

BY ORDER OF THE
COMMANDER

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



7 June 2019

Transportation

MOVEMENT OF OVERWEIGHT/OVERSIZE UNITED
STATES FORCES VEHICLES IN JAPAN

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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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 respect GOJ laws, policies, and comply with the Status of Forces Agreement (SOFA), and a copy will be forwarded to HQ USFJ/J41.

SUMMARY OF CHANGES: Removed need to prepare in two copies, conditions related to Dimensions Code D, and Attachment 2. Includes documents to submit in case of urgent movement (para 4.1.2), and a note on movement only during hours from 2100 – 0600 hours (Note listed under attachment 1).

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.).

NOTE: 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.). This presumes; 1) a minimum of 4 axles, 2) 10 meters (or 32.8 ft) or more between the front and rear axles (if 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.]); if 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.]; and 3) the weight on any axle will not exceed 9 metric tons (or 19,841.4 lbs.).

2.2. Oversized vehicle. A vehicle or vehicle combination, with or without cargo, is oversized if:

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. Confirmation.

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 evaluation 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 evaluation 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 commanders will implement and comply with this instruction (and those directives referenced in paragraph 9, below) within their respective areas of responsibility. Activity commanders 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, 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 previously confirmed movements, as established by reference 9.5.

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 in accordance with USFJ Manual 24-201 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 (400 EJ) and route descriptions to HQ USFJ/J41 (DSN: 225-4717) as soon as requirements are known. Prior planning is essential, as MLIT may not be able to confirm last-minute requests.

4.2. For Okinawa.

4.2.1. US Forces will submit USFJ Form 400EJ and route description to Okinawa General Bureau (OGB) at least 10 working days prior to the movement, except when later submission is required by unforeseen circumstances.

4.2.2. OGB will inform the US military unit that submitted the request the results of the technical examination.

4.2.3 The U.S. military unit that receives the confirmed request will notify South National Highways Office (SNHO) the duty day prior to the scheduled movement, except in exceptional cases where security requires no notification. If the scheduled date of movement is changed, the Military unit will notify SNHO telephonically, 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 not other routes available that would enable mission success. 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. Annual reviews will be forwarded by mainland military units to HQ USFJ/J41 NLT 15 July. J41 will forward these reviews to MLIT NLT 9 August.

6.2. Okinawa: Annual reviews will be forwarded by Okinawa military units to OGB NLT 15 July. A file copy will be sent to 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. Vehicles no longer in the inventory and routes no longer required should be deleted.

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. Because of possible changes in the conditions of bridges (incl. bridges for pedestrian), 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 either has changed, a new request must be submitted for the new route(s) or vehicle specification(s).

7. Tracked (Tracklaying) 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 June 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-fl, Movement of U.S. Vehicles, 17 October 1972. (261st JC-Incl 5, 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. USFJI 31-205, "Motor Vehicle Operations and Traffic Supervision", 15 August 2017.
- 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 July 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 August 2008.



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Attachment 1

Classification Code	Conditions related to Weight	Conditions related to Dimensions
A	Slow speed and other conditions are not applicable	Slow speed and other conditions are not applicable.
B	Slow speed and conveying not permitted are prescribed conditions.	Slow speed is prescribed.
C	Slow speed, *conveying not permitted, and a lead and trail vehicle are prescribed conditions.	Slow speed and a lead and trail vehicle, or a guide, are prescribed conditions.
D	Slow speed, *conveying not permitted, a lead and trail vehicle and subject vehicle must be operated in (straddle) 2 traffic lanes in a manner to prevent operation of other vehicles in the lanes. Separate instructions, which may be provided by the Road Administrator, are added conditions to consider.	

NOTE: "Conveying not permitted" is defined as two or more overweight vehicles in a single column not permitted to cross a bridge or overpass simultaneously.

NOTE: Movement condition codes (e.g., conveying, lane straddling, etc.) may be further clarified by MLIT.

NOTE: Night Movement Condition - the Road Administrator allows movement of Overweight/ Oversized vehicles only from 2100 – 0600 hours (see para 5).