAL CARRIAGEWAY WI
50 m	THE PERSON		NOTA	PPLICABLE	
9. Composite decks with Steel	Beams and Co	ncrete slab brid	ges - With Int.)	Girder	NOTES :
15 m		100000	THE EVENT	there was	1 THE ABOVE CONCLUSIONS ARE FOR
20 m					2 THE OWC CAN SAFELY BE PERMITTE
25 m		A TOTAL			3 THE ABOVE CONCLUSIONS ARE BAS
30 m			a Local In the		4 WHEREVER REDUCED GVW IS MARK
35 m	100		V CHIVE		CALCULATED BY THE FORMULA : RA
10. Composite decks with Stee	el Beams and Co	oncrete slab bri	dges - Without	Int. X Girder	Where: RAL = Reduced Axle Load (in
15 m				Total Control	5 THE TRANSPORTER SHALL TAKE PE
		e e e			THE HT LOADS OVER THE BRIDGES
20 m					
20 m	Transition 1				6 IN CASE OF STRUCTURES MARKED T
20 m 25 m 30 m					6 IN CASE OF STRUCTURES MARKED T GVW OF CRITICAL OF THE TWO ADJA



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

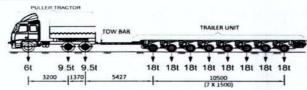
CWAY TYPE 2: 3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISC

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

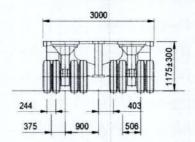
2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY CWAY TYPE 4:3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRAN
- 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 = (RGVW45) /4
- 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 RGVW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.



			3200	1370	5427	10500 (7 X 1500)
		CWAY TYPE 2	C WAY TWE I	C'WAY TYPE A	C WAY TYPES	7
Span, CW,type	C. MWA LAME T	C.MAA LADE S	C'WAY TWE 1	C'WAY TYPE 4	C'WAY TYPES	TOTAL GVW INCLUDING PULLER TRACTOR= 169 t
1. Masenary Arel	bridges					
5 m				PUCABLE		-
10 m				PLICABLE		
15 m			NOT APP	PLICABLE		
2 RCC Solid/Vol	ded slab bridge	15				
5 m				HELD BY	4-3-27	
10 m						
15 m						
20 m						
3. RCC Precast/C	ast in-Situ Bea	m and Slab brid	iges - With Int. X	Girder		
10 m						-
15 m						
20 m						[December 1977]
25 m					tier by the	
4. RCC Precast/C	ast in-Situ Bea	m and Slab brid	iges - Without In	t. X Girder		turn line
10 m						I I I I I I I I I I I I I I I I I I I
15 m				57. 3	75 T B	11818111
20 m					Tell and	
25 m					Seid Co	244 1 1
5. PSC Precast/C	ast in-Situ Bea	m and Slab brid	ges - With Int. X	Girder		244
20 m				PER SERVICE		
25 m						375 9
30 m						
35 m				"Rabbasana"		TYPICAL CROSS SECT
40 m						CALM SAME MEMORIAL CO
6. PSC Precast/C	ast in-Sku Bea	m and Slab brid	ges - Without In	t. X Girder		
20 m	eta .		La contract	Unit Asset	Teachers,	
25 m					Life Control	
30 m		RIVISED.		THE PLANT OF	THE REAL	
35 m				HODGE ST	THE REAL PROPERTY.	
40 m		STREET, STREET				
7. PSC Cast in Si	tu Box Girders	type bridges				Legend:
30 m		Season Service		Paris ORE /	77-19	Sale to carry the specified load
35 m	AD SUBJECTED OF	SAL BA	Total day	The state of the state of	of all the co	
40 m						Sale to carry marked reduced GVW
45 m			500			
50 m	in the same of the	A STATE		APPLY HE AND		CWAY TYPE 1: 2 LANE SINGLE CARRIAGEWAY OF
8. PSC Precast S	egmental Box	Girders type brid	iges - With Wet .	Joint		CWAY TYPE 2: 3 LANE SINGLE CARRIAGEWAY OF
30 m			FQ P-1/10		PLICABLE	CWAY TYPE 1: 4 LANE SINGLE CARRIAGEWAY OF
35 m		Sau, S	Se Page 1	NOT AP	PLICABLE	2 LANE DUAL CARRIAGEWAY WITH
40 m				NOT AP	PLICABLE	CWAY TYPE 4: 3 LANE DUAL CARRIAGEWAY WITH
45 m				NOT AP	PLICABLE	CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITH
50 m				NOT AP	PLICABLE	
9. Composite de	cks with Steel 8	Beams and Conc	rete slab bridge	s - With Int. X G	irder	NOTES:
15 m				Children and Children	TO BUILD	1 THE ABOVE CONCLUSIONS ARE FOR B
20 m			San	Caralla Ca		2 THE OWC CAN SAFELY BE PERMITTED
25 m		The state of		950	A AN	3 THE ABOVE CONCLUSIONS ARE BASE
30 m	15005 10		Total March			4 WHEREVER REDUCED GVW IS MARKET
35 m						CALCULATED BY THE FORMULA : RAL
10. Composite d	acks with Secol	Beams and Con	crete sinh beide	es - Without let	X Girder	Where: RAL = Reduced Axie Load (in to
IV. COMPOSITE O	THE THE SALE	Laying and Con		TO STATE OF THE	To a street	5 THE TRANSPORTER SHALL TAKE PERI
15 m						THE HT LOADS OVER THE BRIDGES
15 m						
20 m						
						6 IN CASE OF STRUCTURES MARKED TO GVW OF CRITICAL OF THE TWO ADJAC



TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS

CWAY TYPE 1: 2 LANE SINGLE CARRY EWAY OR 2 LANE DUAL CAR CWAY TYPE 3: 3 LANE SINGLE CARRAGEWAY OR 3 LANE DUAL CARRAGEWAY WITH STRUCTURAL DISCONTINUITY CWAY TYPE 3: 4 LANE SINGLE CARRAGEWAY 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

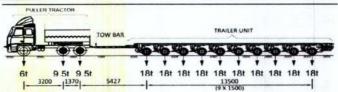
CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PRESTI 2 THE OWD 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

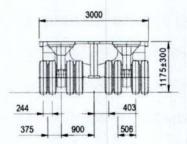
- 4 WHEREVER REDUCED GVW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE CALCULATED BY THE FORMULA: RAL = (RGVW-85) / B

 Where: RAL = Reduced Axis 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 STRUCTURE'S MARKED TO CARRY ROVW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF
- GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.



			1- 3200	1370	3427	(9 X 1500)
Span, CW type	CWAY TYPE 1	C WAY TYPE 2	C' WAY TIPE 1	C WAY TYPE 4	C WAY TYPE S	TOTAL GVW INCLUDING PULLER TRACTOR= 205 t
1. Masonary Arch					200	TOTAL GVW INCLUDING POLLER TRACTOR- 205 C
5 m	n bnoges		NOT AP	PLICABLE		
10 m				PLICABLE		1
15 m				PLICABLE		1
2. RCC Solid/Voi	ded alab beide		110114	LICHOLL		-
5 m	and State bridge		915-220-230-1	GOOD STORY	H-22-1-05-35	
10 m						
15 m	100					
15 m				5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
	and in City Co.	manufacture below	dans With Int	Ciedas		
3. RCC Precast/C	ast in-Situ Dea	and Stab Brid	ges · wan inc.	Control		-
10 m						
15 m		The second		NO. TOWN		
20 m						Territor
				A Clades		
4. RCC Precast/C	ast in-Situ Bea	m and Slab brid	ges - without i	n. A Girger		
10 m						111111111
15 m						
20 m			70.000	7470 000		444
25 m						244
5. PSC Precast/C	ast in-Situ Bea	m and Slab brid	iges - With Int.	Girder		
20 m						375 9
25 m						5.0 -1 l-°
30 m						
35 m	4- 10 A F					TYPICAL CROSS SECT
40 m						
6. PSC Precast/C	ast in-Situ Bea	m and Slab bris	dges - Without I	t. X Girder		
20 m						
25 m		Ball Charles				
30 m						
35 m						
40 m					Real Book	
7. PSC Cast in S	tu Box Girders	type bridges				Legend:
30 m						Safe to carry the specified load
35 m						
40 m		Water Park				Safe to carry marked reduced GVW
45 m						
50 m				建设建筑		CWAY TYPE 1 : 2 LANE SINGLE CARRIAGEWAY
8, PSC Precast S	egmental Box	Girders type bri	dges - With Wes			C'WAY TYPE 2:3 LANE SINGLE CARRIAGEWAY
30 m			6 6 6 6 6 6		PLICABLE	C'WAY TYPE 3 : 4 LANE SINGLE CARRIAGEWAY
35 m					PLICABLE	2 LANE DUAL CARRIAGEWAY WIT
40 m					PLICABLE	C'WAY TYPE 4: 3 LANE DUAL CARRIAGEWAY W
45 m		4 12 28 14 1	Piliting and the	NOT A	PLICABLE	C'WAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WI
50 m					PPLICABLE	
9. Composite de	cks with Steel	Beams and Con	crete slab bridg	es - With Int. X	Girder	NOTES:
15 m	W 12 W				Value 187	1 THE ABOVE CONCLUSIONS ARE FOR
20 m						2 THE OWC CAN SAFELY BE PERMITTE
25 m						3 THE ABOVE CONCLUSIONS ARE BAS
30 m			700	and the	Holes	4 WHEREVER REDUCED GVW IS MARK
35 m				Lasar (etc.		CALCULATED BY THE FORMULA : RA
10. Composite d	ecks with Stee	Beams and Co	ncrete slab brid	ges - Without In	t. X Girder	Where : RAL = Reduced Axle Load (in
15 m		13,519.6				5 THE TRANSPORTER SHALL TAKE PE
20 m	THE PARTY NAMED IN		136.5		2011.1	THE HT LOADS OVER THE BRIDGES
25 m	OH.	The same				6 IN CASE OF STRUCTURES MARKED T
30 m	200	HOSSIET	200	Protection of	E TELEVISION IN	GVW OF CRITICAL OF THE TWO ADJ
				And the latest territories and the latest territ		



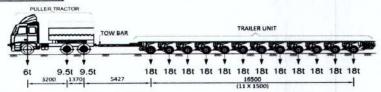
TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS

CYMY TYPE 1: 2 LANE SINGLE CARRAGEWAY OR 2 LANE DUAL CARRAGEWAY WITH STRUCTURAL DISCONTINU.
CYMAY TYPE 2: 3 LANE SINGLE CARRAGEWAY OR 4 LANE DUAL CARRAGEWAY WITH STRUCTURAL DISCONTINUTY OR
2 LANE DUAL CARRAGEWAY WITHOUT STRUCTURAL DISCONTINUTY
CYMAY TYPE 4: 3 LANE DUAL CARRAGEWAY WITHOUT STRUCTURAL DISCONTINUTY

CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

NOTES:

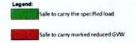
- 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH < Gm.
- 3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS / ASSUMPTIONS GIVEN SEPARATELY
- 4 WHEREVER REDUCED GWW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE CALCULATED BY THE FORMULA : RAL = (RGVW-25)/10
- Where : RAL = Reduced Axie Load (in tonnes); RGVW = Reduced Cross Vehicle Weight (in tonnes) 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFOR
- 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.



Span, CW type	C' WAY TYPE I	C WAY TYPE 2	C WAY TYPE 3	C WAYTYPE 4	C'WAY TYPES	TOTAL GVW INCLUDING PULLER TRACTOR= 241 t
Masonary Arch	September 1			The second second	1/1	
5 m			NOT APP	PLICABLE		
10 m			NOT APP	PLICABLE		
15 m			NOT APP	PUCABLE		1
2. RCC Solid/Voide	ed slab bridg	es				
5 m	Marie Vision				100000	
10 m		Full Co				
15 m			eat 5	Taran		
20 m		A Park	THE REP.			
3. RCC Precast/Ca	st in-Situ Be	am and Slab bri	dges - With Int.	X Girder		
10 m		The second		100	To the first	-
15 m	SF CAR		FWA.			
20 m						777
25 m		ALC: 1	Turki			NIV
4. RCC Precast/Ca	st in-Situ Be	am and Slab bri	dges - Without	Int. X Girder		The state of the s
10 m						I I I I I I I I I I I I I I I I I I I
15 m						118187118
20 m						
25 m	State of the		7.00	PANELS I		
5, PSC Precast/Ca	st in-Situ Be	am and Slab bri	dges - With Int.	X Girder		244
20 m			11-11-12	THE STATE OF		
25 m					o again	375 90
30 m					100 100	
35 m		8514 CAR				TYPICAL CROSS SECT
40 m	2074	2. 与西门西北		Table 1	Francisco Sa	
6. PSC Precast/Ca	st in-Situ Be	am and Slab bri	dges - Without	int. X Girder	- III (III	
20 m	P. History			3001	200	
25 m		A STATE	F 45		2301	
30 m				2000	oken.	
35 m		伊斯				
40 m				3401	2341	
7. PSC Cast in Sit	u Box Girden	s type bridges				Legend:
30 m	100	各手物學				Safe to carry the specified load
35 m			THE RES			2
40 m						Safe to carry marked reduced GVW
45 m		THE PARTY NAMED	Parlinder of		Philipping 1	
50 m		ALC: UNKNOWN				C'WAY TYPE 1:2 LANE SINGLE CARRIAGEWAY O
8 PSC Precast Se	gmental Box	Girders type br	idges - With We	t Joint		C'WAY TYPE 2 : 3 LANE SINGLE CARRIAGEWAY O
30 m				NOT AF	PLICABLE	CWAY TYPE 3: 4 LANE SINGLE CARRIAGEWAY O
35 m					PPUCABLE	2 LANE DUAL CARRIAGEWAY WITH
40 m	2871			NOT A	PPUCABLE	CWAY TYPE 4: 3 LANE DUAL CARRIAGEWAY WIT
45 m	8831	S A HEAR		10000000	PPUCABLE	CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WIT
50 m	1000				PPUCABLE	
9. Composite dec	ks with Stee	Beams and Cor	crete slab bride	es - With Int. X	Girder	NOTES:
15 m			THE REAL PROPERTY.	Production of the last		1 THE ABOVE CONCLUSIONS ARE FOR
20 m	2001					2 THE OWC CAN SAFELY BE PERMITTED
25 m	3277	English S			200	3 THE ABOVE CONCLUSIONS ARE BASE
30 m	1000	to calling	1217	arrilles a		4 WHEREVER REDUCED GVW IS MARKE
35 m	2001	Correspondentes			DATE:	CALCULATED BY THE FORMULA : RAI
10, Composite de	cks with Ste	el Beams and Co	encrete slab bris	iges - Without I	nt, X Girder	Where: RAL = Reduced Axle Load (in
15 m					1 1 1 1 1 1	5 THE TRANSPORTER SHALL TAKE PER
20 m	28				2861	THE HT LOADS OVER THE BRIDGES
25 m		2570	2164		200	6 IN CASE OF STRUCTURES MARKED TO
30 m	2361		25.01		1971	GVW OF CRITICAL OF THE TWO ADJA
35 m	7081	2377	2004	100 100	222.1	

3000 403 244 375 900 506

SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS TYPICAL CROSS SECTION SHI



AY TYPE 2 : 3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY

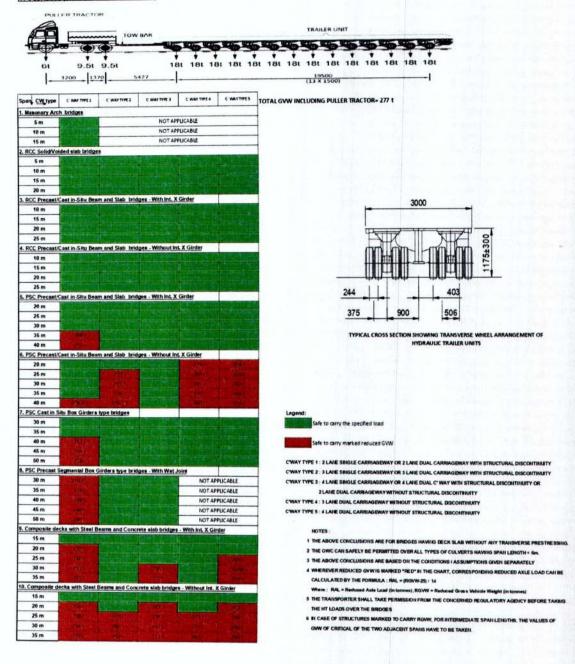
CWAY TYPE 3: 4 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL C WAY WITH STRUCTURAL DISC 2 LANE DUAL CARRAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

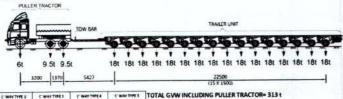
CWAY TYPE 4: 3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

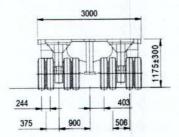
NOTES:

- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TO
- 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH < 9m.
- 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) / 12
- Where: RAL = Reduced Axle Load (in tonnes); ROVW = Reduced Gross Vehicle Weight (in tonnes) 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFO
- THE HT LOADS OVER THE BRIDGES
- 6 IN CASE OF STRUCTURES MARKED TO CARRY RGVW, FOR INTE GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.





		-	3200 1370	5427	-	_
Span -CW type	CWAYTHE 1	C'WAYTYPE 2	C'WAY TIPE 3	C WAY TYPE 4	C WAY TYPE 5	т
. Masonary Arc	h bridges					1
5 m			NOT A	PPLICABLE		1
10 m		1-10-11	NOT A	PPLICABLE		4
15 m			NOT A	PPLICABLE		4
2. RCC Solid/Vo	ded slab bridge	25				4
5 m						
10 m						ı
15 m			THE REAL PROPERTY.			ı
20 m						4
3. RCC Precast/	Cast in-Situ Be	am and Slab br	idges - With Int	X Girder		
10 m						ĕ
15 m					10 Sept.	è
20 m						4
25 m						4
4. RCC Precast	Cast in-Situ Be	am and Slab br	idges - Withou	Int. X Girder		
10 m						
15 m					in a S	ii.
20 m	Section 1					4
25 m					التصالب	4
5. PSC Precast/	Cast in-Situ Be	am and Slab br	idges - With Int	X Girder	_	
20 m						
25 m						
30 m	1027					4
35 m	A SHOP	Parameter 1				ut.
40 m	- July	Mark I			2000	
6. PSC Precast	Cast in-Situ Be	am and Slab br	idges - Withou			
20 m	and the same				9001	
25 m					1984	
30 m	100				1	а
35 m	MEE			700		
40 m	200	-			1986	
7. PSC Cast in	Situ Box Girder	s type bridges				
30 m	9111					4
35 m	220	1000				
40 m	3013			4000		Щ
45 m	000					-
50 m	2001					
8, PSC Precast	Segmental Box	Girders type b	ridges - With V			4
30 m	200	المستوال		-	PPLICABLE	4
35 m	200				PPLICABLE	-
40 m	ALC:			-	PPLICABLE	-
45 m				and a label of the	PPLICABLE	4
50 m	997				PPLICABLE	\dashv
	ecks with Steel	Beams and Co	ncrete slab bri	dges - With Int.)	Girder	
15 m						н
20 m						
25 m	273		1000	P Liberalian		Н
30 m			八型			
35 m					Annual Control of the last	
	decks with Ste	el Beams and C	oncrete slab b	ridges - Without	Int. A Garder	
15 m			To the second		Name and Address of the Owner, where	
20 m						
25 m			100			
30 m	2000		2000		+ 1	
35 m	all alone	300	E Market	90.00	CITY CHILLIANS	





CWAYTYPE 1: 2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTI CWAYTYPE 2: 3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTI

CWAY TYPE 3: 4 LANE SHOLE CARRIAGEWAY OR 4 LANE DUAL C' WAY WITH STRUCTURAL DISCON 2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTRIUITY

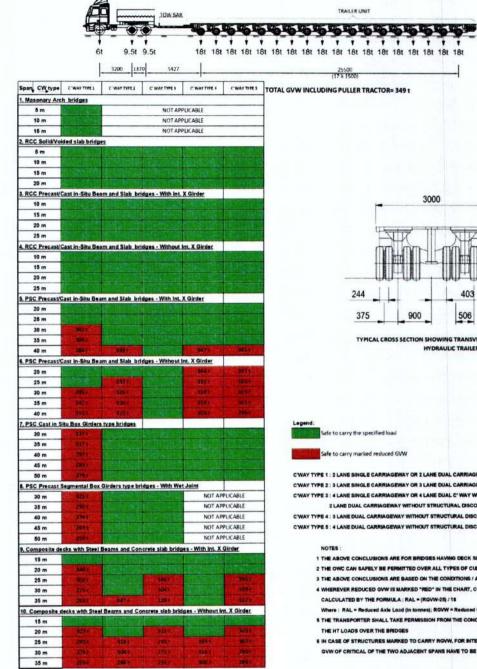
CWAY TYPE 4: 3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

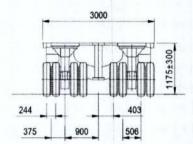
- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TR

- 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LEBSTM < 6M.
 3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS ASSUMPTIONS GIVEN SEPARATELY
 4 WHEREVER REDUCED GYW IS MARKED TRED" 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 = Re
- THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCEINED REGULATORY AGENCY BE THE HT LOADS OVER THE BRIDGES

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

PHILED TRACTOR





TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS

Safe to carry the specified load Safe to carry marked reduced GVW

TRAILER UNIT

25500 (17 X 1500)

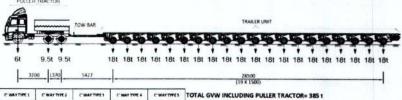
CWAY TYPE 1: 2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUE CWAY TYPE 2: 3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUE CWAY TYPE 3: 4 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL C' WAY WITH STRUCTURAL DISCONTINUITY OR 2 LANE DUAL CARRIAGEWAY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

CWAY TYPE 4: 3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

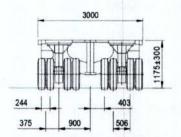
CWAY TYPE 5: 4 LANE DUAL CARRIAGENAY WITHOUT STRUCTURAL DISCONTINUITY

NOTES:

- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVER
- 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 GWW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE CALCULATED BY THE FORMULA : RAL = (RGVW-25) / 18
- Where: RAL = Reduced Axle Load (in tonnes); RGVW = Reduced Grass 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 INTER EDIATE SPAN LENGTHS, THE VALUES OF GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.



Span, CW type	C WAYTIFE 1	C'WAY TYPE 2	C'WAY TYPE 1	C WAY TYPE 4	C.MALLALE
1. Masonary Arch	bridges		-		
5 m			NOT AR	PLICABLE	
10 m				PLICABLE	
15 m				PLICABLE	
	March and the		NOT AP	PLICABLE	
2. RCC Solid/Vold	ed stab bridges				
5 m					
10 m					
15 m					
20 m					
3. RCC Precast/C	est in-Situ Bean	n and Slab brid	iges - With Int.	X Girder	
10 m					
15 m					
20 m					
25 m					
4. RCC Precast/C	ast in-Situ Bean	and Slab brid	ices - Without I	nt. X Girder	
10 m		A DESCRIPTION OF THE PERSON NAMED IN	Name of Street	The Control of the Co	EGD III
15 m				145. 3	
20 m	3 1 1 1 1 1				
25 m					
5. PSC Precast/C	st in-Situ Beam	and Slab brid	ges - With Int.	K Girder	
20 m					
25 m					
30 m	979)				
35 m		Barren			
40 m		1301		17.4764	100
6. PSC Precest/Ca	st in-Situ Beam	and Slab brid	ges - Without I	nt. X Girder	
20 m	ADD TO THE	NAME OF TAXABLE	THE STATE OF	THE REAL PROPERTY.	1000
25 m					
30 m					
35 m					
40 m					
AND DESCRIPTION OF THE PERSON			الخنب والخبار وسيرا		
7. PSC Cast in Sit	u Box Girders I	ype bridges	STATE OF THE OWNER.	THE RESIDENCE	TOTAL CONT
30 m					
35 m	***				
40 m	TIME .			\$e	
45 m	1900				
50 m	I in a				
8. PSC Precent Se	gmental Box G	irders type brid	iges - With Wet	Joint	
30 m				NOT API	LICABLE
35 m	410			NOT API	LICABLE
40 m	-			NOT APP	PUCABLE
45 m	100	1715		NOT APP	PLICABLE
50 m					PUCABLE
9. Composite dec	kn with Steel B.	ama and Core	pete siah belda		
15 m	STATE OF THE REAL PROPERTY.	THE RESERVE	THE STATE OF THE	THE REAL PROPERTY.	AND DESIGNATION.
10 m					
				A STATE OF	
25 m				18 Yes 1	
30 m	J. Marie				170
35 m	3010		VQ Mag	فستنبذ	Basin
10. Composite de	cks with Steel E	leams and Con	crete slab brid	ges - Without In	. X Girder
15 m					890
20 m	-		3884		1973
25 m	5000	MARK THE	100	1001	1000
30 m					
35 m					
- W. HI					



TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS

Safe to carry the specified load Safe to carry marked reduced GVW

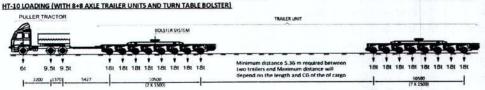
C'WAY TYPE 1: 2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY C'WAY TYPE 2: 3 LANE SINGLE CARRIAGEWAY OR 3 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONTINUITY OR 21 LANE SINGLE CARRIAGEWAY OR 4 LANE DUAL C'WAY WITH STRUCTURAL DISCONTINUITY OR C'WAY TYPE 4: 3 LANE DUAL 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

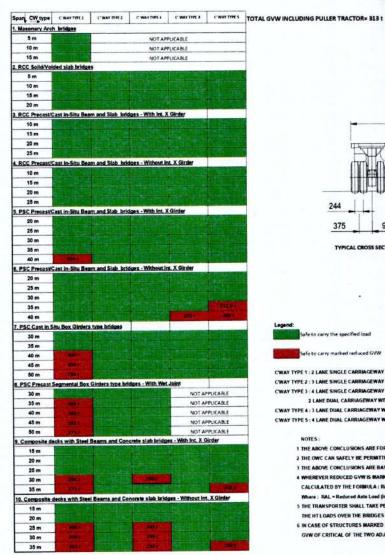
- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PRESTRESSING.

- 2 THE OWC CAN SAFELY BE PERMITTED OVER A LITYPES OF CURYETS HAVING SPAN LENGTH < 6 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 A WHEREVER REDUCED COWN IS MARKED THEO THE THE THREET AND REPORTED THE FORMULA: RAL = (ROWW-25) / 28

 Where: RAL = Reduced And Lond (in tenning EGOW - Reduced Gross Vehicle Weight (in tenning)

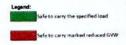
 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE TAKING
- THE HT LOADS OVER THE BRIDGES
- 6 IN CASE OF STRUCTURES MARKED TO CARRY RGVW. FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.





3000 403 244 506 375

DRAULIC TRAILER UNITS



CWAY TYPE 1: 2 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITH STRUCTURAL DISCONT

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

2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

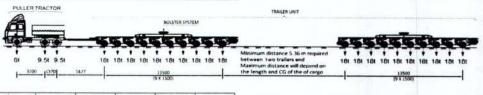
CWAY TYPE 4:3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

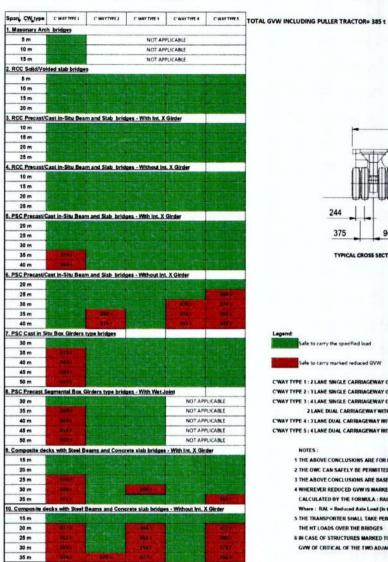
NOTES:

- 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 SPANLENGTH < 6 oz.
- 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 Axio Load (in tennes); RGVW Reduced Gross Vehicle Weight (in tennes)

 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE TAKING
- THE HT LOADS OVER THE BRIDGES

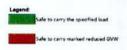
 6 IN CASE OF STRUCTURES MARKED TO CARRY RGVW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF
- GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.





3000 244 403 375 900 506

TYPICAL CROSS SECTION SHOW I SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS



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

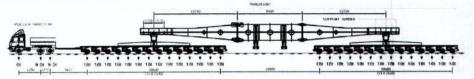
C'WAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

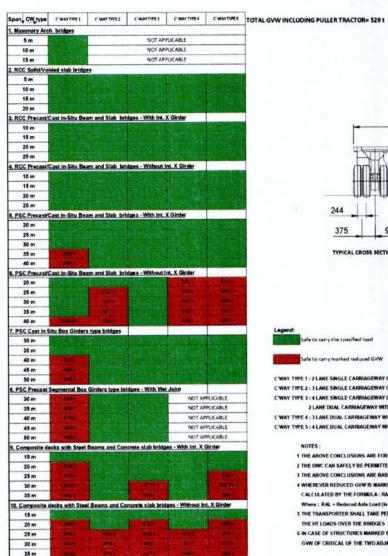
NOTES :

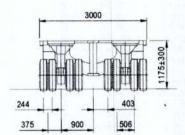
- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRANSVERSE PRESTRES
- 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH « Sin.
- 3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS / ASSUMPTIONS GIVEN SEPARATELY
- 4 WHEREVER REDUCED GVW IS MARKED "RED" 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 to

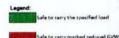
- 5 THE TRANSPORTER SHALL TAKE PERMISSION FROM THE CONCERNED REGULATORY AGENCY BEFORE TAKING THE HT LOADS OVER THE BRIDGES
- 6 IN CASE OF STRUCTURES MARKED TO CARRY RGVW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.







TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS



C'WAY 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

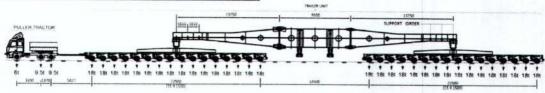
2 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

CWAY TYPE 4: 3 LANE DUAL CARRIAGEWAY WITHOUT STRUCTURAL DISCONTINUITY

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

NOTES:

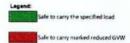
- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TRAI
- 2 THE OWC CAN SAFELY BE PERMITTED OVER ALL TYPES OF CULVERTS HAVING SPAN LENGTH < 6m.
- 3 THE ABOVE CONCLUSIONS ARE BASED ON THE CONDITIONS ASSUMPTIONS GIVEN SEPARATELY
- 4 WHEREVER REDUCED GVW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE CALCULATED BY THE FORMULA: RAL = (RGVW-25) / 28
- 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 RGWW, FOR INTERMEDIATE SPAN LENGTHS. THE VALUES OF GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.



Span, CW type	C WAY TYPE I	C WAY TYPE 2	C WAY TYPE I	C WAYTYPE 4	C'WAY TYPES	TOTAL GVW INCLUDING PULLER TRACTOR= 601 t
1. Masonary Arch	bridges			*	•	
5 m			NOT AP	PLICABLE		
10 m			NOT AP	PLICABLE		
15 m			NOT AP	PLICABLE		
2. RCC Solid/Voic	ded slab bridg	<u>es</u>				
5 m		BUTTER FOR				
10 m					94 PH.	
15 m					Parties.	
20 m						
3. RCC Precast/C	ast in-Situ Bea	am and Slab brid	iges - With Int.	X Girder		
10 m						
15 m						
20 m						114-4-2
25 m	أنظاما					
4. RCC Precast/C	ast in-Situ Bea	am and Slab brid	iges - Without	Int. X Girder		I duth low
10 m						
15 m				1 1 1 1 W		
20 m					180 (300 S.F.)	- UAIFTUA
25 m	المتناولة	والسناف		والمتراوا		244
5. PSC Precast/C	ast in-Situ Bea	m and Slab brid	ges - With Int.	X Girder		244
20 m						375 90
25 m						3/5
30 m		المسالستين				
35 m						TYPICAL CROSS SECTION
40 m	5596	加州域制度				
B. PSC Precast/C	ast in-Situ Bea	m and Slab brid	ges - Without	THE RESERVE AND PERSONS ASSESSED.		
20 m				50.24	AL DE	
25 m		ALC:		200	740	
30 m	500	57.81		3001	- 20	
35 m	5881	9821		5001	5561-	
40 m	5000	3001		5861	- P. M. F. L.	40000000
7, PSC Cast in Sit	Contract of the last of the la	type bridges				Legend:
30 m	1007					Safe to carry the specified load
35 m	500					
40 m						Safe to carry marked reduced GVW
45 m	9000					
	CASISTER .	بعددا		الخسانية	والتواك	CWAY TYPE 1: 2 LANE SINGLE CARRIAGEWAY OR
8. PSC Precast Se	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN COLUMN 1	Girders type brid	ges - with we			CWAY TYPE 2:3 LANE SINGLE CARRIAGEWAY OR
35 m	570C				PUCABLE	C'WAY TYPE 3 : 4 LANE SINGLE CARRIAGEWAY OR 2 LANE DUAL CARRIAGEWAY WITHO
40 m	1990				PUCABLE	2 LANE DUAL CARRIAGEWAY WITH C'WAY TYPE 4:3 LANE DUAL CARRIAGEWAY WITH
40 m	3022				PUCABLE	CWAY TYPE 5: 4 LANE DUAL CARRIAGEWAY WITH
45 m					PUCABLE	- WAT TIPE B: 4 LANE DUAL CAMPRAGENAY WITH
9, Composite dec	ke with Star !	Sanns and Con-	mate sigh helds	NOT APP		NOTES:
15 m	Mary 21401	and Cour	THE STAN OF ING	es - trun mt. X C		1 THE ABOVE CONCLUSIONS ARE FOR B
10 m	100	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				2 THE OWC CAN SAFELY BE PERMITTED
25 m	SINC		100		Side Law St	3 THE BOVE CONCLUSIONS ARE BASED
30 m	500		3902		Sacr.	3 THE ABOVE CONCLUSIONS ARE BASED 4 WHEREVER REDUCED GVW IS MARKED
35 m	Star					4 WHEREVER REDUCED GVW IS MARKED CALGULATED BY THE FORMULA: RAL
10. Composite de		Beams and Con		ces - Without In	Y Girder	Where: RAL = Reduced Axie Load (in to
15 m	AND MICH STREET	Syams and Con-	a sie siab brid	243 - HAROUT IN	A Guider	5 THE TRANSPORTER SHALL TAKE PERM
20 m			CONTRACT OF		1000	THE HT LOADS OVER THE BRIDGES
25 m		SWE	5021		344	6 IN CASE OF STRUCTURES MARKED TO
30 m	4871	4994	440 t	\$801	Salt	GVW OF CRITICAL OF THE TWO ADJAC
35 m	4501	300	444	1000		orn or content or the tho aband
		The second secon	The second second	The second secon		

3000 244 403 375 900

TYPICAL CROSS SECTION SHOWING TRANSVERSE WHEEL ARRANGEMENT OF HYDRAULIC TRAILER UNITS



C'WAY 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 DISCO

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

- 1 THE ABOVE CONCLUSIONS ARE FOR BRIDGES HAVING DECK SLAB WITHOUT ANY TR
- 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 GWW IS MARKED "RED" IN THE CHART, CORRESPONDING REDUCED AXLE LOAD CAN BE CALCULATED BY THE FORMULA : RAL = (RGVW-25) / 4
- 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 RGYW, FOR INTERMEDIATE SPAN LENGTHS, THE VALUES OF
- GVW OF CRITICAL OF THE TWO ADJACENT SPANS HAVE TO BE TAKEN.

CHART SHOWING ADEQUACY OF THOSE STRUCTURES WHICH ARE DESIGNED FOR SV LOADING OF IRC:6 FOR SAFELY ALLOWING PASSAGE OF VARIOUS LOAD COMBINATIONS OF OWNC ON MHT UNDER DIFFERENT LOADING ARRANGEMENTS CLASSIFIED AS HT-1 TO HT-13

Sr. No.	CATEGORY LOADING	HT-1	HT-2	HT-3	HT-4	HT-5	HT-6	HT-7	HT-8	HT-9	HT-10	HT-11	HT-12	HT-13
1	All types of simply supported bridges of any span length designed for SV loading as per IRC:6						lyeldself Springer							
2	All other types of Bridges designed for SV loading as per IRC:6													
3	Bridges designed for SV loading of IRC:6 but Identified as distressed or visually Distressed or marked distressed in the Portal.													

Legend:



Safe to carry the specified HT loading

Particular Type of HT loading is not permitted and should be checked for adequacy of particular type of bridge to carry specific type of HT loading

Note: for details of Various combinations of HT Loading and other norms, conditions and controls for allowing OWC/ODC Refer MORTH circular No. 27.10.2025

Win

Page 24 of 30

(Reference Para 9.1 of circular)

Registration form of applicants

1 Name of Consignor/Consignee/Transporter

Proprietorship/Partnership/ Registered Company/Central Government Department/State Government Department

- 2. Applicant Type
- 3 Address Plot No.
- 4 Address Street Name
- 5 Address Area
- 6 City
- 7 Pincode
- 8 Contact Person
- 9 Designation
- 10 Contact Number
- 11 e-mail ID
- 12 PAN
- 13 GSTIN, if applicable

Document towards address proof and PAN

- 14 card/GSTIN certificate shall be uploaded.14 (a) Applicant PAN
 - 14 (b) Applicant GSTIN, (if applicable)
 - 14 (c) Contact Person (Adhar Card/Voter id)
 - 14 (d) Applicant Address Proof

Note: Applicant address must be as appearing in the Firm/Company GSTIN/PAN.

Reference Para 9.2 of circular

Consignment details

- 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
- 18. Consignment Dimensions (in meters) Length Width Height
- Consignment Weight incl. packing weight, if any) in Tonnes
- 20. Transporter id on ODC Portal
- 21.

 Declaration on the letterhead of the consignor/consignee stating above details, duly signed by competent person of the Consignor/consignee shall be uploaded.

man

[Reference 9.3 of circular]

Application Reference Number

HT type				
Puller Tractor Registration No.	System to 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				
Expiry of insurance				
Modular Hydraulic Trailer Registration Number (separately for each module)	System to 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, if any				
Attachment weight				
Overall Dimensions of MHT combination with Puller Tractor and consignment (meter)	L: W:	H:		
Driver License Number	System to retrieve details from Ministry's SARATHI database based on DL number			
Driver Name				
Father's Name				
Driver address				
Expiry date of DL				

Authorised to drive heavy transport vehicle	Yes/No System to verify & display & permit only Driver holding valid DL for Transport Vehicle			
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	upto 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 every 100 kms. of overall journey			
Total Journey Distance (kilometer)				
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				

ONLINE SELF DECLARATION (Reference para 9.2 and 9.4 of circular)

(a) At the time of start of uploading of request by the consignor/consignee

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.

(b) At the time of updating the vehicle and driver details by the nominated transporter

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

(c) Post completion of the trip by the transporter

Within 15 days from the date of reporting at the destination.

I/we hereby declare that I/we have completed the journey on dated	 without
any damage to public Bridge Structure/Road.	

WIA

Page 29 of 30

Reference Para 9.5 of circular

Conditions of Movement of OWC/ODC

- 1. The system will check for any additional bridge structure which may have been uploaded in the portal during the period of online processing of the application and payment of prescribed fee prior to the physical movement. In case any new unfeasible bridge structure has been uploaded during such period, the transporter shall take a detour to avoid the said bridge structure.
- 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 per axle row weight for any axle row should not be more than 18.0 ton (180.0 kN).
- 4. The system shall trigger a copy of the online permission so granted by the system to all concerned field officials of MoRT&H/NHAI/NHIDCL at the time of grant of permission. 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 personnel of the transporter only and at that time no other vehicle be allowed to ply on the bridge. The bridge structure shall be visually inspected by responsible personnel of the transporter before and after the movement over the bridge structure and any distress/abnormality, if noticed shall be immediately reported to the concerned field officials of MoRT&H/NHAI/NHIDCL over email.
- **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 of the bridge/structure.
- **9.** The consignment shall be placed in such a way over the MHT so as to result into uniform distribution of consignment load over all MHT axles rows of the combination.
- 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 ensured when water current is minimum. Special care shall be taken during monsoon season.

Kra