

SECTION 134 – TANK ROUTES AND HARD STANDINGS

Temporary Routes and Detours

2831. Cross country tracks and detours should be about 40 ft wide to avoid damage through “tracking” Earth surfaces need constant maintenance. Protection of normal roads

2832. **Incidence of Damage.**

- a. Abrasion by tracks damages rough surfaces more than smooth ones.
- b. The most serious damage occurs where slewing ins necessary.
- c. In wet conditions a tank passing from an earth surface onto a surfaced road may deposit several tons of mud on the road surface. Greasy mud on a hard surface is a prime cause of traffic accidents, and it may also lead to deterioration of the pavement.

2833. **Turning Mats.** Turning mats should be provided at all points where tracked vehicles have to slew, especially on approaches to a bridge or rafting site, and where a detour joins a surfaced road.

Strict control is required to ensure that vehicles swing only on the prepare mat.

Paved or concrete mats should be used where possible. Sleepers or hardcore are satisfactory, but they require constant maintenance.

2834. **Mud Removal.** Tracked vehicles should be permitted to debouch onto surfaced roads only at selected points, which must be clearly marked. If possible, they should pass through an artificial water splash, or over ramps joined by a strong steel grid, just before reaching the road. The most practical method will often be to provide mud clearance maintenance parties at junctions.

Special Routes and Standings

2835. For regular use by tracked traffic the surface should be as smooth and as close-textured as possible. Surface dressing with stone chippings does not improve resistance to wear.

2836. **Bituminous Surfacing.** Only hard binders should be used, preferably 10 to 40 PEN. On a sound base a thickness of $1\frac{1}{2}$ ins of good quality surfacing will take all classed of tracked vehicles, if the material is hard and the surface smooth.

2837. **Concrete.** To carry sustained heavy tracked traffic, the top 2 ins of a concrete pavement should be of the best concrete that it is possible to provide.

2838. **Special Areas.** Exceptionally heavy wear is likely in tank depots, on the aprons of garages and workshops, in narrow gateways, and on permanent parking areas. The best form of pavement is a $1\frac{1}{2}$ in carpet of rolled asphalt or dense tar surfacing, laid on high quality concrete. In operational areas a concrete pavement is more likely to be used, but it must be carried on a uniform and stable subgrade. If any doubt exists about the subgrade, reinforced concrete should be used.