

BY ORDER OF THE
COMMANDER

HEADQUARTERS, UNITED STATES FORCES, JAPAN
USFJ INSTRUCTION 24-201



01 October 2022

TRANSPORTATION

**MOVEMENT OF U.S. FORCES OVERWEIGHT
AND OVERSIZED VEHICLES IN JAPAN**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on the U.S. Forces Japan webpage at <https://usaf.dps.mil/sites/yokota/USFJ/USFJResources/References/USFJ%20Publications/Forms/AllItems.aspx>

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: USFJ/J41(indopacom.yokota.usfj-j4.list.all@mail.mil) Certified by: USFJ/J4 (Col Chestnut)
Supersedes USFJI 24-201 dated 7 June 2019 Pages: 7

PURPOSE. This publication establishes standard procedures for obtaining confirmation for the movement of overweight/oversized United States Forces government owned vehicles, which exceed the limitations established by the Government of Japan (GOJ), and as agreed to by the U.S.-Japan Joint Committee. Supplemental guidance issued by the Service components will comply with GOJ laws, policies, and the Status of Forces Agreement (SOFA), and a copy forwarded to HQ USFJ/J41.

SUMMARY OF CHANGES. Edited for grammar and clarity, updated format and signature block.

1. Scope. This instruction is applicable to the movement of U.S. Forces government owned vehicles, including vehicles with "OV" numbered plates.

2. Definitions.

2.1. Overweight vehicle. A vehicle or vehicle combination, with or without cargo, is overweight if:

2.1.1. Its total gross weight exceeds 20 metric tons (or 44,092 lbs.).

2.1.2. The weight on any axle exceeds 10 metric tons (or 22,046 lbs.).

2.1.3. The weight on any wheel exceeds 5 metric tons (or 11,023 lbs.).

2.1.3.1. A van-type semitrailer/tractor or a semitrailer/tractor for intermodal containers, with or without cargo, is overweight if its total gross weight exceeds 27 metric tons (or 59,524.2 lbs.).

2.1.3.2. This presumes the semitrailer/tractor has minimum of 4 axles.

2.1.3.3. The semitrailer/tractor has 10 meters (or 32.8 ft.) or more between the front and rear axles.

2.1.3.4. If the semitrailer/tractor is more than 9 meters (or 29.53 ft.) and less than 10, the total gross weight limitation is 25.5 metric tons (56,217.3 lbs.).

2.1.3.5. If the semitrailer/tractor is more than 8 meters (26.25 ft.) and less than 9, the total gross weight limitation is 24 metric tons (or 52,910.4 lbs.).

2.1.3.6. The weight on any axle will not exceed 9 metric tons (or 19,841.4 lbs.).

2.2. An oversized vehicle is defined as a vehicle or vehicle combination, with or without cargo, and meets one of the following criteria:

2.2.1. Its overall length exceeds 12 meters (39.37 ft. or 472.4 in.).

2.2.2. Its overall width exceeds 2.5 meters (8.2 ft. or 98.4 in.).

2.2.3. Its overall height exceeds 3.8 meters (12.46 ft. or 149.6 in.).

2.2.4. Its turning radius exceeds 12 meters (39.37 ft. or 472.4 in.).

2.3. Technical Examination.

2.3.1. For Mainland Japan: Notification through HQ U.S. Forces, Japan, from the GOJ Ministry of Land, Infrastructure, Transport and Tourism (MLIT) as a result of technical examination of data submitted, that an overweight/oversized U.S. Forces vehicle has been cleared to move on Japanese roads, subject to conditions prescribed by the applicable road administrator. Subsequent movement of vehicles along the same route during the following one year shall not require further technical examination by MLIT, provided vehicle specifications do not exceed the standards of already confirmed vehicles.

2.3.2. For Okinawa: Notification directly from the Okinawa General Bureau (OGB) as a result of technical examination of data submitted, that an overweight/oversized U.S. Forces vehicle has been cleared to move on Japanese roads, subject to conditions prescribed by the applicable road administrator. Subsequent movement of vehicles along the same route during the following one year shall not require further technical examination by OGB, provided vehicle specifications do not exceed the standards of already confirmed vehicles.

3. Responsibilities.

3.1. Service component commands will implement and comply with this instruction (and references in paragraph 8, below) within their respective areas of responsibility. Activity commanders (including but not limited to MWR organization commander/director, installation/base commander, unit commander) with "OV" numbered plate overweight/oversized vehicle movement requirements are also required to comply with this instruction.

3.2. The Commander, U.S. Forces, Japan, will coordinate with the GOJ, MLIT, in order to:

3.2.1. Obtain confirmation for the movement of overweight/oversized U.S. Forces vehicles on Mainland Japan (not Okinawa).

3.2.2. Ensure completion of technical examination of selected routes, as established by reference 8.7.

3.3. Military units in Okinawa will coordinate directly with local GOJ offices such as the OGB.

4. Procedures.

4.1. For Mainland Japan: Units/activities requiring movement of overweight/oversized vehicles outside of U.S. Forces facilities or areas will submit requests, through local command channels, to HQ U.S. Forces, Japan (USFJ), ATTN: J41 or to the representative identified in approved local procedures. (Note: Vehicles should be moved at the lowest possible weight and/or size.)

4.1.1. Requests will be prepared and sent to indopacom.yokota.usfj-j41.list.cuops@mail.mil with accompanying vehicle data sheets (USFJ Form 400EJ), route descriptions, and maps. Requests must reach HQ USFJ/J41 at least 45 days before scheduled moves, as MLIT usually needs one month advance notice.

4.1.2. For urgent, unscheduled movements, submit vehicle data sheet (400EJ) with route descriptions and maps, plus notify HQ USFJ/J41 (DSN: 225-4717) as soon as requirements become known (prior planning is essential, as MLIT may not be able to confirm last-minute requests).

4.2. For Okinawa: US Forces will submit USFJ Form 400EJ and route description to OGB at least 10 working days prior to the movement except when later submission is required by unforeseen circumstances.

4.2.1. OGB will inform the U.S. military unit that submitted the request the results of the technical examination.

4.2.2. The U.S. military unit that receives the confirmed request will make email or fax notification to South National Highways Office (SNHO) the duty day prior to the scheduled movement except in those exceptional cases where security requires that no notification be made. If the scheduled date of movement is changed, SNHO will be telephonically notified, to be followed by email or fax notification.

5. **Movement Conditions.** Restrictive conditions with respect to precautions and hours of movement may be recommended by Japanese road administrators and/or police agencies. Normally, such conditions will be respected unless absolutely necessary to deviate and there are no other routes available that would enable mission success. Each route will be assigned a condition code which designates the required precautions. Condition codes are explained in Tables 1 (see attachment 1).

6. **Annual Review of Confirmed Movements.** Annual reviews by U.S. Forces validate previously confirmed movements and provide one-year extensions. Although it is not mandatory for U.S. Forces to submit annual reviews, they may assist on subsequent vehicle movements.

6.1. Mainland Japan: Mainland military units will forward annual reviews to HQ USFJ/J41 NLT 15 July. USFJ/J41 will forward these reviews to MLIT NLT 9 August.

6.2. Okinawa: Okinawa military units will forward annual reviews to OGB NLT 15 July. A file copy will be sent to USFJ/J41 (MLIT does not need Okinawa annual reviews).

6.3. Units/activities will review records to validate overweight/oversize vehicle movement requirements for the 12-month period effective 9 August. Listings of confirmed movements should be held to the minimum essential for current operational/training requirements. Delete vehicles no longer in the inventory and routes no longer required.

6.4. Annual reviews will list the following information: 1) Date of initial request, 2) Date confirmed by MLIT or OGB (Road Traffic Issuance No. and date), 3) Travel Route, and, 4) Type vehicle/combination.

6.5. Due to possible changes in the conditions of bridges (including bridges for pedestrians), roads, etc, that might suggest the need for changes in capacities of that infrastructure, i.e., reductions in capacity could necessitate consideration of possible additional movement restrictions while improvements in capacity could result in relaxation of previous restrictions. Every five years after receipt of the original confirmation, U.S. Forces users will request technical examination and confirmation of or amendment to the existing confirmations if previously confirmed vehicle specifications and routes have not changed. If the capacity or condition has changed, U.S. Forces will submit a new request for the new route(s) or vehicle specification(s).

7. Tracked (Track-laying) Vehicle Operations. Self-propelled movement of tracked vehicles is not permitted on Japanese public roads if such vehicles exceed three (3) kilograms per square centimeter (42.67 pounds per square inch) ground pressure of tracks at 0-inch penetration. If tracked vehicles do not exceed the above limitation, they may be operated on the public highways with appropriate clearance, but they must be equipped with rubber-type soles, pads or blocks to prevent damage to the road surface. In addition, such vehicles shall be equipped with minimum over-the-road equipment consisting of headlights, taillights, service brake stoplight, windshield wiper, if applicable, and turn signal indicators. Tracked vehicles exceeding 20 metric tons (44,092 lbs.) total gross weight, or one or more of the dimensional limitations set forth in paragraph 2.2 above, require advance confirmation for movement.

8. References.

8.1. Status of Forces Agreement between the United States and Japan.

8.2. Government of Japan Memorandum to the Joint Committee, JCJ-253-489-RY, Observation of Japanese Road Traffic Laws and Regulations, 8 June 1972. (253rd JC-Incl 5, 8 Jun 1972).

8.3. Government of Japan Memorandum to the Joint Committee, JCJ-258-501-YT, Procedures for Transport Permits, 11 September 1972 (258th JC-Incl 2, 14 Sep 1972).

8.4. Government of Japan Memorandum to the Joint Committee, JCJ-261-509-TT, Movement of U.S. Vehicles, 17 October 1972. (261st JC-Incl 1, 26 Oct 1972).

8.5. Ad Hoc Working Group on Movement of U.S. Vehicles, Memorandum to the Joint Committee, System of Consultation on the Movement of U.S. Vehicles, 21 December 1972. (277th JC-Incl 9, 9 Aug 1973).

8.6. Memorandum to the Subcommittee on Vehicle Movement, Movement of U.S. Vehicles, 8 August 1973.

8.7. USFJ Manual 24-201, Movement of Overweight/Oversize United States Forces Vehicles in Japan, 15 October 2002.

8.8. Memorandum to the Subcommittee on Vehicle Movement, Subject: Overweight/Oversize (OWOS) Vehicle Movement Procedures in Okinawa and Procedures for Reporting Annual Reviews in Okinawa and Mainland Japan, 28 Jul 2008.

8.9. Memorandum for the Joint Committee, Subject: Overweight/Oversize (OWOS) Vehicle Movement Procedures in Okinawa and Procedures for Reporting Annual Reviews in Okinawa and Mainland Japan, 19 Aug 2008.



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1 Attachment

1. Table 1- Movement Condition Codes

Attachment 1**TABLE 1 - MOVEMENT CONDITION CODES**

Restrictions regarding Weight		Restrictions regarding Size	
A	No restrictions shall be attached.	A	No restrictions shall be attached.
B	The authorized vehicle shall drive at a low speed on bridges, overpasses and other roads with similar structures.	B	The authorized vehicle shall drive at a low speed through curves, intersections, narrow sections, or in places with overhead obstacles.
C	Requirements for Bridges, etc. with weight C restrictions are as described below: (a) The vehicle must proceed at a slow rate of speed. (b) The lane must be clear of other vehicles by ensuring the required distance from other vehicles in the same lane. (c) A pilot/escort vehicle must be positioned behind the authorized vehicle to ensure (b) above.	C Curves Narrow Sections Places with overhead obstacles	Requirements for curves, narrow sections in places with overhead obstacles with size restrictions are as described below: (a) The vehicle must proceed at a slow speed. (b) The authorized vehicle shall drive in manner that does not cause any risk of minor collision or other accidents with oncoming vehicles. (c) To ensure (b) above, the authorized vehicle shall follow the directions from the pilot/escort vehicle (one) assigned to the front of the authorized vehicle.
D	Requirements for Bridges, etc. with weight D restrictions are as described below: (a) Each item of weight C restrictions (b) Sufficiently check to the front of the adjacent lane (check to the rear when the adjacent lane is for vehicles driving in the same direction), and refrain from entering Bridges, etc. when other vehicles are driving in the adjacent lane to prevent the authorized vehicle from being driven with less than the required distance between it and other vehicles. (When other vehicles are being driven closer than the required distance due to passing the authorized vehicle and the pilot/escort vehicle or passing from the opposite direction, the authorized vehicle shall stop temporarily.)	C Intersections	Requirements for intersections with size restrictions when turning left or right are described below: (a) The vehicle must proceed at a slow rate of speed. (b) The authorized vehicle shall drive in manner that does not cause any risk of crash, minor collision or other accidents with oncoming vehicles. (c) To ensure (b) above, the authorized vehicle shall follow the directions from the pilot/escort vehicle (one) assigned to the front of the authorized vehicle, and turn left or right following the pilot/escort vehicle.

NOTE: A slow speed means a speed with which vehicles can stop immediately.

NOTE: The pilot/escort vehicle shall not be overweight/oversize vehicle and shall be driven by individuals who fully understand the contents of the MLIT Guidelines for Pilot/Escort Vehicles for Overweight/Oversize Vehicles.

NOTE: Other movement restrictions may be added by MLIT/local Road Administrators.

NOTE: Night Movement Condition – For movements that are Code D (weight) and Code C (size) and 3.0 meters in height or over, the Road Administrator may allow movement of Overweight/Oversized vehicles only from 2100 – 0600 hours (see para 5).