

**CHAPTER 8**  
**SIZE AND WEIGHT**  
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**CHAPTER 8**  
**SIZE AND WEIGHT**

1. ENFORCEMENT OF SIZE LIMITATIONS.

a. Policy.

(1) Owners or operators of vehicles, or vehicles and loads which are in violation of statutory size limitations contained in the California Vehicle Code (CVC), shall be subject to appropriate enforcement action.

(2) A vehicle shall not be permitted to proceed without a permit if any dimension is in excess of statutory limit.

(3) All enforcement actions taken for oversized vehicles or loads shall be confirmed by physical measurement. The measurement should be included in the Violation(s) section of the citation.

(4) The owner or operator of any vehicle or load moved under a permit issued by the California Department of Transportation (Caltrans) or local authority shall be subject to enforcement action in accordance with paragraph 3.

(5) When an inspecting officer has knowledge of a structure or obstacle along a proposed route of travel which will not accommodate a vehicle or load, the officer shall prohibit further movement until the vehicle can be rerouted.

(6) The provisions of Section 35000 CVC do not apply to an authorized emergency vehicle pursuant to Section 35002(a)(1) CVC.

b. Width.

(1) General Width Requirements – Section 35100 of the California Vehicle Code.

(a) The total outside width of any vehicle or load shall not exceed 102 inches. The metric equivalent of 102 inches is 2.6 meters pursuant to Section 35100.1(a) CVC.

(b) The width measurement of any vehicle with side walls shall be made from the outside wall of the two opposite sides of the vehicle pursuant to Section 35100.1(b) CVC.

(c) Tire chains carried on a vehicle, whether draped over the fuel tanks or stored elsewhere on the vehicle, are considered a load upon the vehicle and are subject to the 102-inch width limit.

(d) The exemptions for implements of husbandry apply only to vehicles meeting the requirements of Sections 36000 or 36005 CVC. Other vehicles used by farmers are not granted an exemption from Section 35100 CVC. A farm trailer as defined in Section 36010 CVC is an example of a vehicle used by a farmer which is subject to the 102-inch width limit.

(2) Wheel and Tire Exemption – Section 35101 of the California Vehicle Code.

(a) When any vehicle is equipped with pneumatic tires, the maximum width from the outside of one wheel and tire to the outside of the opposite outer wheel and tire shall not exceed 108 inches. However, the outside width of the body of the vehicle or the load thereon shall not exceed 102 inches.

(b) Wheel hubs are part of the wheel of a vehicle. They may extend to a width not to exceed 108 inches when the wheels are in contact with the road surface or when mounted on a vehicle which is being carried as a load upon another vehicle.

(c) The 108-inch limit applies to devices attached to the wheels, such as oiling cups and odometers.

(d) The 108-inch limit does not apply to load-induced tire bulge. Authority for this policy is Title 23, United States Code of Federal Register, Section 658.16.

(3) Agricultural Products Exemption – Section 35102 of the California Vehicle Code.

(a) Loads of certain loosely piled bulk agricultural products not crated, baled, boxed, or sacked are limited to a width of 120 inches, including any loading racks retaining such loads.

1 A loading rack is an open framework retaining a load upon a vehicle. Enclosures of solid construction or solid sideboards are not considered loading racks.

2 The farm products specified in Section 35102 CVC shall be considered illustrative. They are not an all-inclusive listing of agricultural products which may be transported upon a highway in accordance with the provisions of that section.

(b) Examples of agricultural products which are considered to be within the purview of Section 35102 CVC include the following:

1 Hay and straw of any type.

2 Plants having small stems or vines, with or without leaves, and without the fruiting body attached unless such fruiting body is in the form of seeds or pods (e.g., alfalfa, grains, sorghums, beans, peas).

3 Plants of a type wherein the plant structure consists primarily of multiple individual leaves or leafy stems in a loose mass (e.g., spinach, lettuce, cabbage without heads).

4 Leafy tops of vegetable plants without bulbous or tuberous roots attached (e.g., carrot tops, beet tops, onion tops, potato vines).

(c) Racks and/or loads of a width in excess of 120 inches are in violation of Section 35102 CVC.

(d) Enforcement action for such violations shall be in accordance with established enforcement policy.

(e) The increased width permitted by Section 35102 CVC is not applicable to the bed or body of the transporting vehicle.

(4) Exemption for an Appurtenance on Recreation Vehicles – Section 35103 of the California Vehicle Code.

(a) The maximum permitted width for an appurtenance listed in Section 35103 CVC is 114 inches and shall not exceed 6 inches beyond either sidewall of the vehicle.

(b) An appurtenance is an integral part of a vehicle (excluding safety devices) and includes, but is not limited to, awnings, grab handles, lighting equipment, cameras, and vents. An appurtenance may not be used as a load-carrying device.

(5) Exemption for Required Devices – Section 35109 of the California Vehicle Code. Lights, mirrors, and devices which are required to be mounted may

extend beyond the permissible width of a vehicle not more than 10 inches on each side. Although fenders and mudguards may not be required, if attached, they shall be granted the same width exemption given to required devices under Section 35109 CVC.

NOTE: The permissible width includes vehicles/loads for which a permit has been granted pursuant to Section 35780 CVC and all other vehicles allowed to exceed the maximum allowable width.

(6) Exemption for Projecting Equipment – Section 35110 of the California Vehicle Code.

(a) The maximum permitted width for the items listed in Section 35110 CVC is 108 inches and shall not exceed 3 inches beyond either side of the vehicle.

(b) Safety devices excluded from determination of vehicle width include the following: door handles, cable cinchers, chain binders, corner caps, holders for the display of placards warning of hazardous materials, rear and side door hinges and their protective hardware, rain gutters, side marker lamps, lift pads for piggyback trailers, tarps and tarping hardware, aerodynamic devices, tie-down assemblies on platform trailers, wall variations from true flat, weevil pins, and sockets on low-bed trailers.

(c) Aerodynamic devices use technologies which minimize drag and improve airflow over an entire tractor-trailer vehicle. These include gap fairings which reduce turbulence between the tractor and trailer, side skirts which minimize wind under the trailer, and rear fairings which reduce turbulence and pressure drop at the rear of the trailer. These devices shall not adversely impact the vehicle's swept width and turning characteristics, and the primary purpose of the device shall not be for advertising.

(d) The exemption granted in Section 35110 CVC applies only to the listed items and does not include stake pockets, stakes, and other items of equipment.

c. Height.

(1) Vehicle and Load Height Limitations – Section 35250 of the California Vehicle Code. The maximum legal height permitted for a vehicle or load is 14 feet measured from the surface upon which the vehicle stands.

NOTE: A double-deck bus may be 14 feet 3 inches high.

(2) Hydraulic Boom or Mast Restraint – Section 35251 of the California Vehicle Code.

(a) A boom or mast which is designed to be raised and lowered by hydraulic mechanisms, and which is a constituent part of, or an attachment to, a vehicle or machine shall be securely chained or otherwise restrained to ensure compliance with Section 35250 CVC while the vehicle or machine is being transported as a load, or driven upon any highway.

(b) Section 35251(b) CVC states that subsection (a) does not apply when the configuration and design of the hydraulic boom effectively restrains the movement of the boom during transit.

NOTE: If it is learned that a crane is equipped with an internal locking mechanism (which is virtually impossible to inspect without dismantling), enforcement personnel should not issue an enforcement document for a violation of Section 35251 CVC.

1 Securing the cable hook or ball to the front bumper or foremost part of a vehicle equipped with a boom or mast may assist with the securement requirements of Section 35251 CVC when the crane is equipped with an internal locking mechanism.

2 If there is substantial evidence the mechanism is defective or does not comply with securement requirements of Section 35251 CVC, an enforcement document may be issued.

(3) A pilot car may operate a vertical measuring device with a height in excess of 14 feet when surveying a route or escorting a permitted overheight load per Section 35252 CVC.

d. Length.

(1) Single Vehicle Length Limitation – Section 35400 of the California Vehicle Code.

(a) The maximum permitted length for a single vehicle is 40 feet.

NOTE: The measurement of a trailer should include only the load-carrying space.

(b) Exemptions from the 40-foot single vehicle length limit are provided for the following:

- 1 Auxiliary parts, equipment, or machinery not used as space to carry any part of the load per Section 35400 CVC.
- 2 Parts necessary to comply with fender and mudguard requirements per Section 35400 CVC.
- 3 An articulated bus or articulated trolley coach shall not exceed a length of 60 feet per Section 35400 CVC. An articulated bus or articulated trolley coach may exceed a length of 60 feet when the excess length is caused by a device attached to the front of the bus designed and used exclusively for the transportation of bicycles. This device shall not extend more than 36 inches when fully deployed. The handlebars of a bicycle being transported shall not extend more than 42 inches from the front of the bus.
- 4 A semitrailer being towed by a motor truck or truck tractor when the requirements specified in paragraph (b)(4) of Section 35400 CVC are met.
- 5 Safety bumpers, when in compliance with the requirements of paragraph (b)(5) of Section 35400 CVC.
- 6 A schoolbus, when the excess length is caused by the projection of a crossing control arm. A crossing control arm shall not cause the maximum length of the schoolbus to be extended by more than 10 inches per Section 35400 CVC.
- 7 A bus, when the excess length is caused by a device located in front of the front axle which is used for lifting wheelchairs into the bus; this device may not extend more than 18 inches, inclusive of any front safety bumper per Section 35400 CVC.
- 8 A bus, when the excess length is caused by a device attached to the rear of the bus which is designed and used exclusively for transporting bicycles; this device may be up to 10 feet in length if such device, along with any other device permitted pursuant to this section, does not cause the total length of the bus to exceed an overall length of 50 feet per Section 35400 CVC.
- 9 A bus, when the excess length is caused by a device attached to the front of the bus which is designed and used exclusively for the transportation of bicycles, the bus is not equipped as noted in paragraph 1.d.(1)(b)8, and the bus is operated by a public agency or passenger stage corporation per Section 35400 CVC.

a The device, including any bicycle transported thereon, shall be mounted in a manner which does not materially affect efficiency or visibility of vehicle safety equipment.

b The device shall not extend more than 40 inches from the front body of the bus when fully deployed.

c The handlebars of a bicycle being transported shall not extend more than 46 inches from the front of the bus.

10 A bus up to 45 feet in length, when operating on those highways specified in subdivision (a) of Section 35401.5 CVC. California Department of Transportation or local authorities, with respect to highways under their respective jurisdictions, shall not deny reasonable access to a bus up to 45 feet in length between the highways specified in subdivision (a) of Section 35401.5 CVC, and points of loading and unloading for motor carriers of passengers, as required by the federal Intermodal Surface Transportation Efficiency Act of 1991 (P. L. 102-240). As used in this paragraph, reasonable access means access substantially similar to that authorized for combinations of vehicles pursuant to subdivision (c) of Section 35401.5 CVC and access authorized through a process substantially similar to that authorized for combinations of vehicles pursuant to subdivision (d) of Section 35401.5 CVC. (Refer to the 45' Bus & Motorhome Restricted Routes List on the Caltrans Traffic Operations, Office of Traffic Engineering Web site.) A bus operated by a public agency, and on those highways specified, may be equipped with a folding device attached to the front of the bus which is designed and used exclusively for transporting bicycles. The device may not extend more than 36 inches from the front body of the bus when fully deployed and the handlebars of a bicycle may not extend more than 42 inches from the front of the bus.

NOTE: To avoid impeding commerce, buses may travel off the network to points of loading and unloading of passengers.

11 A house car of a length of up to 45 feet when operating on the National System of Interstate and Defense Highways, or when using those portions of federal-aid primary system highways that have been qualified by the United States Secretary of Transportation for such use, or when using routes appropriately identified by Caltrans or local authorities, with respect to highways under their respective jurisdictions.

12 A motortruck used solely as a cotton module mover and which does not exceed 48 feet in length per Section 35400.5 CVC.

13 An articulated bus operated by the Los Angeles County Metropolitan Transportation Authority (LACMTA), which is operated on the Orange Line in the County of Los Angeles and between that route, terminals, and maintenance facilities, shall not exceed a length of 82 feet pursuant to the provisions of Section 35400.75 CVC.

a Prior to operation of articulated buses exceeding 60 feet in length on highways under the jurisdiction of Caltrans, the LACMTA shall obtain a determination of suitability from the CHP and Caltrans.

NOTE: The provisions of Section 35400 CVC do not apply to Section 35400.75 CVC. Devices mounted on the front and/or the rear (e.g., folding devices used exclusively for the transportation of bicycles or wheelchair lifting devices) of an articulated bus operated by the LACMTA, which is operated on the Orange Line in the County of Los Angeles and between designated routes, terminals, and maintenance facilities, shall be included in the overall length measurement of the bus.

14 Vehicles qualifying for the integral load exemption per Section 35414 CVC.

15 Implements of husbandry only incidentally operated on the highways per Section 36615 CVC.

(c) A drawbar as defined in Section 300 CVC is not included in single vehicle length measurement. However, a rigid structure, such as a tongue, B-train assembly, or gooseneck connection used to connect a towed vehicle to a towing vehicle, is included in the single vehicle length measurement.

(d) The exemption contained in Section 35400 CVC for auxiliary parts, equipment, or machinery on a single vehicle operated in a combination of vehicles shall be enforced as follows:

1 Any part, equipment, or machinery installed on a vehicle operated in a combination of vehicles which does not provide space for carrying a load or is not used to support or carry the vehicle shall be disregarded, except lift gates up to 24 inches. However, such parts, equipment, or machinery are not included in any measurement to

determine compliance with the maximum overall length limitations specified for combinations of vehicles.

2 Although not specifically addressed in Section 35400 CVC, the exemption for auxiliary parts, equipment, or machinery shall also be applied when measuring 28-foot 6-inch and 48-foot trailers used in the combinations listed in Sections 35401(b)(1), 35401.5(b)(1), and 35401.5(b)(2) CVC.

3 Examples of parts, equipment, or machinery not to be included when measuring the length of single vehicles are: brake and lighting equipment; equipment used for loading or positioning detachable cargo containers; devices used for loading or unloading cargo which are not used for carrying a load; cranes and hoists; auxiliary pumps; lift gates up to 24 inches; blowers; refrigeration equipment; bumpers of any type, including dock bumpers; aerodynamic devices; and spare equipment and parts, including devices used to carry them.

4 Examples of parts, equipment, or machinery which are to be included when measuring the length of single vehicles are: devices or modifications which increase the load-carrying space of the vehicle, such as cheater boards; and devices or structures used to support a vehicle, such as a gooseneck or tongue connection of a semitrailer.

(e) The auxiliary parts exception to single vehicle length limitations does not apply to vehicles operated singly.

(f) An articulated passenger bus or trolley coach is a single vehicle.

(g) The word "kingpin," as used in Section 35400(b)(4) CVC, refers to the main pin or coupling holding two vehicles together at the point of pivot, and does not limit the exemption solely to those vehicles coupled together by a fifth wheel or other coupling device.

(h) Kingpin to rear axle (KPRI) is measured from the center of the kingpin to the center of the rear axle on the trailer.

(2) Length Limitations for Combinations of Vehicles – Section 35401 of the California Vehicle Code.

(a) The basic length limit for a combination of vehicles is 65 feet.

(b) Section 35401 CVC allows the combination length of a truck tractor and semitrailer to be 65 feet. A combination consisting of a truck tractor

and two 28-foot 6-inch trailers shall not exceed 75 feet. Section 35411 CVC stipulates, when a combination exceeds 75 feet, the load may not extend beyond the outside dimensions of the vehicles.

(c) Section 35401.5 CVC incorporates the provisions of the Surface Transportation Assistance Act of 1982. This includes the unlimited length allowance on interstates and designated connecting highways for a truck tractor combination with a semitrailer, in which the semitrailer does not exceed 53 feet. It also allows an unlimited length for a truck tractor, semitrailer, or trailer/semitrailer, if neither of the trailers exceed 28 feet 6 inches (refer to Annex A for lawful vehicle combinations).

1 Section 35401.5(a)(1) CVC allows a motortruck used in combination with a semitrailer, when that combination of vehicles is engaged solely in the transportation of motor vehicles, camper units, or boats, to be considered a truck tractor.

2 Pursuant to Section 35401.5(d) CVC, Caltrans or local authorities may establish a process whereby access to terminals or services may be applied for upon a route not previously established as an access route. Once approved, the route shall be deemed open for access by all other vehicles of the same type, regardless of ownership. Therefore, any combination of vehicles operating pursuant to Section 35401.5(a) CVC may utilize all highways designated as part of the Dwight D. Eisenhower System of Interstate and Defense Highways or those portions of federal-aid primary system highways that have been qualified by the United States Secretary of Transportation for that use (green and blue routes), regardless of terminal location.

3 Section 35401.5(g)(1) CVC allows a truck tractor/semitrailer combination to utilize the routes specified in this chapter and any other route authorized for that purpose by Caltrans in consultation with the CHP if all of the following conditions are met:

a The semitrailer does not exceed 56 feet total length.

b The semitrailer KPRA measurement does not exceed 46 feet.

c The combination being operated is used exclusively or primarily in connection with motorsports.

NOTE: Motorsports means any pre- or post-event activity including, but not limited to, administration, testing, practice, promotion, and merchandising, sanctioned under the auspices of

the member organizations of the Automobile Competition Committee for the United States.

d The combination has a valid permit issued by Caltrans.

(d) A truck tractor is a vehicle designed and used for drawing other vehicles, and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn. A truck tractor may have a bed or deck not exceeding 34 square feet designed and used exclusively for transporting items attendant to the operation of the vehicle (e.g., tarps, tire chains).

(e) Truck tractors, per Section 655 CVC, with load-carrying capability (dromedary) used by a motor carrier licensed by the Department to transport explosives pursuant to Division 14 CVC, and used exclusively for the transportation of explosives or munitions-related security material, as specified by the United States Department of Defense, are granted the same exemption as truck tractor/semitrailer combinations operating under Section 35401.5(a)(1) CVC. Therefore, if the truck tractor has a dromedary used exclusively for the transportation of explosives or munitions-related security material, whether the dromedary is empty or loaded, the trailer can transport any commodity and the combination will be allowed unlimited length on the National Network.

(f) Truck tractors with load-carrying capability (dromedary box or bed) in use on or before December 1, 1982, are granted the same exemption as a truck tractor/semitrailer combination operating under Section 35401.5(a)(1) CVC. However, the burden of proof that the vehicle was in operation prior to December 1, 1982, is upon the owner of the vehicle.

(g) The maximum legal length for a combination of vehicles consisting of a motor vehicle towing a boom or mast which is supported by a dolly is 65 feet measured from the front of the power unit to the rear of the dolly per Section 35401 CVC.

(h) Section 35401.7 CVC provides the maximum legal length for licensed livestock haulers operating on portions of State Route (SR) 101 in the counties of Del Norte, Humboldt, and Mendocino from its junction with SR 1 near Leggett, north to the Oregon border, is 70 feet if the travel is necessary and incidental to the shipment of livestock when under the following conditions:

1 The travel is directly en route to or from a point of loading or unloading of livestock on those portions of SR 101.

- 2 The KPRA of the semitrailer does not exceed 43 feet.
- 3 The length of the semitrailer does not exceed 48 feet.
- 4 The travel is not conducted on the day prior to, or on the day of, any federally recognized holiday.

(i) The maximum legal length for vehicles and loads when a boom or mast is resting on a dolly used in conjunction with a power unit is 75 feet, measured from the front extremity of the front vehicle or load to the rear extremity of the last vehicle or load per Section 35411 CVC.

(j) When vehicles are operating under the exemption granted by Section 35401 or 35401.5 CVC, the load shall be confined within the exterior dimensions of the vehicle when the overall length of the vehicle combination exceeds 75 feet per Section 35411(b) CVC.

(k) Section 35402(e) CVC provides that close-coupled vehicle combinations, allowed a maximum length of 65 feet, may extend to 67 feet 6 inches using a sliding drawbar or fifth wheel under the following conditions:

- 1 While traveling 35 miles per hour or less on any highway, except a freeway.
- 2 While traveling on freeway on-ramps and off-ramps, and freeway connectors.
- 3 The intent of the law is to allow close-coupled vehicles to negotiate turns without damaging the units in the combination. The exemption for freeway on-ramps, off-ramps, and connectors does not apply to the entrances and exits of commercial vehicle enforcement facilities (CVEF) located on the freeway right-of-way. However, when it is evident damage could occur because of the design of a particular entrance or exit at a facility or scale site, or when turning into inspection lanes or circling the scale house, the combination shall be allowed to extend using the sliding fifth wheel or drawbar.
- 4 The sliding equipment will normally be operated from inside the cab and should not require the vehicle combination to cease motion to expand and retract. This does not allow stopping to adjust vehicle length on a freeway right-of-way or other location where stopping would otherwise be prohibited.

5 The vehicle combinations shall be in the retracted position when crossing the scale platform, and when exiting CVEF and platform scales to continue travel on a freeway.

6 The exemption granted under Section 35402(e) CVC does not apply to any truck tractor/semitrailer combination which is restricted to an overall length of 65 feet. The exemption applies only to combinations of vehicles consisting of motortruck/semitrailer, motortruck/trailer, and truck tractor/semitrailer/trailer.

(3) Extensions or Devices Used to Increase Carrying Capacity – Section 35402 of the California Vehicle Code.

(a) Auxiliary axles, commonly known as boost-a-load axles or Jif-Locks, are extension devices within the meaning of Section 35402 CVC, but only if they are designed as add-on equipment used primarily to increase the carrying capacity of the vehicle to which they are attached. Such axles must be included in measurements to determine single vehicle lengths.

(b) When any add-on axle attached to a vehicle is clearly identifiable as a vehicle of a type defined in the CVC, it is not an extension device within the meaning of Section 35402 CVC. Included are auxiliary dollies, converter-gears, jeeps, jo-dogs, logging dollies, and pole and pipe dollies. The two vehicles constitute a combination of vehicles and the length limitations of combinations are applicable.

(c) The length of a drawbar is the distance from the center of the eye at the front of the drawbar to the center of the pin where the drawbar is attached to the towed vehicle. The measurement is made parallel to the longitudinal centerline of the drawbar.

(d) A tailgate is part of the vehicle to which it is attached and must be included when measuring the length of the vehicle. However, lift gates up to 24 inches should not be included when measuring the length of a vehicle or combination of vehicles.

(e) Load securement devices, such as binders, grab hooks, binder tighteners, V-boards, container-locking devices, and other similar items not permanently attached to the vehicle, should not be included when measuring the length of a vehicle or combination of vehicles.

(f) Extensions of not more than 18 inches in length on each end of a vehicle or combination of vehicles used exclusively to transport vehicles

shall not be included in measuring the length of a vehicle or combination of vehicles when the vehicles are loaded per Section 35402(b) CVC.

(g) Extensions of not more than 18 inches in length on the rear of the rear vehicle, in a combination of vehicles transporting loads, shall not be included in measuring the length of the vehicle or combination of vehicles when the vehicles are loaded. Extensions of not more than 18 inches on the front of the front trailer in a combination of vehicles shall not be included in measuring the length of the vehicle or combination of vehicles. However, front extensions on vehicles operating on the United States National Network System will be included in the measurement of a single vehicle per Section 35402(c) CVC.

(h) Safety devices required to be mounted upon a vehicle may extend beyond the permissible length of a vehicle or a combination of vehicles to a distance not exceeding 10 inches.

(i) In a truck tractor/double semitrailer combination, the two semitrailers are connected by a B-train assembly. A B-train assembly is a rigid frame extension attached to the rear frame of the first semitrailer which allows for a fifth wheel connection point for a second semitrailer. The B-train assembly is restricted to 15 feet in length per Section 29005 CVC (Figure 8-1).

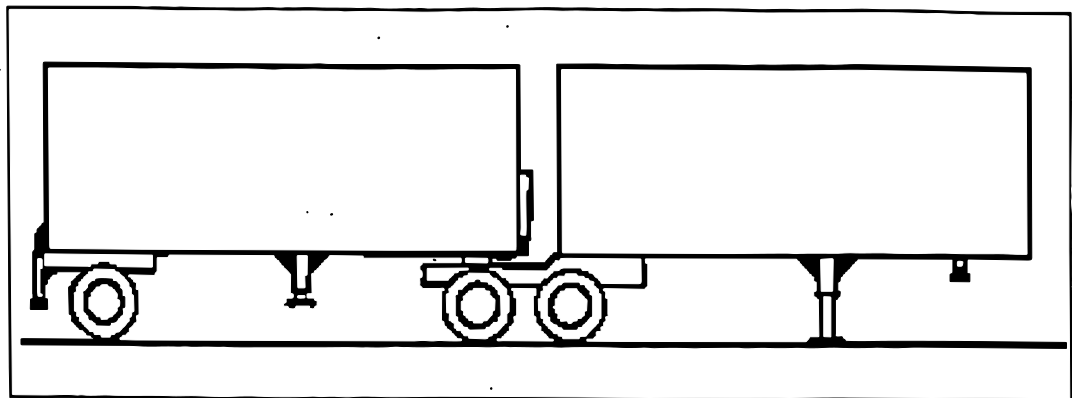


Figure 8-1. B-Train Doubles Van Semitrailer

1 When measuring a semitrailer with a B-train assembly and the trailer is not in combination with another semitrailer, the B-train assembly is included in the measurement.

2 When measuring a truck tractor/semitrailer combination, the B-train assembly is not included when measuring the vehicle combination for overall length provided the combination is in compliance with Sections 35401 and 35401.5 CVC.

(4) Aerodynamic Devices Projecting to the Rear of a Vehicle – Section 35405 of the California Vehicle Code.

(a) Section 35405 CVC allows an aerodynamic device to extend no more than 5 feet beyond the rear of a vehicle under the following conditions:

1 The device cannot have the strength, rigidity, or mass to damage a vehicle or injure a passenger in a vehicle that strikes the vehicle from the rear.

2 The device does not obscure taillamps, turn signals, marker lamps, ID lamps, or any other required safety devices.

(5) Load Projection to the Front of a Vehicle – Section 35406 of the California Vehicle Code.

(a) Section 35406 CVC applies only to a load. The section does not apply to any integral part of the vehicle or miscellaneous equipment mounted on a vehicle which is attendant to the efficient operation of the vehicle.

(b) Miscellaneous equipment which is attendant to the efficient operation of the vehicle shall be included in measuring the overall length of the vehicle.

(c) Section 35003 CVC provides for the purpose of Division 15 CVC; booms, masts, machinery, or other equipment which are not attendant to the efficient operation of the body of the vehicle shall be regarded as loads. Such items, unless granted a specific exemption by Section 35407 CVC, may not extend more than 3 feet to the front of a vehicle as specified in Section 35406 CVC.

1 Examples of equipment not attendant to the efficient operation of the body of a vehicle are booms or masts of mobile cranes, water well drilling and servicing machinery, or other equipment and similar items. This equipment is not attendant to the efficient operation of the body of such vehicles because the boom, mast, equipment, or machinery is not essential to the primary function of the vehicle, which is to move the attached equipment from one job site to another.

2 Examples of equipment attendant to the efficient operation of the body of a vehicle are booms or masts on tow trucks and vehicle dismantlers towing vehicles. This equipment is attendant to the efficient operation of the vehicle because the boom or mast is essential to the primary function of the vehicle, which is the towing of other vehicles.

(d) Booms, masts, and/or A-Frames on tow trucks and dismantlers towing vehicles are included in measuring the vehicle length.

(e) Booms, masts, machinery, or equipment on mobile cranes or well drilling rigs are not included in measuring vehicle length. Such items are subject to the limitation of load overhang to the front and rear contained in Sections 35406, 35407, and 35410 CVC.

(6) Boom and Mast Front Overhang Exemption – Section 35407 of the California Vehicle Code.

(a) Section 35407 CVC provides an exception to the general requirements of Section 35406 CVC. Equipment specified in the section, when carried as a load, may extend to the front of a vehicle for a distance not exceeding two-thirds of the wheelbase of the vehicle, when all conditions contained in the section are met.

(b) If all conditions contained in subsections (a) through (d) of Section 35407 CVC are not met, the exception provided for in the section is void and the provisions of Section 35406 CVC are applicable.

(c) The provisions of Section 35407 CVC will not be interpreted to include any vehicle or equipment not specified therein.

(d) The term “servicing equipment” in Section 35407 CVC applies only to water well drilling equipment.

(e) A crane is defined as any vehicle equipped with a device which unfolds to various heights, such as hoists, lifts, ladders, booms, derricks, and shovels. This includes manufactured mobile cranes, such as Lorraine, Northwest, Challenge-Cook, P&H, FMC Linkbelt, Manitowoc, American, Grove Demag, Koehring, Badger, Kato, and other commercial vehicles with standard-type bodies to which a crane or other device to lift and/or move property is attached. Exceptions include vehicles designed or used to transport property and/or other vehicles (e.g., tow trucks and wreckers).

(f) The cable hook and ball on a crane are an attachment to the crane rather than part of the crane structure. The method of securing the cable hook or ball to the front bumper or foremost part of a vehicle with a boom or mast is in compliance with Section 35407(c) CVC if it complies with the rest of Section 35407 CVC and does not impair the driver's vision. This may also assist with the securement requirements of Section 35251 CVC when the crane is equipped with an internal locking mechanism.

(7) Limitation of Load Projection to the Rear of a Vehicle – Section 35410 of the California Vehicle Code.

(a) Section 35410 CVC, which limits the projection of a load to the rear beyond the last point of support to not more than two-thirds the length of the wheelbase of the transport vehicle, applies only when the load is transported as an independent load on a motor vehicle operated singly or in combination, or on a trailer or semitrailer. The section does not apply when the load rests on two vehicles. For example, the section does not apply to the boom or mast of a mobile crane when the boom is lowered and part of its weight is resting on another vehicle, or to a load of logs supported by a logging truck and logging dolly.

(b) Section 35410 CVC does not apply to any projection which is part of the vehicle.

(c) The length limitation on the extension of a load to the rear of a vehicle beyond the last point of support, as specified in Section 35410 CVC, applies to a load consisting of integral structural materials, as referred to in Section 35414 CVC, when the load is carried on a semitrailer.

(d) The last point of support, as the term is used in Section 35410 CVC, is the rearmost point on the vehicle bed or body supporting the load. Braces or guys which are angled in such a manner as to attempt to extend the last point of support beyond the rear of the vehicle shall be disallowed when calculating rear overhang.

(e) The last point of support of a load upon a vehicle that is supported or mounted some distance ahead of the rear of the vehicle is that point where the load is actually supported.

(f) If a load is hauled by a truck and trailer and no part of the load rests on the trailer, the last point of support is the rearmost point on the truck where the load is actually supported.

(g) An extension or device which is used to increase the carrying capacity of a vehicle is included in measuring the length of the vehicle. Therefore, the extension or device must be considered part of the vehicle when determining the last point of support.

(8) Load Exemption – Section 35414 of the California Vehicle Code.

(a) Section 35414 CVC provides an exemption to the length limitations specified for vehicles and loads when only poles, timbers, pipes, integral structural materials, or single unit component parts, including, but not limited to, missile components, aircraft assemblies, drilling equipment, and tanks not exceeding 80 feet in length, are being transported.

(b) The provisions of subdivision (a) shall not apply if materials are loaded end to end, or where a load can be transported consistent with limitations on vehicle and load length specified in other sections of the CVC.

(c) The exemption does not apply when the load or method of transporting does not specifically conform to the requirements of the section.

(d) This exemption for vehicle combination length does not apply to any vehicle or combination of vehicles operated unladen.

(e) Section 35414 CVC does not exempt semitrailers loaded with material specified in paragraph 1.d.(8)(a) from the requirements of Section 35410 CVC relating to the extension of the load to the rear beyond the last point of support for a distance of more than two-thirds of the wheelbase.

(f) The length limitation of 75 feet for vehicle and load imposed by Section 35411 CVC does not apply when materials specified in paragraph 1.d.(8)(a), not exceeding 80 feet in length, are being transported as specified in Section 35414 CVC. The overall length of a combination of vehicles and a load of integral structural materials or any item listed in Section 35414 CVC is unlimited. The KPRA is not an applicable measurement for this vehicle configuration.

2. ENFORCEMENT OF WEIGHT LIMITATIONS.

a. Policy.

(1) Weights indicated by a platform scale shall be rounded off and read to the next lower hundred pounds.

(2) Weights obtained through the use of portable scales which do not result in an even hundred-pound increment shall be rounded off and read as follows:

(a) Single-Axle Weight. The results of both scales shall be totaled, the resulting weight rounded off, and read to the next lower hundred pounds.

(b) Tandem-Axle Weight. The results of all four scales shall be totaled, the resulting weight rounded off, and read to the next lower hundred pounds.

NOTE: For tridem or greater axle suspension groups, leveling boards should be used to achieve the same horizontal plane as portable scales to equalize the suspension systems for accuracy in weighing.

(c) Groups of Axles and Gross Weight. The results of all scales used shall be totaled, the resulting weight rounded off, and read to the next lower hundred pounds.

(3) A measurement variation factor, as specified below for the type of scale used, shall be deducted from scale weights recorded:

(a) Platform scales: 200 pounds.

(b) HAENNI portable scales: 1 percent of the scale weight. If the measurement variation factor is not an even 100 pounds, it shall be rounded off to the next higher hundred-pound increment.

(c) All other portable scales: 2 percent of the scale weight. If the measurement variation factor is not an even 100 pounds, it shall be rounded off to the next higher hundred-pound increment.

(4) Procedures for calculating overweight violations are illustrated in Annex B of this chapter.

(5) In consideration of safety, vehicles shall not be weighed on freeways using portable scales on the road surface unless the weighing can be done in areas constructed by Caltrans. This does not preclude removing vehicles from freeways to be weighed on adjacent surface streets.

b. Definitions.

(1) Legal weight is the weight authorized by CVC provisions or by a permit issued pursuant to Section 35780 CVC.

(2) Gross weight is the total weight, including load, imposed upon a highway by a vehicle or any combination of vehicles and shall be calculated using the tables in Sections 35551 and 35551.5 CVC, based on the axle distance measurements set forth in the tables.

(3) Multiple draft weight is the combining of individual weights of axles or axle groups to arrive at the gross weight of the vehicle or combination of vehicles.

(4) Single draft weight is the weight of a vehicle or combination of vehicles obtained by using a platform scale of adequate length to weigh the entire vehicle or combination of vehicles with one weighing.

(5) A tandem axle group consists of two or more consecutive axles attached to the front or rear portion of a single vehicle with a portion of the vehicle's weight being carried by the axle group.

(6) An interior bridge consists of two or more consecutive axles or axle groups of a single vehicle or combination of vehicles, and is measured from the center of the first axle to the center of the last axle included in the calculation.

c. Portable-Scale Maintenance.

(1) Scales which are not certified shall not be used for enforcement purposes.

(2) All departmental portable scales shall be maintained, serviced, and processed for calibration through the Commercial Vehicle Section (CVS) scale shop. Individual personnel, Areas, and Divisions shall not independently service, repair, or have calibrations performed unless expressly authorized by CVS. Portable scales shall be inspected and sealed at least once each calendar year, as determined by the CVS scale shop mechanic.

(3) Portable scales should be sent to the CVS scale shop, either by a Supply Services Unit truck, a common carrier, or by transportation in departmental vehicles. Current scale replacement values for shipping insurance should be obtained from CVS when preparing to ship scales by common carrier.

(4) Certification shall indicate portable scales, other than HAENNI, are accurate within 2 percent of true weight. HAENNI portable scales shall be certified to within 1 percent of true weight.

(5) When, in the opinion of the officer, there is a possibility a scale is inaccurate, the scale shall not be used for enforcement purposes. Portable scales shall be returned to the CVS scale shop for evaluation.

d. Fixed-Scale Maintenance.

(1) All departmental fixed (platform) scales used to weigh vehicles shall be inspected and sealed by either a Sealer of the Division of Measurement Standards, California Department of Food and Agriculture (CDFA), or the County Sealer of Weights and Measures at least once in each calendar year.

(2) The services of the CDFA shall be used unless:

(a) The CDFA does not have the necessary equipment or personnel to perform the required service.

(b) The cost to the Department would be more than if the services of the County Sealer were used.

(3) All requests for scale-sealing services from the CDFA shall be directed to Facilities Section.

(4) Certification must indicate fixed scales are accurate within two-tenths of a percent.

(5) When, in the opinion of the officer, there is a possibility a scale is inaccurate, the scale shall not be used for enforcement purposes until it is certified by the CDFA, or the County Sealer of Weights and Measures.

e. General Provisions.

(1) Vehicles shall be weighed on a level surface with the brakes released.

(2) Rolling weights are permitted over an axle scale to detect overloads. However, weights used for enforcement purposes shall be taken with the vehicle stopped.

(3) Axle groups attached to a vehicle by the same suspension system shall be weighed simultaneously and on the same horizontal plane, except when it is apparent the suspension of any axle is designed or adjusted to deliberately circumvent the axle weight limits imposed by law.

(4) Walking beam, rocker beam, and cantilever axle suspension systems are usually adjustable for the amount of weight on each axle. Care should be

taken when weighing single axles on one end of this type of suspension. If the vehicle is backed up and stopped on the scale, it should also be driven forward again and then stopped in order to prevent any binding in the system.

(5) Axles attached to the vehicle by independent suspension must comply with the single-axle weight limit.

(6) Axle groups attached to a vehicle by the same suspension system and axle weights of axle groups formed by drive axles and auxiliary dollies, such as jeeps, jo-dogs, or converter gears, shall not be weighed separately (split) when portable scales are used on roadway surfaces.

(7) The distance between axles shall be measured to the nearest whole foot. When a fraction is exactly 6 inches, the next larger whole foot shall be used per Section 35551(c) CVC.

(8) Section 35550 CVC establishes the gross weight imposed upon the highway by the wheels on any axle of a vehicle shall not exceed 20,000 pounds. However, the maximum weight shall not exceed the tire load limit, as molded on the sidewall of the tire per Title 13 of the California Code of Regulations (CCR), Section 1085(d).

(9) Section 35551(a) CVC establishes a total gross weight for any vehicle or any combination of vehicles by grouping two or more consecutive axles. The axles may be grouped regardless of the distance between the first and last axles. The allowable weight from the table under the appropriate number of axles, accounting for distance, would apply.

(10) Section 35551(b) CVC is an exception to the table in subdivision (a), allowing two consecutive sets of tandem axles to carry 34,000 pounds each, provided the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more. Because of the wording in subdivision (c), the actual distance required would be 35 feet 6 inches or more. Vehicles which exceed the 34,000 pounds allowed under this subdivision on either set of tandem axles shall be cited for being in violation

of the 34,000 pounds allowed on the tandem group or 68,000 pounds on two sets of tandem axles. The greatest violation shall be charged except when the vehicle combination would qualify under Section 35551.5 CVC and use of this section would show a smaller overweight violation. In such case, Section 35551.5 CVC shall be used.

(11) Section 35551(f) CVC is an exception to the table in subdivision (a), allowing a power unit of a near-zero- or zero-emission commercial motor

vehicle (CMV) to exceed the weight limit by up to 2,000 pounds, and the gross weight of a near-zero- or zero-emission CMV to exceed the allowed maximum vehicle combination gross weight by 2,000 pounds. A near-zero- or zero-emission CMV is defined in subdivisions (c) and (d) of Section 44258 of the California Health and Safety Code.

(12) When axles which support one end of a vehicle are spread 8 feet 6 inches or more, and the distance between the spread axle group and another set of tandem axles is 35 feet 6 inches or more, the following shall apply:

(a) Allow the additional weight permitted by Section 35551(b) CVC for the spread axle group.

(b) Apply the 68,000-pound exception in Section 35551(b) CVC unless the distance between groups of axles is such that a greater weight would be allowed in Section 35551(a) CVC.

(13) Section 35551.5 CVC limits any single axle to 18,000 pounds. The section also contains a table for any group of two or more consecutive axles within 18 feet, and a table for gross weight of a vehicle or combination of vehicles when the distance is 18 feet 6 inches or more. No interior bridge limitations exist in Section 35551.5 CVC.

(14) Trucks and vehicle combinations transporting loads composed solely of logs have been granted the following exceptions to Section 35551 CVC when operated on noninterstate highways per Section 35552 CVC.

(a) One set of tandem axles on the truck or combination of vehicles may carry up to a maximum of 35,500 pounds (measurement variation factor not included).

(b) Two consecutive sets of tandem axles may carry up to a maximum of 69,000 pounds, provided the distance between the first and last sets of tandem axles is 33 feet 6 inches or more. The two consecutive sets of tandem axles may carry any combination of weight which does not exceed 69,000 pounds on the four-axle group, as long as neither tandem-axle group exceeds 35,500 pounds (measurement variation factors not included).

(c) All other axle group and gross weight limits contained in Section 35551 CVC shall be obeyed.

(d) Trucks and vehicle combinations transporting logs and operating on the federal-aid highway system must comply with Section 35551 CVC without the exceptions contained in Section 35552 CVC.

(e) Section 35552 CVC is not a punitive section. Therefore, any weights in excess of those permitted shall be cited under Section 35551 CVC. The weight limits contained in Section 35551 CVC shall be used to determine the amount of overload on axle groups and gross weights shown on the citation. However, when two consecutive sets of tandem axles are separated by 33 feet 6 inches or more (between the first and last axles of such consecutive sets), 68,000 pounds would be shown as the allowable legal weight on the citation.

(15) Section 35554 CVC establishes the gross weight imposed upon the highway on any axle of a bus shall not exceed 20,500 pounds.

(a) A transit bus is not subject to the 20,000-pound single-axle weight limitation contained in Section 35550 CVC.

(b) A transit bus operated on the Dwight D. Eisenhower System of Interstate and Defense shall not operate in excess of the weight limitation for transit buses specified in federal law. Currently, the single-axle weight limit for transit buses is 24,000 pounds.

NOTE: Commercial enforcement personnel shall take the appropriate enforcement action and reroute buses to their designated routes if encountered off route.

(c) Notwithstanding paragraph 2.e.(14), the following provisions shall apply to a transit bus:

1 The curb weight on any one axle of a transit bus procured through a solicitation process pursuant to a solicitation which was issued between January 1, 2016, and December 31, 2018, inclusive, shall not exceed 23,000 pounds.

2 The curb weight on any one axle of a transit bus procured through a solicitation process pursuant to a solicitation which was issued on or after January 1, 2019, shall not exceed 22,000 pounds.

(d) Notwithstanding paragraphs 2.e.(14) and 2.e.(14)(c), the following provisions shall apply to an articulated transit bus or zero-emission transit bus:

1 The curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to a solicitation which was issued between January 1, 2016, and December 31, 2017, inclusive, shall not exceed 25,000 pounds.

2 The curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to a solicitation which was issued between January 1, 2018, and December 31, 2019, inclusive, shall not exceed 24,000 pounds.

3 The curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to a solicitation which was issued between January 1, 2020, and December 31, 2021, inclusive, shall not exceed 23,000 pounds.

4 The curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to a solicitation which was issued on or after January 1, 2022, shall not exceed 22,000 pounds.

(e) For purposes of Section 35554 CVC, the term “curb weight” means the total weight of a fully loaded transit bus, including maximum fuel, oil, and coolant, and all equipment used in the normal operation of the bus, except without passengers or a driver.

(f) If the gross weight imposed upon the highway by the wheels on any one axle of a transit bus exceeds 20,000 pounds, the axle shall be supported by four wheels bearing the load upon the highway.

(16) Section 35555 CVC exempts a cotton module mover or a truck tractor pulling a semitrailer which is a cotton module mover from weight restrictions imposed by Section 35551(a) CVC while the vehicle is operated on a county highway or crossing a state highway within the counties of Butte, Colusa, Fresno, Glenn, Imperial, Kern, Kings, Madera, Merced, Riverside, San Benito, San Bernardino, Sacramento, San Joaquin, Stanislaus, Sutter, Tehama, Tulare, Yolo, or Yuba. These vehicles may be prohibited or limited on county highways or portions thereof by resolution of the county Board of Supervisors having jurisdiction. This exemption is in effect from September 15 each year until March 15 of the following year. The cotton module mover may be operated upon a state highway within the counties referenced above if all of the following conditions are met:

(a) The operator is in possession of a driver’s license of the class required for operation of the mover.

(b) The mover is operated in compliance with Sections 24002 and 24012 CVC; Division 12, Chapter 2, Article 1 (commencing with Section 24250), Article 3 (commencing with Section 24250), Article 4 (commencing with Section 24800), Article 5 (commencing with Section 24950), Article 6 (commencing with Section 25100), Article 9 (commencing with Section 25350), and Article 11 (commencing with Section 25450) CVC; and Division 12, Chapter 3, Article 2 (commencing with Section 26450) and Article 3 (commencing with Section 26502) CVC.

(c) The mover does not exceed the maximum allowable gross axle weight for tandem axles set forth in Section 35551 CVC by more than 6,000 pounds.

(d) The operator of a mover which exceeds the maximum allowable gross axle weight for tandem axle vehicles as set forth in Section 35551 CVC shall possess a commercial driver's license as defined in Section 15210(a) CVC.

(17) When more than one overweight violation exists on a vehicle or combination of vehicles, only one violation shall be charged on an enforcement document per Section 42031 CVC. The greatest violation shall be charged, except when the vehicle combination would qualify under Section 35551.5 CVC, and use of this section would show a smaller overweight violation. In such case, Section 35551.5 CVC shall be used.

(18) Employees of this Department shall not require any weighmaster to issue a state certificate of weights and measures for a multiple-draft weighing. Employees shall not sign a state certificate of weights and measures.

(19) When employees of this Department require a driver, who has received a state certificate of weights and measures for a load, to remove part of that load because of an overweight or other reason, the employee shall mark the certificate with an explanatory statement, such as 20 bales removed, thereby, preventing the driver from using a certificate made false at the employee's direction.

(20) No enforcement document shall be issued on the basis of a weight certificate carried by the driver or a vehicle, unless the officer has observed the weighting of the vehicle or combination of vehicles and the issuance of the certificate.

f. Procedure.

(1) Appropriate enforcement action shall be taken against owners or operators of vehicles weighing in excess of the limits, calculated in accordance with the requirements of this chapter, by 100 pounds or more.

(a) When issued, a CHP 215, Notice to Appear, shall show the adjusted scale weight, the legal weight, and overweight. It shall not show the scale weight or measurement variation factor.

(b) The adjusted axle weight, axle group weight, and gross weight shall be calculated as illustrated in paragraph 2.k., of this chapter.

(c) A CHP 215 shall not be issued for an overweight violation which, after application of the measurement variation factor, does not exceed the legal limits by 100 pounds or more.

(d) A CHP 215 may be issued to owners or operators of commercial vehicles carrying loads which are 100 to 500 pounds overweight after factoring in the appropriate measurement variation. The 100 to 500 pounds criterion applies to axle, tandem, bridge, and gross vehicle weight violations. Weight enforcement initiated for violations under the 500 pounds criteria should be based upon sound, professional judgment (e.g., the officer has knowledge the carrier is a continuous violator who intentionally exceeds the weight limits of vehicles under their control).

(e) A CHP 215 should be issued to owners or operators of commercial vehicles carrying loads in excess of 500 pounds of overweight after factoring in the appropriate measurement variation. The 500 pounds criterion applies to axle, tandem, bridge, and gross vehicle weight violations. Aggressive enforcement for weight violations in excess of the 500 pounds criteria is the Department's posture and should only be set aside for extraordinary conditions. An example might be severe weather (e.g., snow or ice) or emergency operations.

(2) An officer's decision to issue a citation under the "may" policy, or not issue a citation under the "should" policy, shall be based upon articulable facts and sound, professional judgment.

(3) Regardless of the enforcement action taken, all weight, height, width, or length in excess of the statutory limits less the measurement variation factor shall be adjusted or removed prior to the vehicle being allowed to proceed. If applicable, a permit or rider may be obtained from the appropriate authority prior to the vehicle being allowed to proceed (except certain agricultural products as specified in this chapter).

(a) The officer may direct the driver to a suitable place to remove an overload.

(b) A suitable place is one which allows the least obstruction to the highway, requires the least travel on the highway by overloaded trucks, and is reasonably safe for removing or adjusting the particular type of load.

(c) Due to the hazard created by handling and storage of hazardous cargos, officers shall not require the unloading or load adjustment of any hazardous materials (hazmat) as defined in Section 353 CVC, unless the unloading or load adjustment can be accomplished with reasonable safety to the driver and any other person who may be exposed to such cargo. Overloads involving cargos of this type shall either be unloaded and immediately reloaded onto another truck under conditions which will ensure the safety of drivers and others, or allowed to proceed to a suitable location where the load adjustment or removal can be made with safety.

(d) When an overload or method of loading is such that further movement of the vehicle will create a hazard, the vehicle shall not be allowed to proceed. The driver or owner shall be required to make suitable arrangements to ensure the load adjustment, removal, or securement can be made safely. In any event, the appropriate enforcement action shall be taken.

(e) Operators of overweight vehicles shall not be directed to call Caltrans for a permit on reducible loads.

(4) Field managers and supervisors associated with the commercial vehicle enforcement program shall periodically audit enforcement trends in their respective commands to ensure adherence to this policy. The Office of Assistant Commissioner, Field, will closely monitor adherence to these policies and procedures.

(5) HAENNI scales are certified to, plus or minus, 1 percent accuracy. Therefore, the measurement variation factor of 1 percent on portable scales applies to both the citation and the amount of weight adjusted or removed.

(6) The MD 400 and PAT scales are certified to, plus or minus, 2 percent accuracy. Therefore, the measurement variation factor of 2 percent on portable scales applies to both the citation and the amount of weight adjusted or removed.

(7) The following policy shall apply to field-loaded bulk perishable agricultural products (e.g., fruit, vegetables, grain) destined for human consumption being transported from the field to the first point of processing. Processing does not mean field sorting, grading, or drying.

(a) Drivers of vehicles carrying such loads which do not exceed legal limits by more than 1,000 pounds on an axle, axle group, or single vehicle, or 2,000 pounds gross weight on a vehicle combination shall be cited and allowed to proceed without unloading. Adjustment will be required if practical to do so. Adjustment would be practical on field-boxed or crated products, bulk grains, etc., as opposed to loose or bulk products susceptible to being easily damaged, such as tomatoes.

(b) Drivers of vehicles transporting loads heavier than those permitted in paragraph 2.f.(7)(a) shall be cited and required to adjust or remove the overload to the statutory limit before proceeding.

(c) Repeated violations by the same driver or carrier shall be cause for the officer to require removal and/or adjustment of all detected overloads before permitting vehicles to proceed.

(8) The following policy shall apply to loads of livestock:

(a) The driver of a vehicle loaded with livestock shall be permitted to adjust the load on any individual vehicle before weighing.

(b) Drivers of vehicles transporting loads of livestock which do not exceed the legal limits by more than 1,000 pounds on an axle, axle group, or single vehicle, or 2,000 pounds gross weight on a combination of vehicles shall be cited and allowed to proceed without unloading.

(c) Drivers of vehicles transporting loads heavier than those specified in paragraph 2.f.(8)(b) shall be cited. However, to prevent injury to livestock and to prevent their escape during the transfer process, loads of livestock shall be directed to a stockyard or other suitable place to control the animals which have to be removed to adjust an overweight vehicle. Adjustments shall not be made on a highway.

(d) Vehicles transporting loads of quarantined livestock heavier than specified in paragraph 2.f.(8)(b) shall be instructed to return to their point of origin.

NOTE: Axle end weight limits for livestock loads shall not apply, as they are specifically exempted in Sections 35550(b) and 35551.5(b) CVC.

(9) Issuance of Notice to Remove Encroachment.

(a) General Order (GO) 100.33, Notice to Remove Encroachment, provides a uniform procedure for the issuance of the CHP 357, Notice to Remove Encroachment, and requires such notice be issued:

1 To each driver required to reduce their load by removal and deposit of items at a CVEF, platform scale, mini-site, or any other location on a state highway right-of-way;

2 To each driver, or the owner or lessee, whenever any cargo or portion thereof is deposited purposely or by accident on any state highway right-of-way;

3 To each driver, or the owner or lessee, whenever any cargo or portion is deposited on a state highway and is removed to another portion of the right-of-way to prevent it from becoming or continuing as a traffic hazard.

(b) It shall be the responsibility of the officer causing removal of a load to ensure a copy of the completed CHP 357 is securely attached to the unloaded material as required by GO 100.33.

(c) California Department of Transportation will remove the encroachment when the form indicates it has been left over the allowed time.

(d) The appropriate Caltrans district shall be contacted in the event any encroachment is not removed within the five-day limit.

g. Tire Load Limits.

(1) Application of Tire Load Limit Tables. Tire load limit ratings are included on the tire sidewall.

(a) The load limits marked on the tire are computed for the maximum recommended cold tire inflation pressure. In applying these limits, tires shall be assumed to be inflated to the appropriate recommended maximum cold inflation pressure.

(b) To determine the weight on the individual tire, the total axle weight, after application of the measurement variation factor, is divided by the number of tires distributing the weight to the pavement. When the weight

is greater on one end of an axle because of an uneven load (i.e., mobile home), the weight on the ends of the axles is to be measured separately.

(2) Enforcement. The following guidelines govern enforcement of tire load limits:

(a) When, after application of the appropriate measurement variation factor, loads on tires installed on vehicles, other than mobile and manufactured homes, exceed the tire load limits marked on the tire, issuance of a CHP 215 is appropriate. All weight on the tire over and above the tire load limit and measurement variation factor should be shown on the CHP 215.

(b) Mobile and manufactured homes equipped with tires bearing the MH marking, regardless of listing in Table MH-1 of the Tire and Rim Association Yearbook, must meet the requirements contained in Title 13, CCR, Section 1085.

NOTE: For the purposes of tire load limit enforcement, a mobile or manufactured home is a trailer coach of a size required to be operated under a transportation permit.

(c) Vehicles operating under extralegal transportation permits issued by Caltrans or local authorities are required to comply with the tire load limits.

(d) Vehicles cited for violations of the axle, axle group, or gross weight laws shall not be cited for tire load limit violations on the same axle, axle group, or gross weight calculation.

(e) When portable scales are used on the road surface, the tongues on mobile or manufactured homes shall be as level as practicable.

(3) Citing. Violations of tire load limits shall be cited under Section 34506.3 CVC per Title 13, CCR, Section 1085, for vehicles subject to motor carrier regulations, except school buses, as specified in Section 34500 CVC. Violations of tire load limits on school buses shall be cited under Section 34506(c) CVC and Title 13, CCR, Sections 1085 and 1244. All other vehicles shall be cited under Section 27501(b) CVC and Title 13, CCR, Section 1085.

h. Use of Portable Scales.

(1) Portable scales shall be placed so as to weigh the wheels on each end of an axle, or the individual wheels on each end of an axle in an axle group simultaneously.

- (2) The surface used for weighing shall be as nearly level as possible, and in no event shall the side slope exceed 5 degrees.
  - (3) Brakes shall not be applied to the wheels being weighed.
  - (4) The weight indicator shall be checked prior to each weighing to ensure it has returned to zero.
  - (5) Weights indicated shall be read to the next lower 100 pounds.
  - (6) Whenever possible, portable scales should be used in pits. The scales shall be placed far enough apart to accommodate the full width of the truck wheels.
- i. Invoices for Private Scales. Highway Patrol Manual (HPM) 11.1, Administrative Procedures Manual, Chapter 24, Payment of Invoices, establishes a uniform method of presenting and processing weight invoices to expedite payment to individuals and companies furnishing scale facilities to the state.
- j. Unfair Business Practices. When an officer becomes aware a motor carrier may be engaged in an unfair business practice by continuously violating the weight laws, the following procedures will apply:
- (1) The officer will submit a memorandum to the commander outlining the alleged unfair business practice. All citations, documents, and statements supporting the allegation should be included with the memorandum.
  - (2) The commander will review the matter to determine if the violations constitute an unfair business practice as described in Section 17200 of the California Business and Professions Code.
  - (3) The commander may then refer the evidence to the district or city attorney for review. The district or city attorney may request inspection of a weighmaster's record for possible civil action against the violating motor carrier.
  - (4) Such action should be taken only in cases where the pattern of violations of the carrier is flagrant and clearly shows an absence of innocent error, or where normal enforcement actions have not been an effective deterrent to weight law violations by the carrier.
- k. Illustrations of Overweight Calculations. The illustrations in Annex B show the proper method of calculating overweight violations to require compliance with statutory limitations and the proper method of calculating overweight violations to

require compliance with permit limitations. Separate columns are provided to illustrate the use of the various measurement variation factors which are dependent on the method of weighing and type of scale used.

### 3. TRANSPORTATION PERMITS.

#### a. Policy.

(1) Owners or operators of vehicles, or vehicles and loads, which exceed the size and weight limitations indicated in a permit issued pursuant to Section 35780, 35780.5, or 35790.5 CVC shall be subject to appropriate enforcement action. Vehicles operating under a permit issued by Caltrans are restricted to movement on the state highway system and its overcrossings. Any movement on city or county roadways is subject to city or county ordinances pertaining to oversize vehicle movement. Operation of a vehicle on city or county roadways without a required permit is a violation of size and weight statute limitations. A vehicle shall not be permitted to proceed if it is in violation of the conditions of the permit, is not on the route specified in the permit, and/or the size or weight of the vehicle and/or load exceeds the limitations prescribed on the permit by the amounts indicated below:

(a) Width. Any amount in excess of permit limitations.

(b) Length. Any amount in excess of permit limitations.

(c) Vehicle or Load Height. Any amount in excess of permit limitations.

(d) Exceeding Permit Dimensions. Any amount in excess of permit limitations.

(e) Weight. Any amount in excess of the permit limitations after subtracting the measurement variation factor from the scale weight. Axle and axle group weights are indicated on the permit and are critical to minimize structural damage. Therefore, gross vehicle weight shall not be a consideration when weighing vehicles or combinations of vehicles which have an extralegal weight permit.

(f) Axle Spread. Any violation of axle spread measurements listed on a permit. Axle and axle group weights are determined by axle spread and the number of tires per axle. Therefore, measurement of axle spread to the inch is critical. Overweight permits issued by Caltrans will specify the axle spread with a measurement in feet and inches. If the measurement is accompanied by the abbreviation MIN, it indicates that it is a minimum

distance and a measurement in excess of that listed in the permit, and is not a violation. If the measurement is accompanied by the abbreviation MAX, it indicates that it is a maximum distance and a measurement less than that listed in the permit, and is not a violation. Measurements not accompanied by an abbreviation are exact measurements and any deviation constitutes a violation.

(g) Measuring Vehicle Combinations. The following procedures shall be followed when measuring any vehicle combinations and articulating vehicles (or the distance between any axle or set of axles) when taking enforcement action, or when measuring to confirm compliance with Caltrans permits.

(h) Prior to measuring, ensure the vehicle is as straight as possible and parked on a reasonably flat surface.

(i) When measuring the distance between axles – sliding or stationary – on an articulating combination, every reasonable effort shall be made to ensure the axles are properly aligned.

(j) To obtain a measurement of the total length of an articulating vehicle, the vehicle shall be measured on both sides, and then the sides shall be added together and divided by two (refer to the example below).

Right side	96 feet, 10 inches
<u>Left side</u>	<u>97 feet, 02 inches</u>
Total	194 feet

Adjustment divide total by 2

Adjusted measurement 97 feet

(k) Enforcement shall only be based on the average of the measurements of both sides. If enforcement action is taken, the calculations, as shown above, shall be printed on the CHP 407F/343A, Driver/Vehicle Examination Report. In addition, a notation shall be made as to the method of measurement (e.g., metal 100-foot tape, cloth 100-foot tape). The use of a rolling tape is not permitted. All measuring devices shall be visually inspected quarterly for damage or excessive wear, and replaced if necessary.

(l) Permits issued for excess weight by Caltrans will specify axle width as a measurement or the term “legal.” This measurement is a nominal distance which is not intended to be exact. Measurements greater or

smaller, not to exceed 6 inches, do not constitute a violation.

Measurement of axle width is from the outermost extremity of the outermost tire on one side to the outermost extremity of the outermost tire on the other side of the vehicle, excluding load-induced tire bulge.

Vehicles shall not be placed out-of-service for a violation of axle width measurements unless the axle width measurement exceeds statutory or permit limits by the amounts listed in this paragraph.

(2) The limits specified in paragraphs 3.a.(2)(a) through (c) are cause to prevent further movement pursuant to Section 2803(a) CVC, and do not restrict enforcement actions when the dimensions of a vehicle are in excess of permit or statutory limitations.

(a) No violation exists when the vehicle is not as heavy as the permit allows. However, when the vehicle could be made to conform to legal weight by repositioning the load, the permit is invalid and enforcement action for overweight is appropriate. Oversize dimensions not exceeding the maximum dimensions allowed on the permit do not constitute a violation unless the load can be reasonably repositioned to make the load conform to legal dimensions.

(b) When more than one extralegal dimension is authorized in a permit, no enforcement action shall be taken against any permitted dimension not actually exceeded. For example, load width that exceeds the width allowed by the permit does not render invalid additional length or height which may be authorized in the same permit.

(3) When an officer has knowledge of a structure that will not accommodate a vehicle or load, the officer shall either:

(a) Prohibit further movement until a new permit or a rider rerouting the vehicle has been obtained from the issuing agency; or

(b) Direct the driver to bypass the structure in question if the move can be made without driving on any structure and the deviation from the permitted route is less than one-half mile. The load shall be escorted by the officer during the bypass maneuver. The incident shall be recorded on the CHP 407F/343A.

(4) The owner or operator of any vehicle or load moved under a permit shall be subject to enforcement action for a violation of Section 35784 or 35790(h) CVC as appropriate when:

- (a) The extralegal vehicle or vehicle load is of the type, but exceeds the size or weight limits specified in the permit.
  - (b) The specific conditions or restrictions indicated in the permit are not complied with, such as time of day, weather conditions, pilot cars, and other safety measures.
  - (c) The transporting vehicle is other than that prescribed in the permit.
- (5) The owner or operator of any vehicle or load moved under permit shall be subject to enforcement action for a violation of the statutory size and weight provision of the CVC when:
- (a) The extralegal vehicle or load is of a type other than specified in the permit.
  - (b) The permit has expired.
  - (c) The driver is not following the route prescribed in the permit.
- (6) A violation cited under paragraph 3.a.(5) shall be computed from the permit limitations; a violation cited under paragraph 3.a.(6) shall be computed from the statutory limitations.
- (7) The owner or operator of a vehicle transporting an extralegal load, as defined in Section 320.5 CVC, without a permit shall be subject to the provisions of the CVC. If a CHP 215 is prepared, reference shall be made in the body of the citation to Section 35784.5 CVC. The incident shall be recorded on the CHP 407F/343A.
- (8) California Department of Transportation does not issue extralegal permits for detachable vans or containers. They do, however, issue permits for nonreducible loads that are packaged to protect the contents.
- (a) Extralegal detachable vans or containers moved with a permit shall not be allowed to continue unless a variance letter from Caltrans accompanies the permit.
  - (b) Packaged extralegal loads must be identified on the permit. The contents of such loads must be available for inspection by employees of this Department and Caltrans.

(9) Officers citing violations under Sections 35784 or 35790(h) CVC or paragraph 3.a.(8) shall inform their immediate commander by completing a CHP 407F/343A describing the circumstances surrounding the violations.

(10) The CHP 407F/343A shall be used to document violations of extralegal permits or the lack of a permit. Enforcement personnel should obtain a copy of the permit, when possible. A copy of the CHP 407F/343A and permit shall be sent, in accordance with command notification requirements, via e-mail to CVS at CVSEnforcementUnit@chp.ca.gov. Commercial Vehicle Section will forward the information to Caltrans. The CHP 407F/343A shall include:

(a) The permit number, if issued.

(b) The legal limits allowed by statute/permit.

(c) The actual measurement(s) resulting in a violation.

NOTE: The driver's name, driver license number, and date of birth shall be redacted from the CHP407F/343A prior to submission to CVS.

(11) No enforcement action shall be taken to require model numbers on construction equipment or other machinery to match the model number indicated on the permit. Discrepancies of this type are not considered permit violations; however, Caltrans has requested they be notified by submitting a CHP 407F/343A when this condition is detected.

(12) Warning signs required as a condition of a transportation permit are required to be removed or covered whenever the vehicle(s) is operating without the load which required the permit per Section 35783.5 CVC.

b. Emergency Transportation Procedure. The Caltrans policy of issuing blanket transportation permits to haulers responding to the scene of an emergency, such as fires, floods, or earthquakes, has been discontinued. California Department of Transportation will make every effort to issue formal permits during regular business hours. If an emergency move is made after hours or the nature of the emergency does not otherwise allow the issuance of a written permit, the following is applicable:

(1) The contract hauler will notify Caltrans of the nature of the emergency, the name and telephone number of the person or agency declaring the emergency, the dimensions of the vehicle/load, the point of origin, and final destination. The Caltrans representative will verbally authorize the move and provide the hauler with the routes and special instructions. California Department of Transportation will immediately notify the CHP Sacramento Communications Center (SCC) of the emergency and specify the routes. The

SCC will advise the affected Areas of the move. If the affected Areas are not in the SCC region, the SCC will route the information to the correct CHP communications center for dissemination to the affected Areas.

(2) The permit is not generally delivered to the contract hauler until their arrival at the emergency location. Therefore, the hauler is technically in violation of Section 35783 CVC when operating without the permit in the vehicle; however, Section 2410 CVC allows members of the Department certain privileges in order to expedite traffic during fire or other emergencies. Normal permit conditions shall apply for all return moves from the emergency; however, there will be occasions when Caltrans will not be able to provide a written permit for the return trip from an emergency site.

(3) Due to its emergency nature, the moving of permit loads for fire emergency control purposes is permitted on Saturdays, Sundays, holidays, and during inclement weather and/or after dark with adequate lighting equipment and with due regard for other traffic.

(a) This does not authorize use of flashing or steady-burning red warning lights on privately owned vehicles in violation of Section 25269 CVC.

(b) Contract haulers should make every effort to obtain the proper permit. However, they are authorized to return identical loads from a fire emergency call under the same conditions that the load was moved to the fire emergency, except no return move shall be permitted during inclement weather when visibility is limited to less than 1,000 feet.

c. Validity of Transportation Permit. To facilitate the movement of extralegal loads by private contract haulers to and from emergencies under a transportation permit, employees shall accept informal authorization from Caltrans or CHP dispatch or radio control centers concerning the validity of transportation permits issued by Caltrans.

d. Delay of Contract Carrier to Fire Emergency. Employees shall avoid unnecessarily delaying contract haulers operating under said permits when such haulers are going to, or returning from, a fire emergency.

e. Carrying of Transportation Permit by Contract Carrier. Notwithstanding provisions of Section 35783 CVC, which require the carrying of the permit in the vehicle at all times, contract haulers shall be allowed to proceed to, or return from, a fire emergency without enforcement action being taken for this violation in the following instances:

(1) When it is ascertained by an officer a permit has been issued to a contract hauler.

(2) When the contract hauler is not in violation of any provision of the permit per Section 35784 CVC.

(3) When any doubt exists as to any carrier's exemption from the requirement that the permit be carried in the vehicle, the officer should take the necessary information in order to subsequently file a complaint and conduct a follow-up investigation to determine the proper course of action.

f. Issuing Agency for Transportation Permits. Permits for vehicles or loads of extralegal size or weight are issued by Caltrans or local authorities with respect to highways under their respective jurisdictions as provided in Section 35780 CVC.

(1) Upon request, an unaltered paper or electronic copy of the permit, required accompaniments, and transportation rider (if applicable) shall be immediately available to an inspecting official. Drivers not in possession of a paper version of the permit and required accompaniments, or unable to produce an electronic version due to cell phone coverage, electronic damage, or other reasons, are deemed not in compliance.

(2) The Caltrans permit will generally show an asterisk (\*) in the narrative portion of the permit routing where a jurisdictional permit may be required. When a jurisdictional permit is not in possession, no violation exists unless the vehicle is found on the segment of a highway where the jurisdictional permit is required. A driver or carrier should be advised additional permits may be required to travel a specified route, if not present with the Caltrans permit.

NOTE: Not all local jurisdictions will issue transportation permits. Applicable violation(s) of size and weight statutes exist when oversize/overweight vehicles are found on routes where they have not expressly been issued a permit under Section 35780 CVC. Officers shall use sound, professional judgement for enforcement action.

(3) California Department of Transportation has authorized the electronic transmission of extralegal size and weight permits. An electronic copy, facsimile copy, or computer printout are to be treated as originals, provided the copy:

(a) Is legible.

(b) Contains no alterations or erasures.

NOTE: A Transportation Permit Rider may alter conditions of the original permit as specified and must be attached to the original.

(c) Is accompanied by an electronic or paper copy of all the required attachments and/or accompaniments as indicated on the face of the permit.

(4) An electronic copy, facsimile copy, or computer printout copy of a permit which does not meet the above requirements listed in paragraphs 3.f.(3)(a), (b), and (c) is not valid and shall not be honored. In such cases, the permittee shall be required to obtain a new permit before continuing further. A CHP 215 should be completed for the oversize or overweight condition, and a notation placed in the remarks portion of the CHP 407F/343, indicating why the electronic, facsimile, or computer printout copy of a permit was not valid.

NOTE: Annual and repetitive permit holders shall also provide electronic or printed copies of Caltrans *Weekly Short-term Restrictions Update for Annual Permit Holders (Weekly Restrictions)* documents for the date(s) of extralegal movement pursuant to Section 35783 CVC.

g. Conditions and Prohibitions on Travel for Transportation Permits.

(1) Conditions for extralegal movements and prohibitions for travel are listed in the transportation permit, required accompaniments, or, when applicable, special-conditions accompaniments, rider, or weekly restrictions as specified on the face of the permit. The accompaniments are required to be displayed and shall be presented with the permit. Transportation permit conditions and required accompaniments shall be enforced in conjunction with the permit for any highway travel. Transportation permits are considered invalid when accompaniment conditions are not met.

h. Truck Cranes, Drill Rigs, Heel-Boom Log Loaders, and Fixed Load Vehicles.

(1) California Department of Transportation inspects, weighs, and measures all mobile cranes, drill rigs, heel-boom log loaders, and fixed load vehicles which require a transportation permit. This Department has agreed to assist Caltrans inspectors when requested to do so by Caltrans.

(2) Crane permits will be accompanied by a profile sheet which is a drawing representing the permitted crane. In addition to the crane profile sheet, the crane permit will have the inspection form which includes a description of all the items included on the profile sheet. The profile sheet will show:

(a) Location or absence of outriggers.

- (b) Location or absence of counterweights.
- (c) Amount of front or rear boom overhang.
- (d) Measurements to boom dolly or boom trailer, if applicable.
- (e) Axle weights.
- (f) Axle spacing.
- (g) Width of vehicle.
- (h) Height of vehicle.
- (i) Total length of vehicle, including booms and attachments.

(3) Although cranes, drill rigs, heel-boom log loaders, and fixed load vehicles do not have commercial license plates, they are required to pass through all CHP CVEF and platform scales. Officers are encouraged to inspect these vehicles, permits, and profile sheets whenever possible.

i. Pilot Cars.

(1) Pilot cars are required to accompany any permitted vehicle or load more than 12 feet in width moved under a permit issued by Caltrans. Pilot cars may be required for extralegal loads less than 12 feet in width depending upon the highway being used.

(2) When required by permit, pilot car(s) shall accompany the escorted load through CHP CVEF and platform scales. A violation of the conditions of the permit exists if pilot cars are not present as required by the permit or are not performing the pilot car functions as required. Rules of the road and equipment violations by the pilot cars are the responsibility of the pilot car driver.

(3) When two pilot cars are required by the permit, one shall precede, and one shall follow. When one pilot car is required, it shall:

- (a) Precede the load on two- or three-lane conventional highways.
- (b) Follow the load on four- or more-lane conventional highways, divided highways, and freeways.
- (c) All pilot cars shall maintain a sufficient interval between the load and the pilot car to allow passing by other traffic.

(4) Extralegal loads, as defined in Section 320.5 CVC, requiring a variance from Caltrans may be required in the permit to position pilot cars differently and may require more than two pilot cars.

(5) A pilot car may operate a vertical clearance measuring device with a height in excess of 14 feet when escorting or surveying a route for a permitted overheight load per Section 35252 CVC. The operator of a pilot car shall not reduce the vehicle's speed more than 20 miles per hour below the posted speed limit on the roadway to measure overhead clearance, nor exit the vehicle to measure the clearance of overhead structures from a vantage point on or above the roadway. Any measuring device used shall be:

- (a) Designed and operated so as to avoid any damage to overhead structures.
- (b) Securely affixed to the pilot car.
- (c) Operated in a manner which does not create a hazard to surrounding traffic.

(6) The following list of equipment for pilot cars is in addition to the equipment requirements in the CVC:

- (a) Minimum vehicle size is 60 inches in width, excluding mirrors, devices, and modifications per Section 28101 CVC.
- (b) Section 27904 CVC requires a pilot car to display, on both the right and left sides, a sign showing the name of the company which owns or operates the pilot car. Letters must be in contrast to the background upon which they are placed and shall be of a size, shape, and color as to be readily legible during daylight hours from a distance of 50 feet. Additional markings which do not interfere with the legibility of the name may also be displayed.
- (c) Pilot cars required to escort a load or vehicle by the terms of a transportation permit are required to be equipped with warning lamps which are visible to the front, sides, or rear per Section 25270 CVC.

1 Warning lights must be removed or covered whenever the pilot car is not escorting the movement described in the permit.

2 Pilot car warning lamps must meet the requirements of Title 13, CCR, Sections 810 through 818. Turn signal lamps mounted on top

of the pilot car used as warning lamps must meet the same requirements.

3 Warning lamps shall be operated at all times when escorting a permitted load.

(d) The pilot car shall be equipped with a sign to warn traffic of the oversize load per Section 27904.5 CVC. The sign shall:

1 Be neat, clean, and legible; visible from straight ahead or behind; and from 45 degrees to either side.

2 Be mounted on the pilot car so the bottom of the sign is no lower than 48 inches above the roadway.

3 Contain the word "OVERSIZE." The words "OVERSIZE LOAD," "WIDE LOAD," or "LONG LOAD" may be used when appropriate.

4 Have a bright yellow background with black lettering and a minimum projected area of 440 square inches. Lettering shall have a 1-inch minimum brush stroke with a 6-inch minimum letter height.

5 Be removed from the vehicle or covered from the view of other motorists whenever the vehicle is operating without the load which required the permit per Section 35783.5 CVC.

(e) Each pilot car shall be equipped with:

1 One red warning flag mounted on each side of the vehicle. Each flag shall be a minimum of 16 inches square and shall be mounted so as to be visible from both the front and rear of the vehicle. The flags shall be removed or covered when the vehicle is not operating as a pilot car per Section 28100 CVC.

2 One stop/slow paddle per Section 28101 CVC.

3 One orange vest, shirt, or jacket per Section 28101 CVC.

4 One red hand flag a minimum of 24 square inches per Section 28101 CVC.

5 Two-way radio communications between the pilot car and the transporting vehicle per Section 28101 CVC.

j. Annual Tow Truck Permits.

(1) California Department of Transportation issues annual permits to allow a tow truck to tow a single vehicle or combination of vehicles when the towed vehicle or combination of vehicles is in compliance with the size and weight requirements of the CVC. When an oversize or overweight condition is generated by the towed configuration, the conditions of paragraphs 3.j.(2), (3), (4), (5), and (6) below must be met. In an emergency situation, an officer may authorize clearing of the highway by directing that a damaged or disabled vehicle be removed to the nearest suitable location before the required permits are obtained.

(2) Section 35401(c)(1) CVC allows a tow truck unlimited length when towing the following vehicles (while operating under a valid annual transportation permit):

- (a) A disabled vehicle.
- (b) An abandoned vehicle.

(3) Section 35401(c)(2) CVC allows a tow truck unlimited length when towing a disabled or abandoned combination of vehicles, while operating under a valid annual transportation permit within a 100-mile radius of the location specified on the permit.

(4) A tow truck in combination may exceed the 100-mile radius restriction imposed under paragraph 3.j.(3) if a single trip permit is obtained from Caltrans.

(5) When an axle or axle group exceeds legal weight because a tow truck elevates one end of the legal vehicle, the Caltrans permit must authorize the additional weight.

(6) A tow truck operating under a valid annual transportation permit is not authorized to operate under a secondary permit.

(7) It is not intended that disabled vehicles or combinations of vehicles made extralegal by attachment to a tow truck be towed to their ultimate destination unless that destination satisfies the conditions of paragraphs 3.j.(1), (2), (3), (4), (5), and (6) above.

- (a) Highly sensitive materials, such as hazardous waste or some hazmat, must be stored at certain designated areas. Therefore, the best location to tow these materials may be to their ultimate destination.

(b) Some storage areas and truck services may not wish to store high tech, extremely expensive loads of goods due to the possibility of theft and insurance constraints. It may be necessary to find alternate storage facilities for such loads. The only alternative in these cases may be to transport the vehicle and load to their ultimate destination.

(c) The combination, consisting of a tow truck attached to a disabled legal single vehicle or combination of vehicles, is subject to the stopping distance required in Section 26454 CVC.

(8) Offices Issuing Transportation Permits. Transportation permits are issued by Caltrans at the following permit office:

Caltrans Permits	
General	(916) 322-1297
Fax	(916) 322-4966

(9) Scale personnel shall accept permits faxed directly to the CHP by Caltrans for drivers or carriers who have been subject to enforcement action for a permit violation. Only the Caltrans-faxed permits should be accepted on departmental fax machines.

(10) Permit Validation. Enforcement personnel will be able to verify the validity of a transportation permit issued by Caltrans through the dedicated permit validation line. The phones are staffed by permit technicians from 0800-1700 hours, Monday through Friday; at other times, the phones will be answered by personnel from Caltrans' 24-hour dispatch center, (916) 653-3442, who in turn will contact the appropriate technician for permit validation.

(11) Acceptable Copies of Permits. Electronic and facsimile copies of single trip permits are to be treated as originals, provided the copies are legible, contain no alterations or erasures, and have all accompaniments as indicated on the face of the permit.

#### 4. VARIANCE LOADS.

a. Policy. It is the intent of this policy to ensure the maximum level of safety to the public is achieved while variance loads are escorted on the highway. In addition, when evaluating the request for a CHP escort as part of a reimbursable services contract (RSC), the Department will thoroughly evaluate the cost of each request and will provide the most cost-effective option to the industry that adheres

to all the provisions of the current Memorandum of Understanding (MOU) between the California Association of Highway Patrolmen and the State of California.

(1) The following criteria shall be adhered to when departmental escort of a variance load is required or requested. In order to expedite safe movement of traffic, the Department has requested that Caltrans notify the CHP Division coordinator of where the move originated whenever a variance load meets any of the conditions contained in Annex C.

(2) To allow sufficient lead time to schedule CHP personnel, it is recommended the CHP have at least:

(a) Four months' notice for a RSC exceeding \$50,000. The command shall complete a CHP 78R, Reimbursable Services Contract Request, and submit the request to Contract Services Unit (CSU) for processing. Additionally, the command shall contact the CSU supervisor to request their CHP 78R be expedited (refer to HPM 11.1, Chapter 6, Reimbursable Services, Annex A).

(b) For those moves in which the CHP will be involved in an RSC for \$50,000 or less, ten business days' notice is recommended (refer to HPM 11.1, Chapter 6, Annex B).

NOTE: For moves that are requested with less than ten business days' notice, every effort should be made to accommodate the move when possible.

(3) All variance load escort details shall have at least one commercially certified uniformed member assigned. Commercial supervisors may be used for variance loads after the commercial officer rotational list has been exhausted.

b. Division Commander Responsibilities.

(1) Each Division commander shall designate a Division variance load coordinator and alternate, whose primary responsibilities include coordinating all variance loads within their respective Division which require a CHP escort and shall ensure all escorts are moved safely, efficiently, and within policy.

(a) Upon a change in coordinators, each Division commander or designee shall immediately notify the statewide variance load coordinator at CVS.

(2) Division commanders should establish guidelines for a voluntary commercial officer list to include Mobile Road Enforcement officers and CVEF officers who wish to be included in the voluntary overtime list. The policy on the use of commercial officers shall be included in the Division standard operating procedures (SOP).

c. Division Coordinator Responsibilities.

(1) Initiate the Variance Load Coordinator Checklist as identified in Annex D upon receipt of notification of a variance load application from Caltrans or a permittee which may require a CHP escort.

(2) Obtain and review a copy of the proposed route survey from the appropriate permitting agency (e.g., Caltrans, city, or county) to determine what Areas and Divisions may be involved. Review the application to determine the number of personnel needed per Division SOP due to special circumstances (e.g., specific axle measuring, weight distribution issues, vehicle configurations, special hazards or traffic conditions).

(3) The local Area office should be contacted in order to determine if there are any hazards and to notify the commander nearest to the origin of the move that an application for a variance load has been received.

(4) Use of R Numbers for all Details.

(a) Request a reimbursable services R number from the Division coordinator.

(b) Use the R number on all documents; the CHP 465, Reimbursable Letter of Agreement, (Annex G); and the CHP 467, Billing Memorandum-Reimbursable Services.

(c) Log the R number and related information on the CHP 466, Reimbursable Services Control Log (\$50,000 or less).

NOTE: The Division which establishes the CHP 465 is responsible for the reimbursement of services. For a Delinquent Invoice List, contact Fiscal Management Section, Reimbursable Services Unit (RSU).

(5) If noncommercial trained officers are needed to assist with the escort, coordinate the movement with their Area and obtain the names of personnel who will be involved in the escort. The Division coordinator shall ascertain the name and 24-hour phone number(s) of the officer in charge of the escort based on Division's SOP.

(6) Coordinate movement of the escorted load through affected Divisions, if necessary. If a load is to be transferred through or into another Division, obtain the name and 24-hour phone number(s) of the Detail Leader of the affected Division's escort team.

(7) Arrange Escort.

(a) Determine the number of commercial and noncommercial trained officers that will be required. Two commercial officers should normally be used, but this number may be reduced or increased based on geographic concerns (e.g., high traffic volumes, surface streets, narrow roadways) or needs of the Department.

(b) When loads meet the requirements of an enhanced Level VI inspection as outlined in HPM 84.2, Hazardous Materials Transportation and Incident Management, the MOU specifically allows the Department to limit certain overtime assignments when specialized skills and abilities are required to carry out the assignment.

(c) If a noncommercial trained officer is used, their selection should be from the Area rotational overtime list. A commercial officer selection should be from the Division commercial rotational overtime list.

(d) For variance load RSCs, billing of an officer's time and mileage shall be completed by the originating Division variance load coordinator in accordance with the existing MOU. Pay for portal to portal for voluntary overtime details is not authorized.

(8) Obtain copies of all permits and review for accuracy, proper approval, and compare to the approved route survey.

(9) Contact company/carrier and advise them of CHP policy and conditions for escorting and inspection requirements prior to escort.

(10) Send a copy of the CHP 465 with the addendum (Annex E) to the carrier/company for signature.

NOTE: Commercial Units that have a Letter of Agreement already in a mail merge document may continue to use that format.

(11) Send a Communications Network (Comm-Net) message to affected Areas, communication centers, and CVS, 24 hours prior to an escort move. A sample of the Comm-Net message can be found in Annex F.

(12) Provide the Detail Leader with copies of approved permits and 24-hour contact phone numbers of all permitting agencies.

(13) Provide officers with detailed routing directions.

(14) Reporting.

(a) Collect copies of CHP 415, Daily Field Record, forms from all involved officers.

NOTE: The CHP 415 documents shall reflect the actual time spent and mileage accrued as a component of the reimbursable variance movement for each officer and vehicle assigned to the detail. Time worked other than that covered by the reimbursable contract shall be accurately documented as required by HPM 10.3, Personnel Transactions Manual, and HPM 40.71, CHP 415 User's Manual.

(b) Prepare the CHP 467 for forwarding to RSU.

(c) The package for RSU should include: CHP 467; original CHP 465, or Letter of Agreement; and, if a deposit is collected, the check and CHP 251, Counter Receipt.

(d) A copy of the CHP 467 should be forwarded to the Division overtime coordinator to be reconciled with the CHP 466.

(e) Prepare the CHP 78R for forwarding to RSU.

d. Area Commander Responsibilities. In the event noncommercially trained personnel are needed, commanders shall ensure personnel involved in variance load escorts have been briefed on detail procedures and have reviewed CHP policy.

e. City and County Permit Information. Division coordinators shall be responsible for collecting a Division City/County Permit Information sheet as identified in Annex H for all affected cities/counties within their respective Divisions. The coordinator shall keep these on file at Division and provide escort officers with necessary information. The information sheet shall be updated annually.

f. Escort Loads Within Local, Non-California Highway Patrol Jurisdictions.

(1) Variance loads will often pass through local jurisdictions on local permits and/or enter areas which are not within CHP patrol responsibilities. Division coordinators shall determine whether or not CHP officers are to remain with the

variance load under these circumstances on a case-by-case basis, depending on the Division SOP. For continuity of escorting a variance load, CHP officers should remain with the load until it reaches its final destination.

(2) Contracts. For contract procedures, refer to HPM 11.1, Chapter 6.

g. Escort Detail Leader Responsibilities. Officers in charge of an escort shall adhere to all variance load escort policies outlined in this chapter and Division SOPs, and ensure the following procedures are completed:

(1) Ensure all officers have reviewed the approved route survey sheets and become familiar with routes to be used.

(2) Contact the Division coordinator to obtain copies of all Caltrans, city, and county permits. Confirm with the coordinator that all permits have been verified by the issuing jurisdiction(s).

(3) Obtain a copy of the Variance Load Escort Checklist (Annex J). Upon arrival at the escort location, the Detail Leader shall complete the checklist. This checklist shall be submitted to the Division coordinator and remain on file for three years.

(a) Confirm that the vehicle displays a current Commercial Vehicle Safety Alliance Level I inspection decal. If no current decal is present, a commercial officer shall conduct a Level I inspection prior to the vehicle's movement.

NOTE: A Level I inspection may be conducted at a predetermined time, such as the previous day.

(b) If the vehicle has a current Level I decal, a walk-around inspection shall be conducted. This will consist of a driver/vehicle inspection which includes, at a minimum: driver license; medical certificate and waiver (if applicable); driver's record of duty status; hours-of-service; seat belt; fire extinguisher; warning devices for stopped vehicles; headlamps; turn signals; stop lamps; windshield and wipers; wheels; tires; fuel system; exhaust system; visible brake components; coupling devices; cargo securement; low air warning device; visible suspension components; and hazmat/cargo tank requirements, as applicable.

(c) A safety briefing shall be conducted between all escort drivers. All parties shall be informed that the CHP is in charge of the escort. All personnel shall have radio communication with designated call

signs. Communication devices shall be provided to all personnel by the company/carrier.

(d) The company/carrier shall provide the Detail Leader with valid original/legible copies of all issued permits from all applicable jurisdictions. If any permits are not properly filled out, are missing, or do not match the load configuration or transport vehicles, the escort shall be detained or cancelled until all permit issues have been resolved through a new permit or rider being issued by the applicable permitting agency(ies).

(e) During the escort, dispatch centers shall be kept apprised of the escort's progress. Additionally, officers should monitor local frequencies.

(f) During the escort, if a route listed on a permit cannot be traversed or the escort gets off route for any reason, the Detail Leader shall stop the variance load escort at a safe location to park the variance load. The load shall not proceed until an alternate route can be obtained from the appropriate permitting agency, with the change being noted on the current permit or a new permit, or rider being issued by the appropriate agency.

(g) When a load is to be handed over to another escort team, the Detail Leader of the escort, at their team's termination point, shall notify the new escort Detail Leader of any unusual situations which may have occurred or hours-of-service concerns (e.g., the driver only has two or three hours of driving time left before recertification is required or there was a permit concern).

(h) If a crash occurs, the Detail Leader shall request a local Area supervisor to respond to the location for incident command responsibilities.

(i) Officers shall complete a Variance Load Incident Report as identified in Annex I for any unusual incident which occurs during the escort (e.g., turning problems, trailer scraping the roadway surface, height issues dealing with signs, wires, light standards, and overcrossings). This report shall be submitted to the Division coordinator and forwarded to CVS for review. This is in addition to any CHP 407F/343A completed to document permit violations.

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## ANNEX A

### VEHICLE COMBINATION LENGTH CHART

Length	Vehicle Combination	CVC Reference	Routes
65 feet	All combinations (except those listed below). Load shall not exceed 75 feet.	35401(a) 35411(a)	All highways
70 feet	Motor truck and stinger-steered semitrailer designed to transport motor vehicles/boats when kingpin is at least 3 feet behind rear drive axle of motor truck. Load length unlimited except on rear vehicle shall not extend more than 6 feet 6 inches beyond allowable length of vehicle.	35401.3(a)	All highways
	<p>Licensed carriers of livestock directly en route to or from a point of loading or unloading of livestock when:</p> <ul style="list-style-type: none"> <li>(1) The travel is necessary and incidental to the shipment of livestock.</li> <li>(2) The combination does not exceed 70 feet.</li> <li>(3) The kingpin to rear axle (KPRA) of the semitrailer does not exceed 43 feet.</li> <li>(4) The semitrailer does not exceed 48 feet.</li> </ul>	35401.7	State Route 101 in the counties of Del Norte, Mendocino, or Humboldt
75 feet	Truck tractor, semitrailer, and trailer when neither semitrailer nor trailer exceeds 28 feet 6 inches. Load shall not exceed 75 feet.	35401(b) 35411(a)	All highways
	Truck tractor, semitrailer, and semitrailer when neither semitrailer exceeds 28 feet 6 inches with a B-train assembly not exceeding 15 feet. Load shall not exceed exterior dimensions of vehicle combination.	35401(b) 35411(a)	All highways

**ANNEX A**

**VEHICLE COMBINATION LENGTH CHART (continued)**

Length	Vehicle Combination	CVC Reference	Routes
	<p>Motor truck and stinger-steered semitrailer designed to transport motor vehicles/boats when:</p> <ul style="list-style-type: none"> <li>(1) Distance from steering axle to rear drive axle of motor truck does not exceed 24 feet; and</li> <li>(2) Kingpin at least 5 feet behind rear drive axle of motor truck;</li> <li>(3) Semitrailer KPRA does not exceed 34 feet (except the KPRA of a triple axle semitrailer does not exceed 36 feet).</li> </ul>	35401.3(b)	All highways
Unlimited	<p>Unlimited truck tractor and semitrailer when:</p> <ul style="list-style-type: none"> <li>(1) Semitrailer length does not exceed 48 feet (no KPRA limitation); or</li> <li>(2) Semitrailer length does not exceed 53 feet with a KPRA setting of 40 feet or less for multi-axle or 38 feet or less for single axle.</li> </ul>	35401.5 (a)(1)	<p>National Network</p> <p>Route segments signed for:</p> <p>Service Access</p> <p>Terminal Access</p>
	Load must be confined within the exterior dimensions of the vehicles when overall combination length exceeds 75 feet.	35411(b)	National Network
	NOTE: Motor truck used in combination with semitrailer is considered a truck tractor when such combination is engaged solely in the transportation of motor vehicles/boats.	35401.5 (a)(1)	National Network
	Truck tractor, semitrailer, and trailer when neither semitrailer nor trailer exceeds 28 feet 6 inches.	35401(a)(2)	National Network

**ANNEX A**

**VEHICLE COMBINATION LENGTH CHART (continued)**

Length	Vehicle Combination	CVC Reference	Routes
	Licensed carriers of household goods using above-noted combinations, when directly en route to or from a point of loading or unloading of household goods.	35401.5(f)	Highways necessary for the shipment of the household goods.
	Specified vehicle combinations transporting poles, timbers, pipes, integral structural materials, or single-unit component parts not exceeding 80 feet.	35414	All highways
	<p>Motorsports truck tractor semitrailer combinations when:</p> <ul style="list-style-type: none"> <li>(1) Used exclusively or primarily in connection with motorsports.</li> <li>(2) Semitrailer length does not exceed 56 feet; and</li> <li>(3) Semitrailer KPRA does not exceed 46 feet.</li> <li>(4) When in possession of valid Caltrans oversized permit.</li> <li>(5) Enroute to or from a motorsports event.</li> </ul>	35401.5(g)	<p>National Network</p> <p>Routes signed for:</p> <p>Service Access</p> <p>Terminal Access</p> <p>Routes designated by Caltrans</p>

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## ANNEX B

### STATUTORY LIMITATIONS



1  
Single

2 3  
Tandem

4  
Single

5  
Single

PLATFORM SCALE TABLE (200-Pound Variance)

Axle Numbers	Axle 1	Axles 2, 3	Axle 4	Axle 5	Gross Weight
Scale Weight	12,500	36,000	20,500	21,000	90,000
Measurement Variation Factor - 200 Pounds	200	200	200	200	200
Adjusted Weight	12,300	35,800	20,300	20,800	89,800
Legal Weight	20,000	34,000	20,000	20,000	80,000
Overweight	Not Applicable (N/A)	1,800	300	800	9,800
Citation for	N/A	1,800	300	800	9,800
Overload Removed or Adjusted	N/A	1,800	300	800	9,800

HAENNI PORTABLE SCALE TABLE (1 Percent Variance)

Axle Numbers	Axle 1	Axles 2, 3	Axle 4	Axle 5	Gross Weight
Scale Weight	12,500	36,000	20,500	21,000	90,000
Measurement Variation Factor – 1 Percent	200	400	300	300	900
Adjusted Weight	12,300	35,600	20,200	20,700	89,100
Legal Weight	20,000	34,000	20,000	20,000	80,000
Overweight	N/A	1,600	200	700	9,100
Citation for	N/A	1,600	200	700	9,100
Overload Removed or Adjusted	N/A	1,600	200	700	9,100

**ANNEX B**

**STATUTORY LIMITATIONS (*continued*)**

MD400/PAT SCALE TABLE (2 Percent Variance)

Axle Numbers	Axle 1	Axles 2, 3	Axle 4	Axle 5	Gross Weight
Scale Weight	12,500	36,000	20,500	21,000	90,000
Measurement Variation Factor – 2 Percent	300	800	500	500	1,800
Adjusted Weight	12,200	35,200	20,000	20,500	88,200
Legal Weight	20,000	34,000	20,000	20,000	80,000
Overweight	N/A	1,200	N/A	500	8,200
Citation for	N/A	1,200	N/A	500	8,200
Overload Removed or Adjusted	N/A	1,200	N/A	500	8,200

## ANNEX C

### CALIFORNIA HIGHWAY PATROL ESCORT TABLE

ROUTE CLASSIFICATION	WIDTH	LENGTH	HEIGHT	SPEED
Multilane freeway or expressway with 12-foot lanes, 4-foot shoulders *A-Yellow	17-foot plus if 3 or more lanes. 16-foot plus if 2 lanes.	--	** --	When necessary to slow while crossing structures
Substandard freeway or two-lane road with 12-foot lanes and 0-to-4-foot shoulders *B-Green	Greater than 15 feet	--	--	When necessary to slow while crossing structures.
Two-lane road with 11-foot lanes 0 feet – any shoulder *C-Blue	Greater than 15 feet	Greater than 135 feet	No maximum **	When necessary to slow while crossing structures.
Two-lane road with 10-foot lanes 0 feet – any shoulder *D-Brown	Greater than 15 feet	Greater than 135 feet	No maximum **	When necessary to slow while crossing structures.
Two-lane road with less-than-10-foot lanes *E-Red	Greater than 15 feet	135 feet	No maximum **	When necessary to slow while crossing structures.

\*Letters and colors correspond to the Caltrans pilot car map codes and route designations.

\*\*Loads over 17 feet high require route review. Any obstacle within 3 inches of load height may require CHP involvement.

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## ANNEX D

### SAMPLE VARIANCE LOAD COORDINATOR CHECKLIST

#### VARIANCE LOAD COORDINATOR CHECKLIST

Division variance coordinator name/ID: J. Bookem, # 53002

Date contacted by carrier: 05 / 10 / 2021\* Date of proposed move: 05 / 25 / 2021

\*This date should be at least 10 full business days prior to proposed load movement date.

Carrier Representative: Bill Laws

Carrier Name: Gigantic Equipment Specialized, Inc.

Address: 5050 Silver Canyon Road Bishop, CA 93514

Telephone #: (760) 123-4567 Fax #: (760) 123-4568 Alternate Phone #: (760) 123-4566

Representative 24-hour contact #: (760) 123-4560

Caltrans Permit Number: 21-987654

Permit Rider? YES / NO / (N/A)

County Permit Number: Invo-123456

City Permit Number: N/A

Route of Travel: US-6 W Nevada-California border to US-395 S to SR-136 E to Kersage Rd. Keeler, CA

(Attach extra sheet for route of travel if necessary)

Speed Variance loaded vehicle will be traveling: 35 mph over Los Angeles Aqueduct bridge at MM 65.64.

Address of starting location (load origin): 1137 Battle Mountain Rd. Hawthorne, NV 89415.

Special requirement(s) for starting/ending locations (hard hats, etc.): N/A

Description of load(s): Caterpillar 988 wheel loader

Height: 16 feet

Height: \_\_\_\_\_

Height: \_\_\_\_\_

Width: 14 feet

Width: \_\_\_\_\_

Width: \_\_\_\_\_

Length: 38.5 feet

Length: \_\_\_\_\_

Length: \_\_\_\_\_

Weight: 280,920.3 lbs.

Weight: \_\_\_\_\_

Weight: \_\_\_\_\_

Permit Obtained from Caltrans? (Yes) No

In Process? Yes / (No)

Contact Caltrans Permits Office for inquiries related to permit routing/permit riders.

Permits Office Business hours: (916) 322-1297

Date Contacted: \_\_\_/\_\_\_/\_\_\_

After hours emergency: (916) 653-3442

Caltrans person contacted: \_\_\_\_\_

ANNEX D

SAMPLE VARIANCE LOAD COORDINATOR CHECKLIST (continued)

**VARIANCE LOAD COORDINATOR CHECKLIST**

Permit(s) Obtained from County and/or City jurisdictions?  Yes / No      In Process? Yes  No

**NOTE: All County and City permits must be approved no less than 48 hours prior to date of escort. All permits shall be verified pursuant to Division SOP.**

County/City Name:

- |                             |   |
|-----------------------------|---|
| 1) <u>Inyo County</u> _____ | <input checked="" type="radio"/> Yes / No |
| 2) _____                    | Yes / No                                  |
| 3) _____                    | Yes / No                                  |
| 4) _____                    | Yes / No                                  |
| 5) _____                    | Yes / No                                  |
| 6) _____                    | Yes / No                                  |
| 7) _____                    | Yes / No                                  |
| 8) _____                    | Yes / No                                  |
| 9) _____                    | Yes / No                                  |
| 10) _____                   | Yes / No                                  |

(Attach extra sheet for additional jurisdictional permits if necessary)

- 
- Obtain a copy of the proposed route survey. Compare survey with permits and review all permits for accuracy.
  - Contact company/carrier and advise of CHP policy and conditions for escorted load.
  - Contact all divisions that might be involved in movement.
  - Obtain names of all officers involved in movement from beginning to end.
  - Obtain name and 24-hour contact phone number of officers in charge of escort for each segment of movement.

ANNEX D

SAMPLE VARIANCE LOAD COORDINATOR CHECKLIST (continued)

**VARIANCE LOAD COORDINATOR CHECKLIST**

Assigned Escort Officers:	Date/Time Notified:	CHP 415s Rec'd:
1) <u>Officer J. Beardly, # 50381</u>	<u>05/19/21 @ 1230 hrs.</u>	<input checked="" type="radio"/> Yes / <input type="radio"/> No
2) <u>Officer K. Brockman, # 60721</u>	<u>05/19/21 @ 1243 hrs.</u>	<input checked="" type="radio"/> Yes / <input type="radio"/> No
3) <u>Officer L. Leonard, # 60777</u>	<u>05/19/21 @ 1301 hrs.</u>	Yes / <input checked="" type="radio"/> No
4) <u>Officer C. Carlson, #52010</u>	<u>05/20/21 @ 0840 hrs.</u>	<input checked="" type="radio"/> Yes / <input type="radio"/> No
5) _____	_____	Yes / No
6) _____	_____	Yes / No
7) _____	_____	Yes / No
8) _____	_____	Yes / No
9) _____	_____	Yes / No
10) _____	_____	Yes / No

Date contract sent: 05 / 12 / 2021                      Date received: 05 / 18 / 2021

Collect Deposit/Check from Carrier/Company (if applicable).

Date Paperwork to Accounting:   /  /  

Date Comm-Net Published: 05 / 19 / 2021

Other Involved Divisions:

- N/A
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

Additional Notes:

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## ANNEX E

### SAMPLE ADDENDUM TO LETTER OF AGREEMENT

State of California—Transportation Agency

GAVIN NEWSOM, Governor

**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

2555 First Avenue  
Sacramento, CA 95818  
(916) 731-6300  
**(800) 735-2929 (TT/TDD)**  
**(800) 735-2922 (Voice)**



June 24, 2021

File No.: 201.35410.90481

Viking Heavy Hauling  
9999 Shepard Place  
Roseville, CA 95747  
(916) 555-4321

STATE OF CALIFORNIA  
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL  
ADDENDUM TO LETTER OF AGREEMENT

1. The escort of these loads will originate in the Floriston, CA, area, and will terminate in the Livermore, CA, area on or before July 21, 2021, with personnel from the California Highway Patrol (CHP), Valley Division. **Movement of this load is scheduled to begin Tuesday, July 20, 2021, at 07:00 P.M.**
2. Objects to be Escorted/Transported: CAT 777 Haul Truck (Bed only)
3. Estimated Speed: Varies - Depending on traffic.
4. Escort Route: As specified on applicable permits.
5. It will be the responsibility of the mover to purchase all required permits (state, county, and city, as applicable) and submit them for inspection to the escort officers. Movement of the load will not commence unless all required permits have been obtained and the conditions of all applicable permits have been adhered to. **Copies of all required state, county, and city permits shall be given to the CHP Escort Coordination Officer at least two business days prior to the start date of the escort.**
6. A Commercial Vehicle Safety Alliance (CVSA) Level I inspection shall be obtained prior to the scheduled move date. A valid CVSA decal is required on the variance load vehicles. The CVSA decals are valid for the remainder of the month in which they were issued and the following two months. If there is no valid CVSA decal, a Level I inspection shall be required before the load will be allowed to move.

*Safety, Service, and Security*



*An Internationally Accredited Agency*

ANNEX E

SAMPLE ADDENDUM TO LETTER OF AGREEMENT (continued)

Viking Heavy Hauling  
Page 2  
June 24, 2021

- 7. The company shall be responsible at their sole expense to have a CVSA Level I inspection performed before the escort detail. If the CVSA decal is valid, an escort officer shall complete a walk-around inspection of the variance load vehicles at the starting point and anytime the load is transferred to another escort team.
- 8. The estimated cost for the services provided in the contract will be approximately \$5443.20. No advance deposit for the services will be collected prior to commencement of the move. At the conclusion of the move, the CHP, Fiscal Management Section, Reimbursable Services Unit, will calculate the actual costs and invoice the company for the actual amount.
- 9. It shall be the responsibility of the contracted company to provide two-way radio communication, with sufficient operating range, between the pilot vehicle(s), variance loaded vehicle, and all CHP escort vehicles prior to the commencement of the escort.

I, the undersigned, do hereby agree to comply with this attached addendum to the original letter of agreement.

STATE OF CALIFORNIA  
Department of California Highway Patrol

REQUESTER'S NAME:

\_\_\_\_\_  
I. M. Ranking, Captain  
Special Services Commander

\_\_\_\_\_  
Signature

Department of California Highway Patrol  
Valley Division Commercial Unit  
2555 First Avenue  
Sacramento, CA 95818  
Phone: (916) 555-1212

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

This agreement is exempt from Department of General Services' approval in accordance with the State Administrative Manual Government Code Section 14616.

Viking Heavy Hauling  
9999 Shepard Place  
Roseville, CA 95747  
(916) 555-4321

**IF ANY OF THESE REQUIREMENTS ARE NOT MET, THE VARIANCE LOAD WILL NOT BE ALLOWED TO MOVE AND THE ABOVE-NAMED COMPANY WILL BE CHARGED FOR ANY AND ALL TIME INCURRED BY THE CHP.**

## ANNEX F

### SAMPLE COMMUNICATIONS NETWORK MESSAGE

#### Extra-legal load escort detail from Port Hueneme to Mojave

To: Commercial Vehicle Section – Information Only  
Coastal Division – Action Required  
Inland Division – Information Only  
Ventura Communications Center – Action Required  
Los Angeles Communications Center – Information Only  
Bishop Communications Center – Action Required

Reference: Commercial

Subject: Extra-Legal Load Escort Detail from Port Hueneme to Mojave

Mover: PBS Moving & Rigging, Inc.

Date: July 27, 2021

Contract: R-21-701-901

Load: Power Transformer (Caltrans Variance #21-34534)  
Height: 17-0  
Width: 20-0  
Length: 240-0  
Weight: BP13 (789,390 lbs.)

Contact personnel and phone numbers:

Ken Burns – (909) 123-4567 – PBS Moving & Rigging, Inc.  
Officer Bill Sherman – (805) 555-1212 – CHP Coastal Division

Dispatch Centers:

Ventura Communications Center (805) 477-4173  
Los Angeles Communications Center (323) 259-3400  
Bishop Communications Center (760) 872-5900

Description of Mission:

On 07/27/2021, at 2100 hours, three officers and one sergeant from Coastal Division will meet the load at Port Hueneme and provide an escort and traffic-control detail. The load will be escorted to the area of 555 Silver Queen Road.

Officers are to measure the load; review all required state, county, and city permits; and discuss the details of the escort. The movement is not to commence unless the company possesses all required permits and meets the provisions thereof. The movement shall proceed in a lawful manner, with due regard for all applicable laws and permit restrictions.

Proposed Route:

From Port Hueneme, Rice Road, Santa Clara Avenue, SR-118, Harvard Boulevard, Hallock Drive/Telegraph Road, SR-126, Newhall Ranch Road, Sierra Highway, Avenue S, SR-138, 47th Street, Pearlblossom Highway/Avenue T, SR-138/West Avenue D, Sierra Highway to 555 Silver Queen Rd.

Information:

Refer all questions concerning this message to Officer Bill Sherman, Coastal Division Commercial Unit, (805) 555-1212.

CHP Coastal Division 701/31256/50381

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## ANNEX G

### SAMPLE OF REIMBURSABLE LETTER OF AGREEMENT

STATE OF CALIFORNIA  
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL  
**REIMBURSABLE LETTER OF AGREEMENT**  
CHP 465 (Rev. 12-20) OPI 071

**THIS AGREEMENT**, Reimbursable Services Control Log # R-10-000-00073 made and entered into this 15th day of June, 2021, by and between the State of California, acting by and through the Department of California Highway Patrol, hereinafter called CHP, and Heavy Lift Specialized, Inc., hereinafter called HLS.

**WORK SHALL COMMENCE ON THE START DATE OR UPON APPROVAL BY BOTH THE CHP AND REQUESTER, WHICHEVER IS LATER. NO SERVICE SHALL BEGIN BEFORE THAT TIME.**

1. Reimbursable services are to be provided when  traffic control  security services  vehicle inspections  other details for \_\_\_\_\_ are required, the CHP agrees to provide uniformed personnel with motorcycles and/or patrol vehicles to assist with the traffic control services with 3 uniformed personnel and 3 patrol vehicles.
2. The term of this Agreement will be 07/07/2021 to 07/07/2021.
3. The CHP coordinator shall be Officer A. Ranger, telephone number (805) 555-1212.
4. In the event of a disaster or unforeseen emergency, this Agreement may be canceled without prior notice by the CHP.
5. HLS agrees, to the extent permitted by law to indemnify the CHP against and hold the CHP harmless from any and all claims, demands, suits, and actions for personal injury, death, loss, and/or property damage that may arise out of or in connection with the performance of this Agreement, even though such injury, death, loss and/or damage to property may be (or may be alleged to be) attributable in part to the active and/or passive negligence of the CHP and/or its appointees, officers, agents, employees, and servants.  
HLS agrees to defend all such claims, demands, suits, and actions against CHP and/or its appointees, officers, agents, employees, and servants, although the CHP retains the right to conduct the defense at its own expense. HLS shall reimburse the CHP for all expenses including court costs and reasonable attorney fees, incurred by reason of such claims, demands suits, and actions, or incurred in seeking indemnity or other recovery from HLS thereunder.
6. No amendment or variation of the terms of this Agreement shall be valid unless made in writing, signed by all parties and approved as required. No oral understanding or Agreement not incorporated in this Agreement is binding on any of the parties.
7. When one of the contracting parties is a county, city, district, or other local public body, this Agreement shall be accompanied by a copy of the resolution, order, motion, or ordinance of the local governing body, which by law provides the authority to enter into and execution of this Agreement. When performance by the local government entity will be completed before any payment by the CHP, such as a room rental or a one-time event, a resolution is not required.
8. HLS agrees that additional charges which are directly related to the services provided, maybe assessed for the CHP supplies, additional equipment utilized, damage to uniforms, or property repaired or replaced at the CHP's expense.
9. If the CHP uniformed employee has reported to the assigned location and has worked less than four hours, HLS agrees to pay every assigned uniform employee a minimum of four hours overtime. Exception: This does not apply to those cases when the hours worked is part of an extended shift. HLS will not be charged for cancellations made more than 24 hours prior to the scheduled assignment.
10. HLS agrees that if cancellation is made within 24 hours prior to the scheduled assignment and the assigned CHP uniformed employee(s) **cannot be notified** of such cancellation, a minimum of four hours overtime will be charged for each assigned uniformed employee.

ANNEX G

SAMPLE OF REIMBURSABLE LETTER OF AGREEMENT (continued)

CHP 465 (Rev. 12-20) OPI 071

- 11. HLS agrees that if cancellation is made within 24 hours prior to the scheduled assignment and the CHP employee is notified of such cancellation, HLS will only be charged a short notice cancellation fee of \$50.00 per assigned CHP uniformed employee.
12. All cancellation notices to the CHP must be made during normal CHP business hours of 8:00 a.m. to 5:00 p.m., Monday through Friday, excluding legal holidays.
13. The CHP agrees to make reasonable efforts to notify those CHP uniformed employees of the cancellation.
14. No additional gifts, donation, or gratuities may be accepted by the CHP employees on their behalf or on the behalf of the Department, informal squad fund(s), or other local fund(s).
15. The hours and miles indicated in this Agreement are for estimate purposes only.
16. The rates indicated in this Agreement are for estimate purposes only.
17. In consideration for the above services and upon receipt of an itemized invoice, HLS agrees to reimburse the CHP for the actual costs incurred at the time services are provided.

Table with 5 columns: Description, Unit, Rate, Hourly Rate, Total Cost. Rows include Sergeant, Officer (30.00 hrs @ \$90.45 = \$2,713.50), Vehicle mileage (1,200 miles @ \$0.90 = \$1,080.00), Motorcycle mileage, Other expenses, and Total estimated cost (\$3,793.50).

Note: If total estimated cost exceeds \$50,000, a CHP 465 CAN NOT be used. The reimbursable service request must be initiated on a CHP 78R. Reimbursable Services Contract Request, and forwarded to Business Services Section, Contract Services Unit, for processing.

- 18. COLLECTION OF ADVANCE DEPOSIT FOR A MOTION PICTURE/FILM. A form of advance deposit shall be required before services can be performed. The advance deposit shall be made by the requesting party and hand delivered directly to the Statewide Film Media Relations Officer (FMRO) or to the on-scene command officer in-charge.
a. Amount of deposit collected: \$
b. Check number:
c. Cash receipt number:
d. Federal Tax Identification Number:

ANNEX G

SAMPLE OF REIMBURSABLE LETTER OF AGREEMENT (continued)

CHP 465 (Rev. 12-20) OPI 071

**WITNESSETH:** By and in consideration of the covenants and conditions herein contained,  
HLS and the CHP do hereby agree to the above terms and conditions.

STATE OF CALIFORNIA  
Department of California Highway Patrol

JT Kirk 06/15/2021  
Commander Signature Date

J. T. Kirk, Captain  
Printed Name

Special Services Commander  
Title

1701  
Location Code

For use by City/County Clerk, if applicable	
Approved as to form by	Date

REQUESTOR'S NAME

Will Haulem 06/17/2021  
Signature Date

Will Haulem  
Printed Name

Operations Manager  
Title

2002 Bimmer Lane, Suite 73  
Address

San Luis Obispo CA 93407  
City State Zip Code

(805) 555-1234  
Telephone Number

BILLING INFORMATION

Heavy Lift Specialized, Inc.  
Company Name

2002 Bimmer Lane, Suite 73  
Billing Address (The invoice or refund of advance deposit will be sent to this address)

San Luis Obispo CA 93407  
City State Zip Code

Will Haulem, Operations Manager (805) 555-1234  
Contact Name Telephone Number

HLS\_SLO@trucking.usa  
E-mail

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ANNEX H

SAMPLE DIVISION CITY/COUNTY PERMIT INFORMATION

DIVISION CITY/COUNTY PERMIT INFORMATION

Name of City/County: Yolo County

Mailing Address: 456 A Street, Woodland, CA 96325

Physical Address: 456 A Street, Woodland, CA 96325

Public Telephone for Permit Department: (707) 560-1230

Private Telephone for Permit Department: (707) 560-1231

Name of Person in Charge of Permit Department: Jim Doe

Name of Assistant Person in Charge: Jane Doe

Contact Person for the California Highway Patrol in your Permit Program:

Jane Doe

Contact Phone: (707) 560-1230 Private Phone: (707) 560-1232 Pager: (707) 789-4861

After hours Contact Person: Jimmy Doe After-hours Phone: (707) 560-1233

Enforcement personnel **must** be able to confirm Written Permit by phone on a 24-hour basis.

Does your city/county administer an extra legal load permit system? Yes  No

If so, is an original permit required with each move? Yes  No

Does your original permit include a "wet" signature of authorization to ensure validity?

Yes  No  (A "wet" signature would be on the permit, as each permit is issued individually)

Do you allow photocopies of permits? Yes  No  If so, how do you guarantee validity?

Do you allow verbal permits? Yes  No  By what procedure? \_\_\_\_\_

What person(s), and at what telephone number(s), would be issuing verbal permits?  
N/A

ANNEX H

SAMPLE DIVISION CITY/COUNTY PERMIT INFORMATION (*continued*)

What person(s), and at what number(s), can be contacted on a 24-hour basis to confirm the verbal permit?

Person(s): Jimmy Doe Number(s): (707) 560-1233 Pager(s): (707) 789-4862

What type of permits do you issue? Single Trip  Annual  Repetitive Moves

Do you have a list of conditions that can be attached to and become conditions of the permit?

Yes  No

For example: Proof of insurance, traffic control as necessary, notify Sheriff's Department, times load is restricted from movement, list of restricted/ banned roadways.

If you issue annual permits, do you attach a list of the streets the permittee must use?

Yes  No

Do you want to be advised of permit violations cited by CHP officers? Yes  No

May we include a copy of your Agency's permit and conditions in a resource document for enforcement personnel? Yes  No . Because we issue so few, we just use our standard Encroachment Permit form.

**PLEASE ATTACH A COPY OF VALID PERMIT AND ATTACHEMENTS FROM YOUR CITY/COUNTY.**

# ANNEX I

## SAMPLE VARIANCE LOAD INCIDENT REPORT

### VARIANCE LOAD INCIDENT REPORT

**Variance Load Information:**

**Date:** 06 / 08 / 2021

**Officer Name and ID:** Officer C. Bing, #60381

**Vehicles Involved:** 2021, 3-Axle Peterbilt truck tractor; 2002, 2-axle Cozad jeep; 2002 2-axle Cozad detachable gooseneck lowboy; 2002, 2-axle Cozad booster.

**Company Name:** Overnight Heavy Haul, LLC.

**Caltrans Permit Number:** 21-825106

**County Permit Number:** N/A

**City Permit Number:** N/A

**Incident 1:**           **Location:** US-395 S JNO SR-168 E

**Time:** 0235 hours

**Events/Notes:** Top portion of load stuck communications wire as vehicle passed under in the #2 lane.

**Incident 2:**           **Location:** US-395 S JNO SR-136 E

**Time:** 0502 hours

**Events/Notes:** V-4 left side outer dual tire blew out and large rubber piece struck and broke rear pilot car windshield.

**Incident 3:**           **Location:** \_\_\_\_\_

**Time:** \_\_\_\_\_

**Events/Notes:** \_\_\_\_\_

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ANNEX J

SAMPLE VARIANCE LOAD ESCORT CHECKLIST

VARIANCE LOAD ESCORT CHECKLIST

Yes No

Is the variance vehicle displaying a valid Commercial Vehicle Safety Alliance (CVSA) Decal issued within the last 90 days?

(If CVSA decal is not valid, a North American Standard Level I inspection shall be performed by a Commercial Enforcement Officer that is present or requested by escort officer[s].)

If the CVSA decal is valid, complete the following checklist:

Driver requirements:

Yes No

Valid commercial driver license?

Valid medical examination or card (if applicable)?

Log book current with valid hours of service entries?

Permit(s) in possession?

Permit(s):

Yes No

Valid for day of travel?

Covers all cities and counties to be traversed?

Copies of provisions attached?

Covers size and weight of vehicle and load?

(If a Mobile Road Enforcement is present, weights should be verified with portable scales.)

Pilot cars and drivers:

Yes No

Valid driver license(s)?

Is pilot car equipped with flashing amber warning lights to the front, sides, or rear?

ANNEX J

SAMPLE VARIANCE LOAD ESCORT CHECKLIST (continued)

	Yes	No
Does the pilot car display the name of the company?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the pilot car display legible signs containing any of the following words: OVERSIZE, OVERSIZE LOAD, WIDE LOAD, or LONG LOAD (as required by the permit)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the pilot car display at least one red warning flag on each side of the vehicle?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the pilot car equipped with all of the following:	Yes	No
(1) One STOP/SLOW paddle?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(2) One orange vest, shirt, or jacket?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(3) One red hand flag (24 inches square)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is pilot car equipped with vertical clearance measuring device (if applicable)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pre-trip Safety Conference:		
	Yes	No
One two-way radio communication device for each vehicle involved in escort (including all California Highway Patrol officers) and call signs assigned to all?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Valid credentials of any additional support vehicles and drivers?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Same radio channel determined?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Individual responsibilities determined?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Route discussed to ensure uniformity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>If an out of service condition exists prior to or during the escort, do not allow the escort to move until condition(s) are corrected.</b>		
<b>If any permit is not valid for <u>any</u> reason, do not allow the escort to move until a valid permit(s) is obtained.</b>		