

Surface Transportation  
CONVOY COMMANDERS GUIDE

**History.** This is the initial printing of USARC Pamphlet 56-1.

**Summary.** This pamphlet provides convoy commanders a reference for convoy procedures while operating military vehicles over public highways.

**Applicability.** This pamphlet is applicable to the United States Army Reserve (USAR) when conducting convoy operations within the USARC area of responsibility. This document replaces previously published CONUSA guidance.

**Interim changes.** Interim changes to this pamphlet are not official unless authenticated by the Deputy Chief of Staff, Information Management (DCSIM). Users will destroy interim changes on their expiration date unless superseded or rescinded.

**Suggested Improvements.** The proponent of this pamphlet is the Deputy Chief of Staff, Logistics (DCSLOG). Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank

Forms) directly to Commander, USARC, ATTN: AFRC-LGT-T, 1401 Deshler Street SW, Fort McPherson, Atlanta, GA 30300-2000.

FOR THE COMMANDER:

ANTONIO M. TAGUBA  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

*Signed*  
THOMAS C. MAIELLO, JR.  
Colonel, GS  
Deputy Chief of Staff  
Information Management

**DISTRIBUTION:** B

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**1. Purpose**

To provide convoy commanders a reference for convoy procedures while operating military vehicles over public highways. This pamphlet is designed to be an easy-to-use reference in planning, organizing, operating an administrative and tactical motor vehicle convoy. It does not take the place of current Army regulations, but it

summarizes many of their major points for reference if planning time is short or if you are in the field.

**2. References**

Required and related publications are listed in appendix A.

### 3. General

a. Commanders of each element of a convoy should have a copy of this pamphlet in their possession whenever engaged in convoy operations.

b. Key personnel are to be familiar with instructions contained in this pamphlet, publications listed in section I of appendix A and in particular, AR 190-11 and USARC Pam 190-1, pertaining to the movement of sensitive equipment and material.

### 4. Convoy commanders responsibility

a. Prior to departure:

(1) Ensure that all drivers are properly trained and licensed.

(2) Ensure that all personnel, drivers, assistant drivers, and vehicle commanders are fully briefed on the route of march, traffic regulations, speed, control procedures, critical points, bivouac sites, and driver responsibility. Emphasize the drivers responsibility to operate vehicles in a safe manner and to share the highway with others.

(3) The convoy commander is to assign an officer or NCO as "Vehicle Commander." Vehicle commanders, along with vehicle operators, must inspect their vehicle prior to departure of the convoy to ensure that it is safe to operate under both administrative and/or tactical conditions. The vehicle commander has the responsibility of enforcing proper motor march discipline to include making sure personnel are in proper uniform at all times. The vehicle commander must ensure that all passengers are contained within the cargo or personnel carrying position of the vehicle (not hanging out windows, over the sides of the vehicle, sitting on the tailgate or sides of the vehicle).

(4) Provide vehicle operators with a listing of enroute Government installations/facilities where maintenance, fuel, lubrication and other automotive services can be obtained.

(5) Complete actions outlined in checklist at appendix C.

b. Enroute:

(1) Use routes for which clearance was obtained. No deviation is to be made unless so directed/coordinated with proper authority.

(2) Report promptly all accidents or incidents in accordance with paragraph 7.

(3) Ensure that halts are made only at approved rest areas. It is essential that all rest areas are thoroughly policed after use. Prevent littering of right-of-way or bivouac area. Throwing or discarding of any material along the route is prohibited.

(4) Maintain proper distance between vehicles. On other than controlled-access roads, a minimum of 150 meters must be maintained in rural areas and a minimum of 50 meters in urban areas. Where possible, and when close column control is not essential, infiltration must be used or vehicle spacing of at least 200 meters should be maintained on interstate and other controlled access

highways. When greater distances are required or posted by state authority (e.g., certain routes in Tennessee require a minimum of 300 meters between trucks), that authority must apply.

(5) Ensure that all operators comply with traffic rules, authority and regulations. Comply with convoy speed limits at figure 4. Posted limits are not to be exceeded at any time. This includes vehicles which are attempting to catch-up. Convoy speed should be adjusted according to local traffic and weather conditions. Personnel operating the M998 HMMWV series vehicles or the M 923/924 5-ton Tactical Cargo vehicle are not to exceed 45 MPH at any time during convoy or attempt to catch up to the convoy.

Maximum Controlled Access Highway Speeds and Distance		
All Trucks/Lead Vehicles	50 mph	200 meters
Catch Up Speed	55 mph	200 meters
Maximum Conventional Highway Speeds and Distance		
All Trucks/Lead Vehicles	40 mph	150 meters
Catch Up Speed	45 mph	150 meters
Tracked Vehicle Speed	25 mph	150 meters

**Figure 4. Convoy Speed Limits**

(6) Ensure that explosives and hazardous material are properly secured, vehicles are inspected and marked or placarded as required, and have convoy emergency highway warning kits present. A DD Form 626 Motor Vehicle Inspection (Transporting Hazardous Material), DD Form 836 (Special Instruction for Motor Vehicle Drivers), must be completed prior to departure, (AR 385-55 and AR 55-355).

### 5. Placement of vehicles within the convoy

a. Location of vehicles should be planned to reduce delay and confusion at the staging area. Factors which should be considered include:

(1) Ease of integration of sections/platoons at the staging area and SP.

(2) Ease of control during convoy operations.

(3) Ease of separation of section/platoon vehicles at SP.

(4) Ease of integration of convoy into tactical perimeter at RP.

b. Consideration should also be given to the following convoy operating factors:

(1) Command/control vehicles with radios distributed throughout the convoy to facilitate communication if separated.

(2) Slowest vehicles (heaviest load, slow maximum speed) placed forward since the slowest vehicle sets the pace for the entire convoy.

(3) If the convoy contains vehicles which are transporting explosives or hazardous cargo, these vehicles must stop before crossing railroad tracks. All persons and drivers must be alert for these stops.

(4) Ensure that a knowledgeable person is in the lead vehicle who would know how to adjust the

convoy speed after any slowdown/bottleneck. The importance of this consideration can not be over emphasized because a failure to allow the rear of the convoy to “close up” causes more control problems than any other factor. The front of the convoy must slow down to allow the rear vehicles to catch up without exceeding the “catch up speed.” Remember, the acceleration of heavy vehicles from a stop will dramatically extend the time necessary for these vehicles to close on the front section of the convoy.

Also, remember that those drivers in the rear section of the convoy will begin to panic after several minutes and will naturally speed up to close on the front section. Avoid this situation by keeping the front section at the minimum safe speed until the convoy is completely through the bottleneck and regrouped.

(5) Maintenance and medical vehicles should be placed near the rear of convoy to allow quick access to the entire column without having to turn around.

(6) A major risk in convoing is if a commercial vehicle comes upon a slow moving convoy from the rear and rear-ends the last vehicle. Because of this risk, the last vehicle should be at least one ton and carry no cargo compartment passengers. A 5 ton wrecker is excellent for this purpose.

#### **6. Convoy marking and identification** (AR 55-29, para 6 and 7).

a. Lead vehicle. Must be equipped with a blue flag (NSN 8345-00-543-6912) and an 8” x 50” sign with a 3/8” border inserted 3/8” from the signs edge. The legend should read “CONVOY FOLLOWS” or “CONVOY COMMANDER.” The legend must be 4” high on one side. The sign can be mounted directly below the windshield or on the lower front of the vehicle and the flag on the left side.

b. Convoy commander’s vehicle. Must be equipped with a black/white flag (NSN 8345-00-543-6911) plus a sign as described in paragraph 6a.

c. Last vehicle. Should be equipped with a green flag (NSN 8345-00-543-6913) and a 16” x 50” sign with a 3/8” border inserted 3/8” from the sign’s edge. The legend should read “CONVOY AHEAD” or “CONVOY COMMANDER.” The legend must be 5” high in one or two lines.

d. All signs must have the same color combination, have yellow reflective background and have black legends and borders.

e. Every convoy vehicle should be marked with the Convoy Clearance number. The number must be placed on both sides and front of each vehicle. Elements or serials may be identified by adding a letter behind the convoy number.

f. Convoy vehicles required to operate at night or during periods of reduced visibility are to be marked with an “L” shaped symbol at the lower corners of the vehicles’ tailgates. The symbol must be composed of vertical and horizontal shapes each 12” long and 2” wide

and made of reflective tape, paint or other material. The length and placement of these markings may be governed by vehicle variations and safety considerations.

g. Convoy vehicles transporting ammunition and explosives are to be marked with appropriate fire symbols IAW TM 9-1300-206.

h. Each serial or convoy element should be marked IAW paragraph 6a, b and c.

#### **7. Army motor vehicle accidents**

In the event of a motor vehicle accident, the following actions are to be taken by the senior officer or NCO at the scene:

a. Assist the injured personnel immediately.

b. Contact local, state and military police (if available) for assistance.

c. Ensure that Army/civilian motor vehicle accidents or property damage exceeding \$700 and resulting in personnel injury or lost time, is reported by the driver using Standard Form 91, Operator Report of Motor Vehicle Accidents.

d. After receipt of Standard Form 91, the driver’s commanding officer is to be responsible for the preparation and submission of DA Form 285, U.S. Army Accident Investigation Report, through appropriate command channels within 10 working days. (AR 385-40 and FORSCOM Suppl 1 to AR 385-40)

e. Report all accidents involving military fatalities by telephone (by the senior person at the scene) to the Casualty Area Commander (AR 600-10 as amended) or RSC Safety Manager for that RSC. Telephone number and personnel to contact should be provided by whoever is the issuing authority for convoy permits. Collect commercial calls are authorized. The following information must be furnished:

- (1) Name of the deceased.
- (2) Service number/SSN.
- (3) Grade or rank.
- (4) Organization.
- (5) Location of deceased’s military records.
- (6) Place of death.
- (7) Time of death.
- (8) Location of remains.
- (9) Brief description of the circumstances of death.
- (10) Name and address of relatives notified by civil authority.
- (11) Name, rank, and organization of person making report.
- (12) Telephone number at which the reporting or other responsible person can be reached.

#### **8. Wrecker/emergency roadside repair service**

a. Disabled vehicles must be moved a sufficient distance off the roadway so as not to present a hazard to road traffic. Disabled vehicles are not to be left unattended if assistance must be obtained from other sources.

b. Maintenance enroute is performed by drivers and the maintenance crew. Driver and organizational maintenance personnel need to make roadside repairs only within the limits of their capability.

c. The maintenance vehicle carrying the mechanics has to be the last vehicle in the convoy and special instructions must be provided on recovery repair procedures. A tow bar must be on hand and used when a wrecker does not accompany the convoy. The trail vehicle must be a ton or larger and equipped with multipurpose fire extinguishers and an emergency Road Warning Kit.

d. Recovery or emergency roadside repair of disabled vehicles may be requested from the nearest installation or activity, to include installations of other service; Army Reserve Centers, and Area Maintenance Support Activities (AMSAs). Location and telephone numbers of the above activities along the route should be provided by the DMC, installation or activity furnishing convoy clearances or special operating permits. (see appendix B)

e. Use of a Government credit card or DA Form 3953, Purchase Order-Invoice-Voucher, is authorized for emergency local (commercial) roadside repairs for tactical vehicles, including towing when necessary, when the following conditions exist:

- (1) Convoy commander does not have the organic capability for required repairs.
- (2) Breakdown occurs more than 50 miles from a military installation or activity having adequate repair facilities.
- (3) Continued operation will result in further damage to the vehicle.

f. Convoy commanders should normally contact the nearest AMSA for maintenance assistance. The AMSA shop locations are contained in appendix B to this pamphlet. Wrecker and weekend emergency repair service should be provided by the AMSA on an "on call" basis. Coordination is to be made by the convoy commander with the AMSA supervisor prior to conducting convoy operation. Emergency support may also be requested from the nearest military service when not within the capability of AMSA.

## 9. Medical treatment

a. When a medical officer or aide is in the convoy, they are to be used to the fullest extent to treat all members of the convoy who are injured or become ill. Medical vehicles should be placed to the rear of the convoy. If the vehicle used is not a designated ambulance, a covered vehicle must be used. When medical care by assigned or attached personnel is not practicable, Government or commercial medical facilities should be used in the following priority:

- (1) Uniformed service medical treatment facility.
- (2) Other Federal medical treatment facility, i.e., Veterans Administration or Public Health.

(3) Civilian medical treatment facility for emergency or when facilities indicated in (1) or (2) are not available.

b. When a civilian medical facility is used, the commander of the Medical Department Activity (MEDDAC) who has area responsibility for support are to be notified. Area responsibility for medical support is contained in AR 40-3.

c. A Line of Duty Determination must be completed IAW AR 600-33.

## 10. Transportation of explosives or dangerous cargo

a. Drivers of military vehicles transporting explosives or other dangerous cargo must be fully qualified and properly instructed in safety requirements and other pertinent regulations (AR 55-29, AR 55-355 and TM 9-1300-206).

b. All vehicles transporting explosives or other dangerous cargo must come to a complete stop before crossing railroad tracks. Commanders of convoy elements that include vehicles transporting explosives must adjust speeds when the convoy route crosses railroad tracks in order to maintain proper intervals between vehicles.

c. Vehicles transporting oxygen, acetylene, or other compressed gases, either as cargo or as maintenance equipment, are prohibited from using tunnels. If your convoy contains vehicles with these materials, you must designate an alternate route for these vehicles.

d. Motor vehicles used to transport Class A or B explosives or other dangerous cargo must have two properly filled multipurpose 10 BC fire extinguishers of the type conforming with Underwriters Laboratory. Fire extinguishers must be inspected and mounted IAW TM 9-1300-206 to ensure full capacity and should contain a label which conforms with Underwriters Laboratory or equivalent. All drivers and other employees handling explosives and other dangerous articles are to be properly trained in the prescribed method of operating fire extinguishers and must be instructed in the most effective measures to be taken for protection of Government property and equipment in the event of a fire.

c. Additional instructions related to hauling explosives and other dangerous articles, including vehicle inspection, special hauling permits, and safety are contained in AR 55-29.

## 11. Turnpike/thruway procedures

Convoy commanders are to be familiar with the provisions of AR 55-29 prior to departure and must ensure procedures outlined are complied with whenever operating over turnpikes, freeways, thruways, and other modern high speed limited access highways (see Convoy Commander's checklist concerning tolls).

## 12. Convoy hazards

Most convoy accidents are caused by -

- a. Lack of proper planning and preparation.
- b. Inexperienced drivers who are not sufficiently trained and tested (must also have adequate qualified relief drivers).
- c. Failure to properly brief the drivers on the route, conditions anticipated, key points of operational safety, and convoy discipline including obedience to local civil traffic regulations.
- d. Failure to supervise the convoy while enroute with respect to maintaining safe speeds, driving conditions, proper spacing, observing traffic lights/signs, etc.
- e. Most accidents occur in urban traffic under police escort. Caution may be superseded by the local law enforcement authorities in order to clear the convoy through the city with minimum delay.
- f. Failure of commanders/supervisors to continuously check drivers for fatigue (ensure driver rotation).
- g. The driver's lack of knowledge/skill. It is evident in accidents where the driver:
  - (1) Fails to adjust his/her speed and spacing (allowing for wet streets or icy road surfaces).
  - (2) Fails to employ proper technique in preventing or recovering from a skid.
  - (3) Fails to slow down before returning to paved portion of the roadway after dropping/running off the road.
  - (4) Lock the wheels when braking thereby losing directional control instead of using the recommended pumping action.
  - (5) Fails to allow for the added force and weight of trailers being towed, especially by short wheel-base vehicles, when quick stops are necessary.
  - (6) Fails to shift down at the crest of hills or steep grades, particularly when pulling trailers or other towed loads.
  - (7) Fails to allow for the distance required in sudden stops at various speeds. This factor is especially important for vehicles used in moving heavy towed loads.
  - (8) Fails to react safely and quickly to vehicles braking ahead (following too close, day dreaming, etc.).
  - (9) At rest stops, fails to inspect beneath his/her vehicle for sleeping personnel.
  - (10) Fails to mark vehicle with flags and signs as specified in AR 55-29, paragraph 7a through e and this pamphlet, paragraph 6.
  - (11) Fails to use tow bars in moving disabled vehicles. This is a must with vehicles equipped with air brakes.
  - (12) Fails to provide adequate ventilation in truck cabs and cargo compartments transporting personnel.
  - (13) Fails to maintain operating efficiency of braking systems on trailers or towed loads.

## 13. Stopping distance

All drivers, prior to departure, should observe stopping distance demonstrations as part of their orientation. Impress upon each driver the absolute necessity of maintaining safe and sufficient following distance (one vehicle length between vehicles) for the speed, road grade, and conditions existing.

## Appendix A References

### Section I

#### Required Publications

AR 55-29	Military Convoy Operations in CONUS
AR 55-113	Movements of Units within the Continental United States
AR 140-15	Maintenance of Equipment (Army Reserve)
AR 55-162	Permits for Oversize/Overweight, or other special Military Movements on Public Highways in the United States
AR 190-5	Motor Vehicle Traffic Supervision.
AR 190-11	Physical Security of Arms, Ammunition & Explosives, w/USARC Suppl 1
AR 385-40	Accident Reporting and Records
AR 385-55	Prevention of Motor Vehicle Accidents
AR 600-55	The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing) .
TM 9-1300-206	Ammunition and Explosives Standards
Hazardous Material, 49 CFR, Parts 100 to 177	(Transportation)
North American Emergency Response Guidebook	
USARC Pam 190-1	Physical Security Program

### Section II

#### Related Publications

AR 600-55	Motor Vehicle Driver Selection, Testing and Licensing
TM 21-305	Manual for Wheeled Vehicle Driver
FM 55-30	Army Motor Transport Units and Operation
FM 55-312	Military Convoy Operations in CONUS
TM 38-250	Preparation of Hazardous Cargo

**Appendix B**  
**Area Maintenance Support Activities (AMSA)**  
**Phone Numbers**

**63rd RSC**

AMSA 13	
Stockton, CA	(209) 944-0412/13
AMSA 14	
Fresno, CA	(209) 268-3592
AMSA 16	
Los Alamitos, CA	(310) 795-2280/82
AMSA 18	
Fort Huachuca, AZ	(520) 533-3607
AMSA 19	
San Bernardino, CA	(909) 386-5331
AMSA 29	
Oceanside, CA	(619) 725-2026
AMSA 30	
Dublin, CA	(501) 828-8335/1474
AMSA 32	
Van Nuys, CA	(818) 901-4810/11
AMSA 85	
Oakland, CA	(510) 466-3634
AMSA 85	
Marina, CA	(408) 583-1075
AMSA 94	
Bell, CA	(213) 260-5182/83
AMSA 96	
Phoenix, AZ	(602) 423-0281
AMSA 98	
Sacramento, CA	(916) 381-5211/12

**65th ARCOM**

AMSA 161	
Fort Buchanan, PR	(787) 277-2286/94

**70th RSC**

AMSA 79	
Fort Lawton, WA	(206) 281-3057/058
AMSA 80	
Yakima, WA	(509) 576-0913
AMSA 82	
Vancouver Barracks, WA	(360) 694-8281/8541
AMSA 137	
Tacoma, WA	(206) 572-7938/54

**77th RSC**

AMSA 4	
New Windsor, NY	(914) 563-3252
AMSA 8	
Schenectady, NY	(518) 355-0425
AMSA 12	
Flushing, NY	(718) 352-5784
AMSA 21	
Edison, NJ	(908) 985-2534
AMSA 76	
Niagara Falls, NY	(716) 297-7200
AMSA 81	
Liverpool, NY	(315) 451-6926

**81st RSC**

AMSA 44	
Jacksonville, FL	(404) 363-5445/46/47
AMSA 46	
Macon, GA	(912) 738-3026
AMSA 47	
Miami, FL	(305) 953-0416
AMSA 51	
Tampa, FL	(813) 837-2298
AMSA 52	
Tallahassee, FL	(904) 576-4915
AMSA 53	
Tampa, FL	(813) 877-3159
AMSA 54	
Augusta, GA	(706) 481-1577/76
AMSA 55	
Palatka, FL	(904) 329-5485
AMSA 70	
Louisville, KY	(502)454-1313
AMSA 71	
Fort Thomas, KY	(606) 441-3211
AMSA 121	
N. Charleston, SC	(803)767-0461
AMSA 122	
Charlotte, NC	(704)342-5167
AMSA 127	
Greenville, SC	(803) 235-8357
AMSA 128	
Morehead City, NC	(919) 726-5071
AMSA 141	
Birmingham,AL	(205)226-8558
AMSA 142	
Chattanooga, TN	(615) 493-7946
AMSA 143	
Fort Rucker, AL	(334) 255-9094
AMSA 144	
Greenwood, MS	(601)453-1666
AMSA 145	
Huntsville, AL	(205) 535-6235
AMSA 146	
Jackson, MS	(601) 355-7113
AMSA 147	
Kingsport, TN	(615) 245-4006
AMSA 148	
Knoxville, TN	(615) 549-5076
AMSA 149	
Laurel, MS	(601) 425-4331
AMSA 150	
Memphis, TN	(901) 320-1673
AMSA 151	
Mobile, AL	(205) 470-1499
AMSA 152	
Montgomery, AL	(334) 244-5630
AMSA 154	
Nashville, TN	(615) 354-2535
AMSA 158AL	
Anniston, AL	(205) 231-9266

AMSA 164		AMSA 118	
Lexington, KY	(606) 254-0262	Washington, IA	(319) 653-5231
AMSA 166		AMSA 157	
Greenville, NC	(919) 752-7338	Springfield, MO	(417) 865-3505
<b>88th RSC</b>		AMSA 159	
AMSA 03		St Louis, MO	(314) 263-3406
Canal Fulton, OH	(330) 854-6155/4076	<b>90th RSC</b>	
AMSA 22		AMSA 005	
Fort Snelling, MN	(612) 725-5160/515	Seagoville, TX	(214) 287-3306
AMSA 25		AMSA 007	
Duluth, MN	(218)727-1464	Corpus Cristie, TX	(512) 937-1407
AMSA 45		AMSA 009	
Orland Park, IL	(708) 349-2991/2994	Texarkana, TX	(903) 832-8695
AMSA 48		AMSA 11	
Bartonville, IL	(309) 633-4307/08	Lubbock, TX	(806) 740-3990
AMSA 49		AMSA 20	
Milwaukee, WI	(414) 438-6205	Broken Arrow, OK	(918) 258-7755
AMSA 56		AMSA 26	
Columbus, OH	(614) 692-2022	Austin, TX 78781	(512) 459-7080
AMSA 58		AMSA 34	
Fairborn, OH	(513) 878-2151	Albuquerque, NM	(505) 292-4660
AMSA 59		AMSA 73	
Kingsmills, OH	(513) 683-1317	Houston, TX	(713) 466-3289
AMSA 101		AMSA 77	
St Joseph, MN	(320) 363-7971	Beaumont, TX	(409) 833-8278
AMSA 111		AMSA 95	
Faribault, MN	(507) 334-7513	N. Little Rock, AR	(501) 771-7911
AMSA 134		AMSA 97	
Livonia, MI	(313) 427-1683	New Orleans, LA	(504) 282-6438
AMSA 135		AMSA 68	
Battle Creek, MI	(616) 962-2622/2950	Lincoln, RI	(401) 331-1380
AMSA 136		AMSA 69	
Muskegon, MI	(616) 728-1530	Milford, CT	(203) 878-6829
AMSA 138		AMSA 72	
Fort Sheridan, IL	(847) 263-1153/118	Windsor Locks, CT	(203) 623-9265
AMSA 165		<b>94th RSC</b>	
Monclove, OH	(419)868-3921/206	AMSA 160	
<b>89th RSC</b>		Manchester, NH	(603) 668-6359
AMSA 28		AMSA 163	
Waterloo, IA	(319) 233-4853	Rutland, VT	(508) 584-4863
AMSA 35		<b>96th RSC</b>	
Omaha, NE	(402) 977-4456	AMSA 100	
AMSA 36		Denver, CO	(303) 371-1009
North Platte, NE	(308) 532-7735	AMSA 74	
AMSA 38		Fort Missoula, MT	(406) 728-0456
Wichita, KS	(316) 681-1759	AMSA 75	
AMSA 39		Billings, MT	(406) 652-6928
Topeka, KS	(913) 235-1012	AMSA 108	
AMSA 40		Bismark, ND	(701) 233-8607
Parsons, KS	(316) 421-9430	AMSA 119	
AMSA 57		Ogden, UT	(801) 399-7438
Belton, MO	(816) 348-2655	<b>99th RSC</b>	
AMSA 115		AMSA 23	
Sioux City, IA	(712) 276-7516	Willow Grove, PA	(215) 443-1654
AMSA 117			
Des Moines, IA	(515) 284-6148		

AMSA 31	
Newtown Square, PA	(610) 558-0676
AMSA 83	
Baltimore, MD	(410) 789-6583
AMSA 84	
Lewes, DE	(302) 645-6629
AMSA 89	
Galax, VA	(540) 236-1279/3124
AMSA 90	
Richmond, VA	(804) 271-6061
AMSA 9	
Fort Belvoir, VA	(703) 806-5135
AMSA 102	
Clarksburg, WV	(304)624-6428
AMSA 104	
Greensburg, PA	(412) 834-8960
AMSA 105	
Pittsburgh, PA	(412) 693-1800

AMSA 106	
Punxsutawney, PA	(814) 938-5191
AMSA 107	
Charleston, WV	(304) 776-7857
AMSA 109	
Valley Grove, WV	(304) 547-1311
AMSA 110	
New Castle, PA	(412) 658-6653
AMSA 112	
Lockhaven, PA	(717) 769-7472
AMSA 113	
Greencastle, PA	(717) 597-7102
AMSA 114	
Parkersburg, WV	(304) 428-7637
AMSA 116	
Reading, PA	(610) 777-5242

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## Appendix C

### Convoy Commanders' Pre-Trip Guidance

#### C-1. Prior planning

- a. Has an operation order been published by the unit and is a copy available?
- b. Has DD Form 1265, Request for Convoy Clearance, been processed by the State DMC and returned by the approval authority?
- c. Has DD Form 1266, Request For Special Hauling Permit, been processed by the State DMC and has approval been granted by the State DOT authority? Is the permit in possession of the driver of the oversize /overweight vehicle?
- d. Has a copy of this pamphlet been distributed to each commander of a convoy element?
- e. Has a strip map been prepared to indicate:
  - (1) Starting Point.
  - (2) Primary Route.
  - (3) Alternate Route.
  - (4) Rest Halts.
  - (5) Meal Stops.
  - (6) Bivouac Sites.
  - (7) Critical Travel Points.
  - (8) Refueling Points
  - (9) Release Points.
- f. Is a list of the following activities, their location, and telephone numbers available?
  - (1) Area Maintenance Support Activities (AMSA) enroute.
  - (2) Commander, MEDDAC, Health Service Command (AR 40-3).
  - (3) Causality Area Commander.
  - (4) State Police and Military Police.
  - (5) Support Installation Transportation Office and Maintenance Facility.
  - (6) DMC
- g. Has arrangement been made for:
  - (1) Messing.

- (a) Commercial (meal tickets).
- (b) U. S. Government (military installation).
- (2) Bivouac Area.
- (3) Toll tickets, script, charge plates, credit cards, and coordination with toll authority when charge account is used. If additional credit cards are required, they need to be obtained early in the planning process.
- h. Have civil authorities been notified of the estimated time of passage through town? Are there any known conflicts due to scheduled events? Have required escorts been arranged?
  - i. Does each driver have in his possession a valid OF 346 (U.S. Government Motor Vehicle Operators Identification Card) for the type vehicle he is scheduled to operate.

#### C-2. Convoy operations

- a. Has the convoy been marked with appropriate signs (lead and trail vehicles, wide load, ammunition, explosives, convoy commander)?
- b. Have drivers been briefed on -
  - (1) Destination and use of strip maps?
  - (2) Route of march to initial point?
  - (3) Maximum and minimum speeds for segments of the route?
  - (4) Compliance with traffic control devices and civilian traffic regulations? Vehicle drivers do not have right-of-way over civilian traffic except prescheduled emergency moves cleared by State officials and local law enforcement authorities.
  - (5) Obedience to civil and military police and traffic escorts?
  - (6) Location and time of rest stops?
  - (7) Police of rest/halt areas
  - (8) Distance between vehicles (urban areas, expressways, conventional routes, and exit routes)?
  - (9) Entering and leaving expressways?
  - (10) Emergency halts?
  - (11) Action if separated from convoy?



(12) Proper use of highway warning kits and hearing protectors (2 1/2 ton truck and above) for operators and all personnel riding in vehicle?

(13) Refueling procedures?

(14) Phone number and location of medical and maintenance support facilities along route of march? (All supervisors will have these phone numbers and be briefed in detail on procedures to follow when such assistance is required).

(15) Communication to be used during movements; e.g., radio, visual signs, sign messages, or audio signals?

(16) Avoidance of the use of highway shoulders for halts except under emergency conditions?

c. Have duties and responsibilities been assigned for the following?

(1) Route guides.

(2) Medical Aide

(3) Maintenance personnel.

(4) Advance personnel to notify toll / weigh station personnel of the convoy approaching.

(5) Trail officer / NCO.

d. Has convoy been inspected before departure to ensure -

(1) All vehicles are safe and serviceable?

(2) Vehicle canvas is secured?

(3) Cargo is loaded and secured properly? The vehicle operator is the person who will be held responsible for a load shift and is the authority on whether that vehicle is safe to travel. However, it should be made clear that it is the OIC's responsibility to ensure that the vehicle commander/operator performed this inspection.

(4) Personnel are not being transported in trailer or semi-trailer type vehicles, or in the cargo compartment of the last vehicle of each element of the convoy?

(5) Personnel are in proper military dress to ensure the highest military standards of appearance during moves?

(6) Provisions have been made to electronically submit enroute reports to appropriate commander to include the following:

(a) Time of arrival at overnight stops and final destination.

(b) Estimated time of arrival at state or other Army boundaries on the following day, if appropriate.

(c) Any incident or accident enroute with complete detail and circumstances involved.

(d) Highway clearance identification number (convoy or oversize/overweight permit) and convoy commanders name.

### **C-3. Emergency procedures**

a. Follow Army motor vehicle accident procedures as outlined in paragraph 7 of this pamphlet.

b. Follow Wrecker/Emergency Roadside Repair Service procedures as contained in paragraph 8 of this pamphlet.

c. Follow medical treatment procedures as contained in paragraph 9 of this pamphlet.

d. Each vehicle must have on-hand Standard Forms 91, Operators Report of Motor Vehicle Accident, and DD Forms 518, Accident Identification Card, to report accidents.

## Appendix D Convoy Commander's Checklist

### Section I: Route Selection

GO	NO-GO	REMARKS
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Ask the convoy commander these questions about the entire route:

- a. Has map or physical reconnaissance been completed?
- b. Can all vehicles clear bridges, underpasses, tunnels, and other overhead clearance limits?
- c. Can all vehicles maintain minimum speed limit?
- d. If no, have alternate routes been selected?
- e. Have urban or potentially congested areas been identified?
- f. To avoid congestion, have alternate routes been selected?
- g. Have alternate routes been selected for vehicles transporting oxygen, acetylene, or other hazardous materials?
- h. Have strip maps of the entire route been prepared?
- i. Does each convoy vehicle have a strip map?


*NOTE: If there are checks in the NO GO column, ask the convoy commander or convoy planner to fix the problem.*

### Section II: Start And Release Points

Ask the convoy commander at the battalion level the following:

- a. Is adequate space available for vehicle organization and lineup SP?
- b. Is sufficient space available for maneuvering of vehicles, sequential lineup of vehicles, and march units and serials?
- c. Has arrival time at release points been established?
- d. Is adequate space available for safe vehicle release?


*NOTE: If there are checks in the NO GO column, ask the convoy commander to fix the problem.*

### Section III: Civilian Police Assistance

Ask the convoy commander the following questions:

- a. Have the following areas requiring civilian police assistance been identified?
  - (1) Major intersections.
  - (2) Entrances and exits to expressways and main routes.
  - (3) Urban or congested areas.
  - (4) Entrance and exits to rest halt areas.
- b. Has civilian police assistance been requested for these critical areas through Military Police channels?
- c. Has an advance party been designated and briefed to coordinate with the civilian police?


*NOTE: If there are checks in the NO GO column, ask the convoy commander to fix the problem.*

### Section IV: Controlled Access Highway

Ask the convoy commander the following questions:

- a. Have halt areas been identified along the route?
- b. Have halts been scheduled for approximately 15 minutes after first hour and 10 minutes every 2 hours of travel?
- c. Are all halts planned in designated rest areas?
- d. Has a physical reconnaissance of all halt areas been effected to ensure sufficient capacity?
- e. If capacity is insufficient, have alternate halt areas been identified?
- f. Are halt areas shown on strip maps?
- g. Are halt areas scheduled to avoid overloading of halt areas?
- h. Do areas for meal halts contain the following?
  - (1) Sufficient area for cooking and eating.


- (2) Waste disposal.
- (3) Latrines.
- i. Do Bivouac sites contain the following?
  - (1) Sufficient area for cooking, eating and sleeping.
  - (2) Waste disposal.
  - (3) Latrines.
  - (4) Area for vehicle maintenance.
  - (5) Security of cargo.

*NOTE: If there are any checks in the NO GO column, ask the convoy commander to fix the problem.*

\*A controlled access highway is a highway generally four or more lanes, where entry and exit is permitted at specific points established for that purpose

**Section V: Conventional Highways**

Ask the convoy commander the following questions:

- a. Have halt areas been identified along the route? \_\_\_\_\_
- b. Have halts been scheduled for approximately 10 minutes after first hour and 15 minutes every 2 hours of travel? \_\_\_\_\_
- c. Are halts adjusted to permit halts at safe locations that meet the following requirements?
  - (1) Location is away from urban or heavily congested areas. \_\_\_\_\_
  - (2) Terrain permits vehicles to completely clear highway traffic lanes. \_\_\_\_\_
  - (3) Location avoids curves or reverse sides of hills (blind spots from approaching vehicles). \_\_\_\_\_
- d. Are halt areas shown on strip maps? \_\_\_\_\_

*NOTE: If there are any checks in the NO GO column, ask the convoy commander/ to fix the problem.*

**Section VI: Convoy Organization**

Ask convoy commander the following questions:

- a. Are convoys of more than 20 vehicles separated into serials? \_\_\_\_\_
- b. Are serials divided into march units, as required? \_\_\_\_\_
- c. Is convoy element size based on capacity of halt/bivouac areas? \_\_\_\_\_
- d. Have the following personnel been designated and briefed?
  - (1) Commanders for each serial/march unit. \_\_\_\_\_
  - (2) Pace setter. \_\_\_\_\_
  - (3) Trail party. \_\_\_\_\_
  - (4) Claims officer. \_\_\_\_\_
- e. Is the convoy organized initially with 5 minutes between march units and 10 minutes between serials? \_\_\_\_\_
- f. Are convoy and convoy element commanders positioned for best control of convoy? \_\_\_\_\_
- g. Has convoy operations during periods of darkness been avoided? \_\_\_\_\_
- h. Are the following proper vehicle intervals planned?
  - (1) Controlled access highway - 200 meters. \_\_\_\_\_
  - (2) Rural conventional highways - 150 meters. \_\_\_\_\_
  - (3) Urban conventional highways - 50 meters. \_\_\_\_\_
- i. Is the convoy commanders checklist completed? \_\_\_\_\_

*NOTE: If there are any checks in the NO GO column, ask the convoy commander to fix the problem.*

**Section VII: Control Vehicle and Convoy ID and Communications**

Ask the convoy commander the following questions:

- a. Are lead, rear, and element commodore vehicles identified by flags and signs (in accordance with AR 55-29 and AR 746-11)? \_\_\_\_\_
- b. Is each convoy identified by a convoy clearance number? \_\_\_\_\_
- c. Is convoy clearance number correctly mounted on vehicle? \_\_\_\_\_
- d. Has method of communication been decided? \_\_\_\_\_

- e. Has radio equipment been checked and assigned to vehicles? \_\_\_\_\_
- f. Have signal operating instructions been provided to vehicle radios? \_\_\_\_\_
- g. Have personnel been briefed on visual/audio/signals? \_\_\_\_\_
- h. Have road signs/messages been constructed and placed as required? \_\_\_\_\_

*NOTE: If there are any checks in the NO GO column, ask the convoy commander to fix the problems.*

**Section VIII: Logistical Support**

Ask the convoy commander the following questions:

- a. Are medical personnel scheduled and posted in rear of convoy? \_\_\_\_\_
- b. Are sufficient food and mess personnel and facilities available? \_\_\_\_\_
- c. Do all personnel have proper clothing and equipment? \_\_\_\_\_
- d. Has weather been obtained for duration of convoy operation? \_\_\_\_\_
- e. Have provisions been made for obtaining weather updates? \_\_\_\_\_
- f. Is special equipment available based on weather requirements? \_\_\_\_\_
- g. Have weather effects been determined and planned for on halts, meals, and bivouacs? \_\_\_\_\_

*NOTE: If there are any checks in the NO GO column, ask the convoy commander to fix the problems.*

**Section IX: Convoy Personnel Briefing**

Ask the convoy commander the following questions:

- a. Have supervisory personnel received the following instructions? \_\_\_\_\_

(Check each item below separately.)

- (1) Permit parking areas only on controlled access highways. \_\_\_\_\_
- (2) Permit only emergency halts only on roadside of controlled highways. \_\_\_\_\_
- (3) Permit only guards and maintenance personnel on, traffic side of convoy during halts on conventional highways. \_\_\_\_\_
- (4) Drivers and assistant drivers perform vehicle operation maintenance and check cargo at every stop. \_\_\_\_\_
- (5) Have guards stand 50 meters behind departing convoy to warn traffic on conventional highway. \_\_\_\_\_
- (6) Vehicles must be off highway before beginning maintenance. \_\_\_\_\_
- (7) Reflectors and warning devices must be in place before beginning maintenance. \_\_\_\_\_
- (8) Warning lights are used during periods of darkness or low visibility. \_\_\_\_\_
- (9) Convoy begins only at convoy commanders signal. \_\_\_\_\_
- (10) All drivers have a minimum of 8 hours rest within 12 hours prior to departure. \_\_\_\_\_
- (11) Main column does not stop to provide accident assistance. Next following vehicle provides immediate assistance to accident vehicle. \_\_\_\_\_
- (12) If an accident occurs to vehicle ahead, make maximum effort to clear traffic lanes. \_\_\_\_\_
- (13) First officer or NCO at accident scene takes charge. \_\_\_\_\_

- b. Have drivers received the following instructions: (Check each item below separately.)

- (1) Always follow civilian police instructions, when given. \_\_\_\_\_
- (2) Use truck parking areas only on controlled access highways. \_\_\_\_\_
- (3) Make emergency halts only on roadside of controlled access highways. \_\_\_\_\_
- (4) Not to stand on traffic side of a convoy during halts on conventional highways. (Only guards and maintenance personnel may do so.) \_\_\_\_\_
- (5) Perform vehicle maintenance and check cargo security at every halt. \_\_\_\_\_
- (6) Move vehicles off highway before beginning maintenance. \_\_\_\_\_
- (7) To have reflectors and warning devices in place before beginning maintenance. \_\_\_\_\_
- (8) Use warning lights during periods of darkness of low visibility. \_\_\_\_\_
- (9) Begin convoy movement only at convoy commanders signal. \_\_\_\_\_

- (10) On the lead vehicle speed:
  - (a) Maximum 50 mph on controlled access highway.
  - (b) Prevailing highway speed or 40 mph whichever is less on conventional highways.
- (11) Maintaining vehicle intervals [minimums]:
  - (a) Controlled access highway 200 yards.
  - (b) Rural conventional highway 150 yards.
  - (c) Urban conventional highway 50 yards.
- (12) Maintain close interval until reaching main convoy route.
- (13) Use acceleration lane, when available to reach convoy speed.
- (14) Gradually attain proper vehicle interval once on main convoy route.
- (15) Take a minimum of 8 hours rest within 12 hours of departure.
- (16) Drive with windows and vents open to prevent fatigue (weather permitting).
- (17) Operate all vehicles with headlights on at all times.
- (18) Use warning devices correctly.

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NOTE: If there are any checks in the NO GO column, ask the convoy commander to fix the problems.

**Section X: Refueling And Maintenance Halts**

Ask the convoy commander the following questions:

- a. Are sufficient supplies of gasoline and oil available for refueling?
- b. Are refueling halts planned for bivouacs? If no, is refueling planned for noon meal halt?
- c. Have vehicle operator maintenance checks been scheduled for every halt?
- d. Are sufficient maintenance vehicles and equipment available in the rear of the convoy?
- e. Have Army Reserve maintenance services along the route been identified and alerted?
- f. Are back-up vehicles available for emergencies?
- g. Are all vehicle refuelers properly equipped and trained?

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NOTE: If there are any checks in the NO GO column, ask the convoy commander to fix the problems.

**Section XI: Vehicle Preparation and Loading and Unloading**

Ask the convoy commander the following questions:

- a. Have vehicle supply units been notified as much in advance as possible?
- b. Have all vehicles been inspected in vehicle assembly area?
- c. Have all spot corrections been made on vehicles?
- d. Does the loading and unloading plan include:
  - (1) Designation of persons to execute plan?
  - (2) Times and locations for loading and unloading.
  - (3) Orders not to unload troops in vehicles with motor fuel or hazardous cargo?

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NOTE: If there are any checks in the NO GO column, ask the maintenance officer/convoy planner to fix the problems.

**Section XII: Driver Preparation**

Ask the convoy commander the following questions:

- a. Are all drivers qualified in assigned vehicles?
- b. Are drivers and assistant drivers assigned to each vehicle?
- c. Do all drivers have government driver's license, SF 46?
- d. Have experienced drivers been used to the maximum extent (whenever possible)?
- e. Have drivers and assistant drivers been scheduled to split driving periods?
- f. Are drivers and assistant drivers scheduled for 8 hours rest per 10 hours of driving in each 24 hour period?

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NOTE: If there are any checks in the NO GO column, ask the convoy commander to fix the problems.

**Section XIII: General Safety Precautions And Procedures**

Ask the convoy commander the following questions:

a. Have the following warning's or safety precautions been made:

- (1) Warning signs in the first and last vehicles? \_\_\_\_\_
- (2) Basic convoy warning kit for each vehicle? \_\_\_\_\_
- (3) Fire extinguishers, axes, and first aid kits in vehicles IAW AR 55-29? \_\_\_\_\_
- (4) Vehicles carrying hazardous materials marked IAW AR 55-29? \_\_\_\_\_
- (5) Road guides have safety warning equipment IAW AR 55-29? \_\_\_\_\_
- (6) Maintenance, wrecker, and recovery vehicles marked IAW AR 55-29? \_\_\_\_\_

b. Are accident procedures for the convoy established to include:

- (1) Availability of AR 385-10, AR 385-40, FORSCOM Reg 385-1, DA Form 285 and state safety regulations? \_\_\_\_\_
- (2) Trail officer designated to supervise care of injured and disposition of damaged vehicles. \_\_\_\_\_
- (3) Notification of convoy commander, safety officer, and civilian police of accidents? \_\_\_\_\_
- (4) Reporting of accidents IAW AR 385-40? \_\_\_\_\_

*NOTE: If there are checks in the NO GO column, ask the convoy commander to fix the problem.*

**Appendix E  
Sample Convoy Briefing**

**SITUATION:**

- Friendly Forces
- Support units
- Enemy situation

**MISSION:**

- Type of cargo
- Origin
- Destination.

**EXECUTION:**

- General organization of convoy
- Time schedule
- Routes (issue strip maps)
- Convoy speed
- Catch-up speed
- Vehicle distance
- Emergency measures
  - \* Accidents
  - \* Breakdowns.
  - \* Separation from convoy.
  - \* Ambush.

Action of convoy personnel in the event of an ambush.  
 Action of security forces during ambush.  
 Medical support.

**ADMINISTRATION AND LOGISTICS:**

- Control of personnel.
- Billeting arrangements.
- Messing arrangements.
- Refueling of vehicles.
- Maintenance of vehicles.

**COMMAND AND SIGNAL:**

- Location of convoy commander.
- Designation of assistant convoy commander.
- Action of security force commander.
- Serial commanders responsibility.
- Arm and hand signals.
- Other prearranged signals.
- Radio frequencies and call signs for:
  - \* Control personnel.
  - \* Security force commander.
  - \* Fire support elements.
  - \* Reserve security elements.
  - \* Medical evacuation support.

**SAFETY:**

- Hazards of route and weather conditions.
- Defensive driving

**Appendix F**  
**Defense Movement Coordinators (DMC)**

<u>State</u>	<u>DMC</u>	<u>DSN</u>	<u>Office #</u>
AK	Commander HQ, STARK-AK ATTN: AKNG-ARL-D (MAJ Moen) P.O. Box 5800 Fort Richardson, AK	(318) 626-1762	(907) 428-6240
AL	Commander HQ, STARC-AL ATTN: DMC (MAJ Tatum) P.O. Box 3711 Montgomery, AL	363 7351	(334) 271-7351
AR	Commander HQ, STARC-AR ATTN: TAG-DOL-DMC (CW2 Davis) Camp Robinson North Little Rock, AR	962-5610	(501) 212-5610
AZ	Commander HQ, STARC-AZ ATTN: LOG-TN (MAJ Floe) 5636 E. McDowell Rd. Phoenix, AZ	853-2424	(602) 267-2424
CA	Commander HQ, STARC-CA ATTN: CALG-TR (LTC Peter) 9800 Goethe Road P.O. Box 269101 Sacramento, CA	466-3579/3469	(916) 854-3579
CO	Commander HQ, STARC-CO ATTN: CODOL-T (CW4 Youngquist) 68485 Revere Parkway Englewood, CO	877-2165	(303) 397-3165
CT	Commander HQ, STARC-CT ATTN: USPF-TR (MAJ Caponera) 360 Broad Street Hartford, CT	636-7264	(860) 493-2762
DC	Commander HQ, STARC-DC ATTN: DLOG-T (SSG Hall) Bldg 350 Anacostia Naval Sta. Washington, DC	288-6515	(202) 433-6515
DE	Commander HQ, STARC-DE ATTN: USPF-ARL-T (SFC Cosden) 1161 River Road New Castle, DE	440-7370	(302) 326-7378
FL	Commander HQ, STARC-FL ATTN: DOL-DMC (MAJ Griffith) P.O. Box 1008 St. Augustine, FL	860-7592	(904) 823-0592

<u>State</u>	<u>DMC</u>	<u>DSN</u>	<u>Office #</u>
GA	Commander HQ, STARC-GA ATTN: DCSLOG-SMMC (MAJ Discher) P.O. Box 17965 Atlanta, GA	338-6313	(404) 624-6313
IA	Commander HQ, STARC-IA ATTN: AGIA-DIRLOG-DMC (CPT Plagman) Camp Dodge 7700 NW Beaver Drive Johnston, IA	946-2545	(515) 252-4545
ID	Commander HQ, STARC-ID ATTN: IDLO-MC (MAJ Stoppello) 4228 Guard Street, Bldg 665 P.O. Box 45 Boise, ID	422-5625	(208) 422-5625
IL	Dept of Military Affairs ATTN: DMAIL-DOL-TC (MAJ Nelson) 1301 N. MacArthur Blvd Springfield, IL	623-0886	(517) 483-5886
IN	Dept of Military Affairs ATTN: MDI-LG-DMC (SFC Rody) 2002 South Holt Road Indianapolis, IN	555-3711	(217) 785-3711
KS	Commander HQ, STARC-KS ATTN: USPFO-S&S-TFC (SSG Magistro) 2737 South Kansas Avenue Topeka, KS	720-8285	(913) 274-1285
KY	Commander HQ, STARC-KY ATTN: KG-DOL-DMC (SFC Hollan) Boone National Guard Center Frankfort, KY	366-3684	(502) 564-8684
LA	Commander HQ, STARC-LA ATTN: LANG-DCL-MC (MAJ Guillory) 405 F Street, Camp Beauregard Pinesville, LA	485-8222	(318) 641-8326
MA	Commander HQ, STARC-MA ATTN: MAAR-LOG-SMCC (LTC Hawkins) Camp Curtis Guild 25 Haverhill Street Reading, MA	220-2582	(617) 944-0500
MD	Commander HQ, STARC-MD ATTN: MD-STARC-DOL-T (LT Flasch) 5th Regiment Armory 29th Division Street Baltimore, MD	496-6127	(410) 576-6127
ME	Commander HQ, STARC-ME ATTN: MEARNG-DOL-DMC (SSG Williams) Camp Keyes Augusta, ME	476-4508	(207) 626-4508

<u>State</u>	<u>DMC</u>	<u>DSN</u>	<u>Office #</u>	<u>State</u>	<u>DMC</u>	<u>DSN</u>	<u>Office #</u>
MI	Commander HQ, STARC-MI ATTN: MIAR-L (LTC Sebree) 2500 S. Washinton Avenue Lansing, MI 48913-5101	623-0886	(517) 483-5886	NY	2601 S. Carson Street Carson City, NV Commander HQ, STARC-NY ATTN: ARL-TR (CPT Center) 330 Old Niskayuna Road Latham, NY 12110-2224	89701-5596 489-4948	(518) 786-4759
MN	Commander HQ, STRAC-MN ATTN: MNAG-LOG-T (MAJ Doucette) P.O. Box 288 Camp Ripley Little Falls, MN 56345-0288	871-7327	(320) 632-7327	OH	Commander HQ, STARC-OH ATTN: AGOH-CL-DMC (MAJ Ore) 2825 West Dublin Granville Road Columbus, OH 43235-2789	273-7134	(614) 889-7134
MO	Commander HQ, STARC-MO ATTN: NGMO-DLM (CW4 Chambers) 2302 Militia Drive Jefferson City, MO 65101-1203	555-9899	(573) 526-9898	OK	Commander HQ, STARC-OK ATTN: OKCLO-SMCC (LTC Floyd) 3501 Military Circle Oklahoma City, OK 73111-4398	940-3586	(405) 425-8586
MS	Commander HQ, STARC-MS ATTN: NGMS-DOL-T (LTC Holmes) 144 Military Drive Jackson, MS 39208-8860	637-1586	(601) 936-7586	OR	Commander HQ, STARC-OR ATTN: DOL-DMC (CPT Randall) P.O. Box 14350 Salem, OR 97309-5047	355-3727	(503) 945-3727
MT	Commander HQ, STARC-MT ATTN: DLOG-DMC (1LT Strom) P.O. Box 4789 Helena, MT 59604-4789	747-3115	(406) 444-7915	PA	Commander HQ, STARC-PA ATTN: USPFO-SSO-T (SFC Evans) Dept of Military Affairs Fort Indian Town Gap Annville, PA 17003-5002	491-8349	(717) 861-8349
NC	Commander HQ, STARC-NC ATTN: DCSLOG-DMC (CW2 Freeman) 4105 Reedy Creek Road Raleigh, NC 27607-6410	582-9484	(919) 664-6484	RI	Commander HQ, STARC-RI ATTN: TAGRI-DOL (LTC Goodwin) 645 London Avenue Cranston, RI 02920-5097	557-3177	(401) 457-4177
ND	Commander HQ, STARC-ND ATTN: ARND-DOL-TM (CW3 Anderson) P.O. Box 5511 Bismarck, ND 58506-5511	344-5206	(701) 224-5206	SC	Commander HQ, STARC-SC ATTN: TAG-DMC (LTC Whitehead) 1 National Guard Road Columbia, SC 29201-4766	583-4464	(803) 806-4493
NE	Commander HQ, STARC-NE ATTN: USPFO-LOG-DMC (MAJ Hager) 1234 Military Road Lincoln, NE 68508-1092	946-7244	(402) 471-7244	SD	Commander HQ, STARC-SD ATTN: SDDOL-DMC (LTC Koenders) 2823 Main Street Rapid City, SD 57702-8186	747-8770	(605) 399-6770
NH	Commander HQ, STARC-NH ATTN: NHAG-L-DMC (MSG Tranfaglia) P. O. Box 2003 Concord, NH 03301-2003	684-9264	(603) 225-1264	TN	Commander HQ, STARC-TN ATTN: AGTN-DOL (CPT Hopson) P.O. Box 41502 Nashville, TN 37204-1502	683-0568	(615) 313-0568
NJ	Commander HQ, STARC-NJ ATTN: DOL-DMC (LTC Fox) 131 Eggert Crossing Road Lawrenceville, NJ 08648-2898	445-9008	(609) 530-7008	TX	Commander HQ, STARC-TX ATTN: AG-TX-LT (LTC Morris) P.O. Box 5218 Austin, TX 78763-5218	954-5086	(512) 465-5086
NM	Commander HQ, STARC-NM ATTN: NMAG-ALO-TR (MAJ Gabaldon) 47 Bataan Blvd. Santa Fe, NM 87505-3258	867-8951	(505) 473-1951	UT	Commander HQ, STARC-UT ATTN: UT-DL-T (MAJ Goode) P.O. Box 1776 Draper, UT 84020-1776	766-3795	(801) 576-3795
NV	Commander HQ, STARC-NV ATTN: NVMD-CLO-MO (CPT Gregory)	830-5221	(702) 887-7221				



<u>State</u>	<u>DMC</u>	<u>DSN</u>	<u>Office #</u>	<u>State</u>	<u>DMC</u>	<u>DSN</u>	<u>Office #</u>
VA	Commander HQ, STARC-VA ATTN: VACL-T (MAJ Bolling) 600 E. Broad Street Richmond, VA 23219-1832	943-2189	(804) 775-9189	WI	Commander HQ, STARC-WI ATTN: WIAR-LOG-DMC (LTC Schlichting) P.O. Box 8111 Madison, WI 53708-8111	724-3553	(608) 242-3553
VT	Commander HQ, STARC-VT ATTN: VT-DMC/TRANS (SSG Dawson) Bldg 3 Camp Johnson Colchester, VT 05446-3004	636-3210	(802) 654-0210	WV	Commander HQ, STARC-WV ATTN: WVAL-LMC (LTC Hess) 1701 Coonskin Drive Charleston, WV 25311-1085	366-6478	(304) 341-6478
WA	Commander HQ, STARC-WA ATTN: DCSLOG-T (CW4 Newman) Camp Murray, Bldg 32B Tacoma, WA 98430-5018	323-8301	(206) 512-8301	WY	Commander HQ, STARC-WY ATTN: USPFO-DMC-WY (MAJ Fazekas) 5500 Bishop Blvd Cheyenne, WY 82009-3320	943-5274	(307) 772-5274

## VEHICLE SIZES & WEIGHTS — MAXIMUM LIMITS — JULY 1, 1997

DES. = Interstates and federally designated state highways.  
 OTHER = All other state highways and supplemental routes

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	LENGTH (FEET)										HEIGHT (FEET)	WIDTH (INCHES)		WEIGHT (1,000 POUNDS)						
	INTERSTATE AND DESIG. HWYS. (DES.)					STATE AND SUPP. HWYS. (OTHER)						DES.	OTHER	SINGLE AXLE WEIGHT		TANDEM AXLE WEIGHT		GROSS VEHICLE WEIGHT		
	STRAIGHT TRUCKS	COMBINATIONS †		TRAILING UNITS ‡		STRAIGHT TRUCKS	COMBINATIONS †		TRAILING UNITS ‡					INTER-STATE	OTHER	INTER-STATE	OTHER	INTER-STATE	OTHER	
		TRAC-TOR-SEMI-TRAILER	TRAC-TOR-TWIN-TRAILERS	SEMI-TRAILER	TRAILER		TRAC-TOR-SEMI-TRAILER	TRAC-TOR-TWIN-TRAILERS	SEMI-TRAILER	TRAILER										
ALABAMA	40	a	a	67 <sup>L</sup>	28.5	40	a	a	33	28.5	13.5	102	BB	20	20	34	40	60	64	
ALASKA	40	75 <sup>X</sup>	75 <sup>X</sup>	48 <sup>L</sup>	48 <sup>L</sup>	40	75 <sup>X</sup>	75 <sup>X</sup>	48 <sup>K</sup>	48 <sup>L</sup>	14	102	102	20	20	36	36	K	K	
ARIZONA	40	a	a	57.5	28.5	40	65	65	53	28.5	KK	102	96	20	20	34	34	60	60	
ARKANSAS	40	a	a	65	53.5	28.5 <sup>D</sup>	40	a	65	53.5	28.5 <sup>D</sup>	13.5	102	102	20	20	34	34	60	60
CALIFORNIA	40	B	B	B	B	40	B	B	B	B	14	102	102	20	20	34	34	60	60	
COLORADO	45	a	a	57.33 <sup>D</sup>	28.5 <sup>D</sup>	45	a	a	57.33 <sup>D</sup>	28.5 <sup>D</sup>	10K	102	102	20	20	36	40	60	65	
CONNECTICUT	45	a	a	48 <sup>L</sup>	28	45	a	a	48	28	13.5	102.36	102.36	22.4	22.4	36 <sup>W</sup>	36 <sup>W</sup>	60	60	
DELAWARE	40	a	a	53	29	40	60	60	49	49	13.5	102	102	20	20	34	40	60	60	
DISTRICT OF COLUMBIA	40	a	a	48	28	40	55	A	NS	A	13.5	102	96	22	22	38	38	60	60	
FLORIDA	40	a	a	63 <sup>L</sup>	28	40	a	A	50 <sup>L</sup>	28	13.5	102 <sup>F</sup>	102 <sup>F</sup>	22	22	44	44	60	60	
GEORGIA	60	a	a	53 <sup>N</sup>	28	60 <sup>M</sup>	60 <sup>M</sup>	A	53 <sup>M</sup>	28	13.5	102	96	P	P	Q	37.34	60	60	
HAWAII	45	NS	NS	45	NS	45	60	65	45	NS	14	108	108	22.5	22.5	34	34	60	68	
IDAHO	45	75	75	63	60 <sup>H</sup>	45	75	75	46	61 <sup>OO</sup>	14	102	102	20	20	34	34	60	105.5	
ILLINOIS	42	NS	G	63 <sup>G</sup>	28.5	42	G	G	53 <sup>G</sup>	28.5	13.5	102	96	20	18	34	32	60	60	
INDIANA	40	a	a	63 <sup>HH</sup>	28.5	40	a	a	53 <sup>HH</sup>	28.5	13.5	102	102	20	20	34	34	60	60	
IOWA	40	a	a	53	28.5	40	60	60	53	28.5	13.5	102	102	20	20	34	34	60	60	
KANSAS	42.5	a	a	69.5	28.5	42.5	a	a	59.5	28.5	14	102	102	20	20	34	34	60	69.5	
KENTUCKY	45	a	a	53	28	45	65	A	NS	A	13.5	102	96	20	20	34	34	60	J	
LOUISIANA	40	a	a	59.5	30	40	65	A	NS	A	13.5	102	96	20	22	34	34	60	60	
MAINE	45	a	a	53 <sup>V</sup>	28.5	45	65	A	48	A	13.5	102	102	R	22.4	34	36	60	60	
MARYLAND	40	a	a	63 <sup>L</sup>	28	40	a	A	53 <sup>L</sup>	A	13.5	102	96	Z	Z	Z	Z	60	60	
MASSACHUSETTS	40	a	a	53 <sup>V</sup>	28	40	a	a	53 <sup>V</sup>	28	13.5	102	102	22.4	22.4	36	36	60	60	
MICHIGAN	40	a	59	63 <sup>L</sup>	28.5	40	a	59	50	NS	13.5	102	96	JJ	JJ	JJ	JJ	60	60	
MINNESOTA	40	a	a	53 <sup>EE</sup>	28.5	40	75	E	53 <sup>EE</sup>	28.5 <sup>EE</sup>	13.5	102	102	20	18	34	34	60	60	
MISSISSIPPI	40	a	a	53	30	40	a	a	53	30	13.5	102	102	20	20	34	34	60	60	
MISSOURI	40	a	a	53	28	40	60	65	NS	NS	14 <sup>KK</sup>	102	96	20	18	34	32	60	60	
MONTANA	55	a	a	53	28.5	55	a	a	53	28.5	14	102	102	20	20	34	34	123	123	
NEBRASKA	40	a	a	53	65 <sup>V</sup>	40	a	a	53	65 <sup>V</sup>	14.5	102	102	20	20	34	34	60	95	
NEVADA	40	a <sup>T</sup>	a <sup>T</sup>	53 <sup>T</sup>	28.5 <sup>T</sup>	40	a <sup>T</sup>	a <sup>T</sup>	48 <sup>T</sup>	28.5 <sup>T</sup>	14	102	102	20	20	34	34	129	129	
NEW HAMPSHIRE	40	NS	NS	53 <sup>L</sup>	28	40	NS	NS	53 <sup>V</sup>	28	13.5	102	100	Z	Z	34	36	60	60	
NEW JERSEY	40	a	a	53 <sup>L</sup>	29	40	a	CC	53 <sup>L</sup>	28	13.5	102	96	22.4	22.4	34	34	60	60	
NEW MEXICO	40	a	a	57.5	28.5	40	65	65	NS	NS	14	102	102	21.0	21.6	34.32	34.32	60	60	
NEW YORK	40	a	a	53 <sup>L</sup>	28.5	40	65	65	48	NS	13.5	102	102	20 <sup>H</sup>	22.4	34 <sup>H</sup>	38	60	60	
NORTH CAROLINA	F	a	a	53 <sup>L</sup>	28	F	60	A	NS	A	13.5	102	96	20	20	38	38	60	60	
NORTH DAKOTA	50	a	a	53	53	50	75 <sup>J</sup>	75 <sup>J</sup>	53	53	14	102	102	20	20	34	34	60	105.5	
OHIO	40	a	a	53	28.5	40	a	a	53	28.5	13.5	102	102	20	20	34	34	60	60	
OKLAHOMA	45	a	a	59.5	33	45	a	a	53	29	13.5	102	102	20	20	34	34	60	60	
OREGON	40	a	a	53	N	40	N	N	N	N	14	102	102	20	20	34	34	105.5	105.5	
PENNSYLVANIA	40	a	a	53	28.5	40	a	A	53	A	13.5	102	96	22.4 <sup>Z</sup>	22.4 <sup>Z</sup>	36 <sup>Z</sup>	36 <sup>Z</sup>	60	60	
RHODE ISLAND	40	a	a	48.5	28.5	40	a	a	48.5	28.5	13.5	102	102	22.4	22.4	36	36	60	60	

Vehicle Sizes & Weights - Maximum Limits (continued)

	LENGTH (FEET)										HEIGHT (FEET)	WIDTH (INCHES)		WEIGHT (1,000 POUNDS)					
	INTERSTATE AND DESIG. HWYS. (DES.)					STATE AND SUPP. HWYS. (OTHER)								SINGLE AXLE WEIGHT		TANDEM AXLE WEIGHT		GROSS VEHICLE WEIGHT	
	STRAIGHT TRUCKS	COMBINATIONS †		TRAILING UNITS ‡		STRAIGHT TRUCKS	COMBINATIONS †		TRAILING UNITS ‡					DES.	OTHER	INTER-STATE	OTHER	INTER-STATE	OTHER
		TRAC-TOR-SEMI-TRAILER	TRAC-TOR-TWIN-TRAILERS	SEMI-TRAILER	TRAILER		TRAC-TOR-SEMI-TRAILER	TRAC-TOR-TWIN-TRAILERS	SEMI-TRAILER	TRAILER									
SOUTH CAROLINA	F	®	®	53 <sup>1</sup>	28.5	F	60	A	48	A	13.5	102	102	20	22	35.2 <sup>E</sup>	39.6	80	80
SOUTH DAKOTA	45	®	®	53	5	45	®	®	53	S	14	102	102	20	20	34	34	80	K
TENNESSEE	40	®	®	50 <sup>6</sup>	28.5	40	®	A	50 <sup>2E</sup>	A	13.5	102	102	20	20	34	34	80	80
TEXAS	45	®	®	59	28.5	45	®	®	59	28.5	14	102	102	20	20	34	34	80	80
UTAH	45	92	92	53 <sup>2</sup>	61 <sup>Y</sup>	45	92	92	48 <sup>2</sup>	61 <sup>Y</sup>	14	102	102	20	20	34	34	80	80
VERMONT	65	®	®	53 <sup>2</sup>	28	65	65 <sup>AA</sup>	A	48	A	13.5	102	102	20	22.4	34	34	80	80
VIRGINIA	40	®	®	50 <sup>2E</sup>	28.5	40	65	A	NS	A	13.5	102	102	20	20	34	34	80	80
WASHINGTON	40	®	®	53	61 <sup>Y</sup>	40	®	®	48	60 <sup>2</sup>	14	102	102	20	20	34	34	105.5	105.5
WEST VIRGINIA	40	®	®	48 <sup>C</sup>	28.5	40	60	A	NS	A	13.5	102	98	20	20	34	34	80	80 <sup>20</sup>
WISCONSIN	40	®	®	53 <sup>2E</sup>	28.5	40	65	A	48	A	13.5	102	102	20	20	34	34	80	80
WYOMING	60	®	®	60	CC	60	®	®	60	CC	14	102	102	20	20	36	36	117	117

NOTE: No state shall prohibit the use of trailers or semitrailers of such dimensions as those that were in actual or lawful use in such state on Dec. 1, 1962. Neither shall any state prohibit the use of existing trailers or semitrailers of up to 28.5 ft. in length in a truck tractor-semi-trailer combination if those trailers and semitrailers were actually and lawfully operating on Dec. 1, 1962, within a 85-foot length limit in any state.

TOLERANCES:

- ALABAMA — 10% weight tolerance on other roads.
- CALIFORNIA — 200 lbs. on Platform Scales, or 2% of scale wt. on Portable Scales.
- CONNECTICUT — 2% tolerance if below 73,000 lbs.
- DISTRICT OF COLUMBIA — 1,000 lbs. tolerance on GVW.
- HAWAII — 5% weight tolerance on state and supplemental routes only.
- KENTUCKY — 5% tolerance on length.
- MARYLAND — 1,000 lbs. tolerance on GVW.
- MISSISSIPPI — None on federal highways, 5% on tandem and 2% on gross on selected other highways.
- MISSOURI — If on hwy., other than Interstate, can exceed axle and gross wt. limitations up to 2,000 lbs.
- MONTANA — Up to 5% (7% for livestock). \$10 trip permit fee charged.
- NEW HAMPSHIRE — 5% tolerance below 80,000 lbs. on supp. hwy. only.
- PENNSYLVANIA — 3% on axle weight except when weighed on stationary scales on Interstate highways.
- VERMONT — On other highways only — 10% on axles, 5% on gross.

- † Only tractor-semi-trailer and tractor-twin-trailer combinations are considered here. For other combinations, contact state agency.
- ‡ Semi-trailer in tractor-semi-trailer combination, and trailer in tractor-twin-trailer combination.
- ® No overall length restrictions imposed.
- NS. Not specified.
- A. Not allowed (allowed in some states by permit).
- B. On any hwy. tractor-semi-trailer combo. 65 ft. (distance between kingpin and rearmost semi-trailer axle must be 40 ft. or less; single axle semi-trailer kingpin dimension is limited to 38 ft.).  
On federally designated hwy., no overall combination length limitation or kingpin restriction if semi-trailer is 48 ft. or less. Or, semi-trailer may be 53 ft. if kingpin to centerline of rearmost axle of tandems is no longer than 40 ft., single rear axle is limited to 38 ft.  
Twin-trailer combinations 65 ft. on all hwy. if either trailer exceeds 28.5 ft.; 75 ft. on non-designated hwy. if neither trailer exceeds 28.5 ft.; and unless length on federally designated system if neither trailer exceeds 28.5 ft.
- C. 53 ft. trailers permitted if distance between last axle of tractor and first axle of semi-trailer does not exceed 37 ft.
- D. Combinations with semi-trailers or twin-trailers in excess of limits may not exceed 70 ft.

- E. If gross weight is more than 75,185 lb., legal tandem weight is 34,000 lb.
- F. Except on those roads posted to the contrary.
- G. Semi-trailers operated on Class I and II hwy. are limited to a maximum distance of 45' 6" (42' 6" on Class III and other hwy.) from kingpin to center of rearmost axle. On Class III and other hwy. maximum tractor/semi-trailer or twin-trailer wheel base is 55 ft. and/or 65 ft. overall length.
- H. Combination of trailers can be 68 ft. including tongue.
- I. Semi-trailer can only have 2 axles. Kingpin to center of tandem axle can't exceed 40.5 ft. ± .5 ft.
- J. 80,000 lbs. on class AAA hwy.; 62,000 lbs. on class AA hwy.; and 44,000 lbs. on class A hwy.
- K. GVW is governed by Bridge Formula.
- L. If in excess of 48 ft.—maximum distance from kingpin to center of rearmost axle not to exceed 41 feet and must be equipped with a rear underside guard.
- M. 53 ft. semi-trailer must have maximum of 41 ft. from center of kingpin to center of rear tandem on trailer or center of rearmost axle in the case of a single axle or "stretch tandem" trailer; 67.5 ft. semi-trailer combinations and twin trailer combinations, allowed on state designated system.
- N. Tractor-semi-trailer combo 60 ft. for Group 1 hwy.; 50 ft. for groups 2 and 3 hwy. Semi-trailers not specified for group 1; 40 ft. for group 2; and 35 ft. for group 3. Tractor-twin-trailers 75 ft. for group 1; 65 ft. for group 2; and 50 ft. for group 3. Trailers 40 ft. for group 1; 38 ft. for groups 2 and 3.  
On interstate and designated hwy., no semi-trailer or trailer in a twin-trailer combo may exceed 40 ft.; both trailing units together measured from the front of the 1st to the rear of the 2nd may not exceed 68 ft.
- O. 28'6" if trailer was manufactured prior to December 2, 1962; 26 ft. if trailer was manufactured after December 1, 1962.
- P. 16,000 lb. + 13%.
- Q. 34,000 lb. Exception: If vehicle is less than 55 ft. long and gross weight is less than 73,280 lb., will allow 40,680 lb.
- R. Single Axle 22,000 lbs. if GVW is less than 73,280 lbs.; and 20,000 lbs. if GVW is more than 73,280 lbs. but less than 80,000 lbs.
- S. 28 1/2 ft. on each trailer unit operating in a road tractor-trailer-trailer combination if the towbars do not exceed 19 ft. and the overall length of the trailer-trailer unit including towbars does not exceed 80 ft. The maximum length of semi-trailer-semi-trailer or semi-trailer-trailer combination, excluding the length of the truck-tractor, is 81 1/2 ft. provided the maximum length of either unit does not exceed 45 ft. If the towbar length exceeds 19 ft., the towbar shall be flagged during day light hours and lighted at night. The weight of the second unit may not exceed the weight of the first unit by more than 3000 pounds.

- T. 70 ft. overall limit if semi-trailer is over 53 ft. on network (48 ft. on other roads) or twin trailers are over 28.5 ft.
- U. 2, 3, and 4-unit combos. 110 ft. on 4-lane divided hwy.
- V. 53 ft. only allowed with Permit.
- W. If axes of tandem are less than 6 ft. apart.
- X. 85 ft. overall length, or 90-95 ft. of cargo length now legal on certain routes.
- Y. As measured from front of 1st trailing unit to rear of second.
- Z. When GVW is 73,280 lbs. or less, single axle may not exceed 22,400 lbs., and tandem, 39,000 lbs.; if GVW exceeds 73,280 lbs., single axle may not exceed 20,000 lbs., and tandem 34,000 lbs.
- AA. Allowed if trailer is 48 ft. or less.
- BB. 96" on lane widths less than 12 ft., otherwise 102".
- CC. Only allowed on same routes as 102" wide.
- DD. 73,500 on some roads.
- EE. If over 48 ft., kingpin to rear axle cannot exceed 41 ft. Tractor-twin trailer combinations allowed on state designated routes only.
- FF. Provided distance between kingpin and center of rearmost axle group is 41 ft. or less.
- GG. Combination of trailers can be 61 ft. including tongue, or 75 ft. overall.
- HH. Kingpin to rearmost axle cannot exceed 40.5 ft.; if the semi-trailer was manufactured before January 1, 1985, the kingpin to rearmost axle distance shall not exceed 42 ft. 6 inches. A semi-trailer, regardless of when it was manufactured, that is longer than 48 ft. 6 inches and that has a distance between the kingpin and rearmost axle of 43 ft. or less may be operated on the interstate system and have 10 miles of access.
- II. If GVW is below 71,000 lb., single axle weight may be 22,400 lb., tandem axle weight may be 36,000 lb.
- JJ. Variable, contact the Michigan Department of Transportation.
- KK. 14 ft. on interstate and designated system only, otherwise 13.5 ft.
- LL. 53 ft. trailers only allowed on interstate and maximum distance from kingpin to center of rearmost axle not to exceed 41 ft.

# CANADIAN VEHICLE SIZES & WEIGHTS — MAXIMUM LIMITS

## JULY 1, 1997

PROVINCE	LENGTH (m)				WIDTH (m)	HEIGHT (m)	Single Axle Weight (kg)	Tandem Axle Weight (kg)	Maximum Gross Weight (kg)	REMARKS
	Single Truck	Trailer or Semitrailer	Tractor and Semitrailer	Other Combinations						
ALBERTA	12.5	16.2	20	25 (1)	2.6	4.15	9 100	17 000	62 500	(1) 20 m with a maximum distance of 16.75 m from 5th wheel pin of lead trailer to extreme rear of combination or from center of tractor drive axle(s) to extreme rear of combination; without 16.75 m kingpin restriction, 21.5 m is maximum length. Higher limits apply to R.T.A.C. vehicles. In Alberta: Rocky Mtn. Doubles — 28.0m; Turnpike Doubles — 35.0 m; Triples — 33.6 m.
BRITISH COLUMBIA (RTAC)	12.5	16.2	23 (8)	23 (8)	2.6	4.15	9 100	17 000	63 500 (2)	(2) Allowable maximum licensed gross vehicle weight is governed by site site and the number and spacing of axles. Higher limits apply to R.T.A.C. vehicles.
MANITOBA (RTAC)	12.5	16.2	20	23 (1)	2.6	4.15	9 100 (3)	12 000 (3)	56 500 (3)	(3) On provincial roads, single axle cannot exceed 8 200 kg, tandem axle cannot exceed 14 500 kg, and gross vehicle weight cannot exceed 47 650 kg. On R.T.A.C. highways, tandem axle cannot exceed 17 000 kg, and gross vehicle weight cannot exceed 62 500 kg.
NEW BRUNSWICK	12.5	16.2	23	23 (4)	2.6	4.15	9 100	18 000	56 500	(4) Distance from center of kingpin to bumper of rear-most vehicle cannot exceed 16.75 m.
NEWFOUNDLAND	12.5	16.2	25	23	2.6	4.12	9 100	17 000 (5)	62 500	(5) Tractor-twin-trailer combo can't exceed 25 m.
NORTHWEST TERRITORIES	12.5	NS	25	25 (5)	3.2	4.2	9 100	17 000	62 500 (9)	(6) 18 000 kg on trailer or semitrailer tandem.
NOVA SCOTIA	12.5	14.65	23	23	2.6	4.15	9 000	17 000	58 500	(7) These weight limits cover the primary highways from March 1 to November 30. Lesser weight limits apply to secondary and municipal highways. Special "winter" weights apply from December 1 to March 1.
ONTARIO	12.5	16.2	23	23	2.6	4.15	9 000	18 000	63 500	(8) Longer length limits apply to R.T.A.C. vehicles. Contact B.C. for details.
PRINCE EDWARD ISLAND	12.5	16.2	23	23	2.6	4.15	9 100	18 000	49 500	(9) A-train and C-train combination, 53 500 kg.
QUEBEC	12.5	14.65 (11)	23	23	2.6	4.15	10 000	20 000	59 000	(10) A train trailers, 18.5 m; B or C train trailers, 20 m; overall length, 25m.
SASKATCHEWAN	12.5	16.2 (10)	23	25 (10)	2.6	4.15	5 500 (7)	17 000 (7)	62 500 (7), (9)	(11) 16.2 m (53 ft) trailers or any trailer higher than 15.5m allowed only with a permit.
YUKON TERRITORY	12.5	16.2	23	25	2.6	4.2	10 000	19 100	63 999	NS Not Specified.

### INTERSTATE SYSTEM LIMITS

Federal law establishes the following maximum weight limits which states must allow on their portion of the Interstate System: single axle 20,000 lbs.; tandem axle 34,000 lbs.; gross weight 80,000 lbs. (weights include all enforcement tolerances). The maximum gross weight of a vehicle or combination is determined by the formula —

$$W = 500 \left[ \frac{LN}{N-1} + 12N + 36 \right]$$

where W equals the overall gross weight on any group of two or more consecutive axles to the nearest 500 lbs., L is the distance in feet between the extremes of any group of two or more consecutive axles, and N equals the number of axles in the group under consideration; except that two consecutive sets of tandem axles may carry a gross load of 34,000 lbs. each, provided the overall distance between the first and last axles of such consecutive sets of axles is 35 feet or more.

Other federal provisions are:

\*Width: 102 inches.

\*Length: States cannot set overall length limits on tractor-semi-trailer or tractor-semi-trailer-trailer combinations.

States must allow tractors with double trailers.

States must allow semi-trailers of at least 48 feet in length, trailers of at least 28 feet in length.

\*These dimensions apply only to interstates and federal-aid highways designated by the Federal Highway Administration.

Canadian Vehicle Sizes & Weights - Maximum Limits (as of 1 July 1997)