

Longer Combination Vehicle (LCV)/Tandem Provisions



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I. FORMS LIST

The following LCV/tandem forms are referenced throughout this document by form letter and number. These forms are available on the New York State Thruway Authority's (Authority) website.

<u>Form Letter</u>	<u>Form Name</u>
Form A	LCV/TANDEM OPERATIONS APPLICATION/PERMIT (TA-W6807)
Form C	LCV/TANDEM EQUIPMENT APPLICATION/CERTIFICATION – TRACTOR (TA-W6808)
Form D	LCV/TANDEM EQUIPMENT APPLICATION/CERTIFICATION – LEAD TRAILER (TA-W6809)
Form E	LCV/TANDEM EQUIPMENT APPLICATION/CERTIFICATION – CONVERTER DOLLY (TA-W6811)
Form F	APPLICATION FOR SPECIAL PERMIT TO OPERATE LCV/TANDEM VEHICLES (TA-W6818)
Form H	LCV/TANDEM MAINTENANCE VEHICLE APPLICATION/PERMIT (TA-W6812)

II. LCV/TANDEM ASSEMBLY AREAS

INTERCHANGE	
6A	Yonkers/Ardsley (R) MP 5.47 Makeup/Breakup only 4 hour parking limit TR: 7:00 AM – 9:00 AM 3:30 PM – 5:30 PM
14	Spring Valley North MP 24.31 Makeup/Breakup only 4 hour parking limit Spring Valley South MP 24.31 Makeup/Breakup only 4 hour parking limit
15	Suffern MP 32.4
17	Newburgh MP 60.10
18	New Paltz (R) MP 76.01
19	Kingston (R) MP 91.37
22	Selkirk (R) MP 134.93
23	Albany/I-787/US Rt. 9W (R) MP 141.92 TR: 7:00 AM – 9:00 AM 3:30 PM – 5:30 PM
24	Albany/I-87 North MP 148.15 TR: 7:00 AM – 9:00 AM 3:30 PM – 5:30 PM
25A	Schenectady/I-88 MP 158.82
27	Amsterdam MP 173.59
29	Canajoharie MP 194.10
31	Utica MP 232.85
32	Westmoreland/Rome/Rt. 233 MP 243.37

INTERCHANGE	
33	Verona (R) MP 252.71
34	Canastota (R) MP 261.50
34A	Collamer MP 276.58
35	Syracuse/E. Syracuse MP 278.93 TR: 7:30 AM – 8:15 AM 4:00 PM – 5:15 PM
36	Watertown/Binghamton MP 282.93 TR: 7:30 AM – 8:30 AM 4:00 PM – 5:30 PM
39	Syracuse/Fulton MP 289.53
40	Weedsport MP 304.19
42	Geneva MP 327.10
43	Manchester MP 340.15
45	Rochester/Victor MP 350.99
46	Rochester/Corning (R) MP 362.44
47	LeRoy MP 378.56
48	Batavia MP 390.13
49	Depew MP 417.27
57	Hamburg MP 436.22
59	Dunkirk MP 467.74
61	Ripley MP 494.50 EB – Makeup WB – Breakup
N17	Tonawanda MP 14.26 SB – Makeup

MP = Mile Post

R = Restricted to specific LCV/tandem permit holders with prior authorization. To obtain authorization, a written request on company letterhead stating specific lot(s) to be used and purpose must be sent to the Office of Traffic Management for approval prior to use of lot(s). Approval is based on current usage, occupancy and capacity of the lot(s).

TR = Time Restricted - Entering and exiting assembly areas is prohibited during the specified times.

NOTE: Unless otherwise noted, all LCV/tandem assembly areas have a maximum 12 hour parking limit and all equipment not being used must be removed WITHIN 12 HOURS OF A SNOWFALL.

III. GENERAL PROVISIONS

Per Title 49 Code of Federal Regulations (CFR) Part 380, tandem trailer combinations are referred to as Longer Combination Vehicles (LCVs). As a result, tandem trailer combinations will be referred to as “LCVs/tandems” throughout this document.

LCVs/tandems in excess of the limits established by §385 of the New York State Vehicle and Traffic Law (VTL) may operate on the New York State Thruway System (Thruway System) under an Authority issued LCV/Tandem Operations Permit (Permit) upon the Authority’s approval of an application by the prospective Permittee on **Form A** (TA-W6807), subject to the following provisions:

A. Governing Provisions

LCVs/tandems are governed by the Rules and Regulations of the Authority and by these Longer Combination Vehicle (LCV)/Tandem Provisions (TAP-602) (Provisions), the guidelines established by the Authority’s Traffic and Safety Committee, and the Authority’s applicable commercial bulletins as distributed. These may be revised or updated by the Authority as needed.

B. Definition of a LCV/Tandem

1. The lead trailer must be greater than 28 feet 6 inches in length; the total carrying capacity of the entire combination must be at least 80,000 lbs.
2. A complete LCV/tandem shall consist of:
 - a. tractor, first semitrailer, dolly and second semitrailer; or
 - b. another such combination as may be approved by the Authority, owned by the applicant or leased from an Authority certified leasing company.

In a LCV/tandem, the maximum length for a **semitrailer**, including any load thereon, shall be **48 feet**.

The maximum length for a LCV/tandem’s **cargo carrying unit**, defined as the semitrailer(s), the dolly, and any load thereon, shall be **102 feet**.

The maximum length for the **complete LCV/tandem**, including any load thereon, shall be **120 feet** unless prior written approval is received from the Authority.

LCVs/tandems commonly referred to as a “B-Train” configuration, require separate approval by the Authority’s Department of Engineering prior to the initial LCV/tandem run. B-Train assembly is defined in §101-c of the VTL as “a rigid frame extension attached to the rear frame of the first semitrailer, in a tractor-semi-trailer-semi-trailer combination of vehicles, which allows for a fifth wheel connection point for the second semitrailer.” Special provisions regarding B-Trains will be reviewed at the time of application or request for use on the Thruway System.

The overall length of loaded LCV/tandem automobile haulers may be increased by load overhang, provided that such overhang is consistent with the VTL.

The Permittee, when operating any of the vehicles or combination of vehicles described above, shall be considered to be operating under a Special Hauling Permit if the combination is propelled by a tractor which has been properly certified to the Authority for use in LCV/tandem operations, provided that the other dimensions of the vehicle do not exceed the limits established by §385 of the VTL.

C. Applying for a New LCV/Tandem Operations Permit

Contact the Office of Traffic Management at (518) 436-2793 to obtain an application packet.

D. Insurance Requirements

To comply with insurance requirements, the Permittee must procure, prior to issuance of the Permit and maintain throughout the life of the Permit, insurance of the kinds and in the amounts specified by the Authority herein, covering all operations under the Permit in accordance with the following conditions:

1. All insurance required by this Permit shall be obtained at the sole cost and expense of the Permittee.
2. All insurance required by this Permit shall be maintained with insurance carriers licensed to do business in New York State, and acceptable to the Authority, with an A.M. Best rating of "A-" or higher.
3. The Permittee shall furnish the Authority with Certificate(s) of Insurance on ACORD Form 25, accompanied by the Authority's SUPPLEMENTAL INSURANCE CERTIFICATE (TA-W51343-9), for each insurance carrier involved. Such Certificate(s) shall be executed by a duly authorized representative of the insurance carrier, certifying such authorization and showing compliance with Authority insurance requirements set forth herein.
4. All policies, by specific endorsement, shall provide for written notice to the Authority no less than thirty (30) days prior to the cancellation, non-renewal, or material alteration of any insurance policies referred to therein. Any such notice shall be mailed to the Authority to the attention of the Insurance Compliance Section.
5. If insurance policies contain deductibles, they must be declared as such with applicable levels on the Certificate(s) of Insurance and the Authority's SUPPLEMENTAL INSURANCE CERTIFICATE (TA-W51343-9). Insurance policies with deductibles in excess of \$50,000 will require review and approval by the Authority. Additional security or other requirements may be imposed at the sole discretion of the Authority.

6. Insurance policies with Self-Insured Retentions (SIRs) of up to \$50,000 will generally be accepted when the SIR program is administered by a third party administrator and a complete description of the program is provided to the Authority's Office of Investments and Asset Management. SIR programs in excess of \$50,000 must receive prior approval and meet additional security requirements. The Authority, at its sole discretion, reserves the right to require the Permittee to provide additional collateral or to reject the use of a SIR by the Permittee. The Permittee will be solely responsible for all claims, expenses and loss payments within the retention limit.
7. The Permittee shall provide certified copies of all declarations pages or of the insurance policies themselves, upon request by the Authority, within twenty (20) days of such request.
8. Failure of the Authority to demand such certificates, policies, endorsements, or other evidence of full compliance with Authority insurance requirements, or failure of the Authority to identify a deficiency from evidence that is provided, shall not constitute or be construed as a waiver or the Permittee's obligation to maintain such insurance.
9. Failure to maintain the required insurance and provide proof of such coverage to the Authority may, in the Authority's sole discretion, result in termination of the Permit.
10. By requiring insurance, the Authority does not represent that certain coverages and limits will necessarily be adequate to protect the Permittee, and such coverages and limits shall not be deemed a limitation on the Permittee's liability under the indemnities granted to the Authority under any provision of the Permit.
11. The Permittee shall waive all rights against the Authority and its agents, officers, directors and employees for recovery of damages to the extent these damages are covered by the Business Auto Policy, as required.
12. A copy of every required endorsement shall be furnished to the Authority.
13. The Permittee shall provide a copy of these Authority Insurance Requirements to its insurance producer(s) and insurance carrier(s).

The types of insurance required by the Authority are described below:

- Business Auto Liability Insurance - The Permittee shall maintain Business Automobile Liability coverage, with no less than a \$1,000,000 Combined Single Limit, which shall cover liability arising out of any motor vehicle, whether owned, hired, or non-owned.
- The Authority shall be included as an Additional Insured, using ISO Additional Insured Endorsement CG 20 10 11 85 or its equivalent, under the Business Auto Policy.

- An endorsement with the following description of policy coverage: “This policy includes coverage for public liability arising with respect to all movements of all LCVs/tandems or portions thereof, of single units or portions thereof, service vehicles or other units incident to the use of the Thruway System by the or by anyone acting by, through, or for the named insured including omissions and supervisory acts of the State of New York and the Authority, their agents, officers, or employees.”

E. Safety Training

Following the issuance of a Permit, the Authority requires company management and operating personnel to comply with safety training requirements. The Authority has established an Initial Safety Training Seminar for all certified LCV/tandem companies and company safety patrols. The safety-intensive class is tailored to the individual needs of each company. It is offered, at no charge, during normal business hours. The class includes lectures, video presentations, hands-on demonstrations and covers the following subjects:

- Proper LCV/tandem hook-up
- On-the-road operations
- Professional driver safety attitudes
- LCV/Tandem Rules & Regulations
- Certification procedures
- Expediting paperwork
- Accident/incident investigations
- Disabled vehicle procedures
- Hazardous materials regulations
- Sharing the road with other drivers
- LCV/tandem assembly area usage
- Title 49 Parts 383, 392, 395, 396

To schedule a seminar, contact the Office of Traffic Management at (518) 436-2793.

Permittee will provide ongoing training as required by the Federal Motor Carrier Safety Administration Regulations. All training must be documented.

F. Driver Requirements

Only drivers approved by the Authority pursuant to the provisions herein may operate LCVs/tandems.

A company may apply for a Special Permit To Operate LCV/Tandem Vehicles for a driver in its employ who meets the following requirements:

1. Driver possesses a current Commercial Driver License with appropriate endorsement(s) for operation of doubles/triples and air brakes. (If applicable, a Tanker and/or Hazardous Materials endorsement is also necessary.)

2. Driver is 26 years of age or older, in good health and has a minimum of 5 years provable experience driving tractor trailer combinations.
3. Driver has passed an approved LCV/tandem course.

An application will be rejected if any of the following apply:

1. The driver license has been revoked or suspended three or more times in the preceding ten years.
2. The driver's record of major traffic violations, which is assessed by NYS Department of Motor Vehicles Drivers Violation Point System, exceeds four points in one year, six points in two years, eight points in three years, nine points in four years, or ten points in five years.
3. The driver's record of chargeable (preventable) accidents exceeds one in two years, two in three years or three in five years.
4. The driver's record of driving while intoxicated/driving with ability impaired (DWI/DWAI) and/or drug use exceeds one offense in the preceding ten years.

If a driver meets the above requirements and the company wishes to apply for a Special Permit To Operate LCV/Tandem Vehicles, a \$15.00 non-refundable application fee, payable by check or money order, should be sent to the Authority along with one copy of the following driver related information:

1. **Form F** (TA-W6818)
2. Accident Reports (for last five years)
3. Valid Medical Examiner's Certificate (photocopy accepted)
4. Motor Vehicle Driver's Ten Year Abstract (certified, original non-CDL abstract dated within last three months)
5. Commercial Driver License (photocopy accepted)

A driver meeting the qualifications is issued a Special Permit To Operate LCV/Tandem Vehicles on the NYS Thruway System (Special Permit) card which must be shown upon request to New York State Police and/or Authority personnel. Renewal of the Special Permit is the responsibility of the company; operation of a LCV/tandem unit with an expired Special Permit is strictly prohibited.

A qualified driver may hold a Special Permit for two companies at the same time, provided the same application is signed by both companies and approved by the Authority. The Special Permit is valid only for the operation by the named driver of certified tractors owned or leased by the company to which the driver's Special Permit is issued and must be renewed upon the expiration date of the driver license.

IV. EQUIPMENT PROVISIONS

A. Over-Dimension Provisions

All over-dimensional and weight regulations of the Authority shall apply to all units unless specifically excluded under the terms of the Permit or these Provisions.

B. Weight Limits

The maximum legal gross weight that can be carried on any combination of units is limited by the maximum legal gross weight that can be carried on each unit and the axles thereof as provided in §385 of the VTL.

In no case can a combination of vehicles exceed a total maximum gross weight of 143,000 lbs. The maximum permissible gross weight for B-Train combinations is 127,000 lbs. For LCVs/tandems exceeding 138,400 lbs. in maximum gross weight, the Authority requires that:

1. Axle spacing and maximum axle weights meet the requirements shown on the illustrations on the following page.
2. To meet the 9-axle requirement, the LCV/tandem must have a LCV/tandem axle dolly.

The following formulas are used to determine permissible maximum gross weight of the unit of tractor and lead semitrailer. In no case can the maximum gross weight of the unit of tractor and lead semitrailer exceed 80,000 lbs. For any vehicle or combination of vehicles having a total gross weight less than 71,000 lbs., the higher of a. or b. shall apply. For any vehicle or combination of vehicles having a total gross weight of 71,000 lbs. or greater, b. shall apply.

- a. $MGW = 34,000 \text{ lbs.} + (1,000 \text{ lbs.} \times \text{length between extreme axles})$
- b. $W = 500 [(L \times N) / (N - 1) + (12 \times N) + 36]$ except that two consecutive sets of LCV/tandem axles may carry a gross load of 34,000 lbs. each providing the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more.

Where:

MGW = total weight on all axles

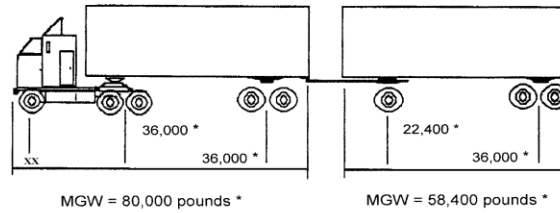
W = overall gross weight on any group of two or more consecutive axles to the nearest 500 lbs.

L = distance in feet from the center of the foremost axle to the center of the rearmost axle of any group of two or more consecutive axles

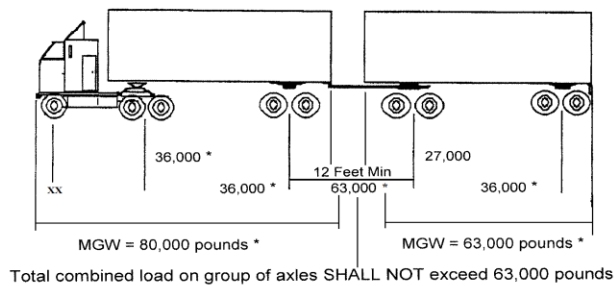
N = number of axles in group under consideration

Axle Requirements for combinations more than
127,400 pounds MGW

8 Axles
MGW = 138,400 pounds*



9 Axles
MGW = 143,000 pounds *



- No tolerance allowed above weight indicated.
- XX - Varies up to legal MAXIMUM of 22,400 pounds

C. Certification of Tractors

All tractors used in LCV/tandem operations must be certified to the Authority prior to use by a Permittee.

To certify tractors, complete **Form C** (TA-W6808). The Permittee and an authorized representative of the company* which manufactured, commercially reconditioned, or rebuilt each tractor used in LCV/tandem operations on the Thruway System shall **each** certify to the Authority that the tractor is capable of hauling the maximum permissible gross load to be transported by the Permittee at a speed of not less than 20 MPH on all portions of the Thruway System. (The maximum grades on the Thruway System are 3% and the longest such grade is approximately 2.7 miles.) If it is determined after the tractor is engaged in the LCV/tandem operations that the vehicle cannot meet such requirements, the Authority's approval of the described vehicle may be withdrawn. In that event, the tractor shall not be used to haul LCVs/tandems on the Thruway System. When the gross loads are reduced, the tractor is modified, or other corrective measures have been taken, both the Permittee and an authorized representative of the company* which manufactured, commercially reconditioned, or rebuilt the tractor shall certify in writing that corrective measures have been taken and that the tractor now will meet the minimum speed requirement. The

Authority may then reinstate its approval of the described tractor, and it may then be used in the LCV/tandem operations.

An Authority certified leasing company that supplies leased tractors for use in LCV/tandem operations is responsible for certification and maintenance of all tractors. Any changes to license plates or replacement of tractors must be recertified by completing **Form C** (TA-W6808).

A copy of the approved **Form C** must be suitably protected, carried and furnished upon request by State Police or Authority personnel. Failure to do so may result in the withdrawal of the Tractor Certification and/or Company Permit to operate LCV/tandems on the Thruway System.

- * For used tractors, the Permittee may have its own maintenance department perform the required work or it can authorize a commercial truck garage to perform the required work on its behalf.

D. Certification of Lead Trailers

Any trailer capable of being used as a lead trailer in LCV/tandem operations must be certified to the Authority prior to use by a Permittee.

To certify lead trailers, complete **Form D** (TA-W6809). The Permittee and an authorized representative of the company* which manufactured, commercially reconditioned, or rebuilt each semitrailer used in LCV/tandem operations on the Thruway System shall **each** certify all semitrailers except rear trailers to the Authority. Lead trailers used in LCV/tandem operations shall have sufficient structural strength to permit the satisfactory attachment of the coupling device (pintle hook or its equivalent) at the rear of the trailer. Each coupling device shall be capable of towing a trailer and a dolly. The Permittee shall certify to the Authority that every trailer certified for use in LCV/tandem service is adequate for this service. In addition, an authorized representative of the company which manufactured, commercially reconditioned, or refurbished the pintle hook mounting structure shall certify the adequacy of the pintle hook assembly. Any changes or replacement of equipment must be recertified by completing **Form D** (TA-W6809).

Every coupling device shall incorporate a no-slack design such as air take-up, fitted pin and socket, mechanical wedging, or similar coupler designs, which eliminate fore and aft slack in the coupling of dollies to semitrailers. The no-slack feature of the coupler shall be in constant operation while the LCV/tandem is operated on the Thruway System.

An Authority certified leasing company that supplies leased trailers for use in LCV/tandem operations is responsible for certification and maintenance of all trailers. Any changes to license plates must be recertified by completing **Form D** (TA-W6809).

A copy of the approved **Form D** must be suitably protected, carried and furnished upon request by State Police or Authority personnel. Failure to do so may result in the withdrawal of the Lead Trailer Certification and/or Company Permit to operate LCV/tandems on the Thruway System.

- * For used trailers, the Permittee may have its own maintenance department perform the required inspection or it can authorize a commercial truck garage to perform the required work on its behalf.

E. Certification of Converter Dollies

All converter dollies (dolly/dollies) used in LCV/tandem operations must be certified to the Authority prior to use by a Permittee.

To certify dollies, complete **Form E** (TA-W6811). The Permittee and an authorized representative of the company* which manufactured, commercially reconditioned, or rebuilt each dolly used in LCV/tandem operations on the Thruway System shall **each** certify all dollies to the Authority. Dollies certified on and after June 1, 1968, and used to convert a semitrailer to a full trailer, may have either single or LCV/tandem axles at the option of the Permittee. LCVs/tandems grossing in excess of 138,400 lbs. must have a LCV/tandem axle dolly to meet the 9-axle requirement. Dollies shall be coupled with one or more safety chains or cables to the frame, or to an extension of the frame, of the motor vehicle by which it is towed. Attachment of these chains or cables to the pintle hook or to any other device on the towing vehicle to which the tow bar is attached will NOT meet this requirement, provided, however, that a separate place of attachment independent of the pintle hook on a pintle hook forging or casting may be used to attach the safety chains or cables to the towing vehicle.

1. Safety chains or cables shall have no more slack than is necessary to permit proper turning.
2. Each chain or cable and each means of attachment shall have an ultimate strength at least equal to the gross weight of the vehicle being towed.
3. Chains or cables shall be connected to the towed and towing vehicle and to the tow bar, so as to prevent the tow bar from dropping to the ground in the event the tow bar fails or becomes disconnected.
4. Every dolly with a hinged tow bar shall be equipped with two safety chains or cables, or a bridle arrangement of a single chain or cable, attached to its frame or axle at two points as far apart as the configuration of the frame or axle permits. Such chains or cables shall be either two separate pieces, each equipped with a hook or other means for attachment to the towing vehicle, or a single piece leading along each side of the tow bar from the two points of attachment on the towed vehicle. When a single length of cable is used, a thimble and twin base cable clamps shall be used to form the forward bridle eye. The hook or other means of attachment to the towing vehicle shall be secured to the chains or cables in a fixed position. These hooks must be equipped with spring loaded clips or similar safety device, **in proper working condition**, to ensure they remain in place until manually unhooked.
5. Dollies with solid tongues and without hinged tow bars or other swivels between the fifth wheel mounting and the attachment joint of the tongue, eye or other hitch device may be equipped with either one or two safety chains or cables, provided that if only one chain or cable is used, it shall be in line with the centerline of the trailer tongue. The point of attachment of these chains or cables to such solid tongue converter dollies is optional provided only that such attachment is to the rear of the attachment of the tongue eye or other hitch device.

6. Where two safety chains or cables are used and attached to the towing vehicle at separate points, the points of attachment on the towing vehicle shall be located equally distant from, and on opposite sides of, the centerline of the towing vehicle. Where two chains or cables are attached to the same point on the towing vehicle, and where a bridle or a single chain or cable is used, the point of attachment must be on the centerline of the towing vehicle.
 7. Coupling devices and towing devices shall comply with the Federal regulations as stated in Title 49 CFR Part 393, Subpart F, as amended.
 8. Dollies, when towed singly by another vehicle and not as part of a full trailer, shall be equipped with a minimum of one stop lamp, one tail lamp, and two rear reflectors. It must also be equipped with mud flaps, safety chains and air brakes to be used as applicable.
 9. When the distance between the rear of one semitrailer and the front of the following semitrailer is 10 feet or more, the dolly shall be equipped with a device, or the trailers shall be connected along the sides with suitable material, which will indicate to other Thruway users that the trailers are connected and are in effect one unit. Such devices or connection shall be approved by the Authority prior to use on a LCV/tandem.
 10. LCVs/tandems using single wheel tires commonly referred to as “Super Singles” must have a total tire weight rating that is equal to or greater than the axle load capacity. For example, a single axle may carry 22,400 lbs. The total tire rating must be equal to or greater than 22,400 lbs.
 11. LCVs/tandems using “Low Profile” tires must have a total tire weight rating equal to or greater than the axle load capacity.
 12. LCVs/tandems using a “B-Train” configuration will require separate approval by the Authority’s Department of Engineering prior to the initial LCV/tandem run. Special provisions regarding B-Trains will be reviewed at time of application or request for use on the Thruway System.
 13. All dollies must have the wheels properly chocked or blocked when left unattended or unhooked in a LCV/tandem assembly area.
 14. An Authority certified leasing company that supplies leased dollies is responsible for certification and maintenance of all dollies. Any changes or replacement of dollies must be recertified by completing **Form E** (TA-W6811).
 15. Dollies are subject to the 12-hour parking limit in LCV/tandem assembly areas unless otherwise noted, and must be moved within 12 hours of a snowfall in order to assist in snow removal operations.
- * For used dollies, the Permittee may have its own maintenance department perform the required work or it can authorize a commercial truck garage to perform the required work on its behalf.

F. Brake Provisions

1. The brakes on any vehicle or dolly or combination of vehicles used in LCV/tandem operations shall comply with the Federal regulations as stated in Title 49 CFR Part 393, Subpart C, as amended.
2. The brakes on any vehicle or dolly or combination of vehicles used in LCV/tandem operations shall also comply with the applicable requirements of the provisions of the VTL.
3. On units of LCVs/tandems certified on or after June 1, 1968, the brake application line of every LCV/tandem shall be equipped with suitable devices to accelerate application and release of the brakes of the towed vehicles. These devices shall be so arranged that the brake application signal does not pass directly through more than one trailer, but is dead-ended at the rear of the lead trailer or, alternatively, at the dolly, and the application signal then retransmitted to the dolly and the second trailer. The devices required above for retransmission of the application signal shall be closely connected to and supplied by air reservoirs which have their air supplied to them by the emergency line. In the event of rupture of the application line on the towed vehicles of any LCV/tandem, the loss of brake application shall be limited upstream of the loss to those vehicles between the rupture and the first retransmission device.

G. Axle Type

A tractor which will be used to haul a LCV/tandem with a total gross weight of more than 110,000 lbs. shall be equipped with LCV/tandem rear axles, both with driving power, or other axle configurations as may be approved by the Authority.

A tractor which will be used to haul a LCV/tandem with a total gross weight of 110,000 lbs. or less may be a 2-axle tractor with a single drive axle.

H. Lighting

Each trailer in a LCV/tandem shall be equipped at a minimum with electric lamps and reflectors mounted on the vehicle as follows:

1. On the front: two amber clearance lamps, one at each side of the trailer.
2. On the rear: one red tail lamp; one red or amber stop lamp; two red clearance lamps, one on each side; two reflectors, one on each side.
3. On each side: one amber side-marker lamp located at or near the front; one red side-marker lamp located at or near the rear; one amber reflector located at or near the front; one red reflector located at or near the rear.

I. LCV/Tandem Inspection

It shall be the responsibility of each Permittee to ensure that all certified LCV/tandem equipment is systematically inspected and maintained by competent mechanical personnel to ensure that this equipment is kept in first class condition. Inspection and maintenance shall include the requirements outlined in Title 49 CFR Part 396, as amended.

After all of the component vehicles in a LCV/tandem are completely hooked up, and prior to the departure of the unit from the assembly area, the driver shall, in addition to the pre-trip equipment inspection and use requirements set forth in Title 49 CFR Parts 392.7 and 392.8, as amended, inspect the combination unit and perform certain tests on the vehicle, equipment, and hook-up to determine whether each item is in safe and proper operating condition.

The items to be inspected and the tests to be performed must include at least the following:

- Federal equipment inspection
- inspection of brake line to dolly and trailers
- inspection of electric lines to dolly and trailers
- inspection of coupling devices

Entry to the Thruway System shall be denied to a LCV/tandem if a deficiency is noted on any of the above inspection items.

J. Red and Buff Tags

Any equipment that has an out-of-service violation (as defined by Title 49 CFR and/or deemed a hazard by Authority personnel) will be tagged with a Red Inspection Tag (TA-6815). Once the repairs are made, company officials must notify the Authority so that the equipment can be used again. You may fax (preferred method) the following information to (518) 449-3198 or mail it to the Authority (see cover for address):

- Red Tag number
- equipment number
- date repairs were completed
- copy of repair order
- authorized signature
- fax number

Any equipment issued a Red Tag is **NOT** to be used in a LCV/tandem combination on the Thruway System without written permission from the Traffic Program Supervisor or designee. Written permission cannot be granted to place any equipment back in service until confirmation is received that repairs have taken place.

Any equipment issued a Buff Tag (TA-6814) should be serviced as soon as possible to prevent the deficiency from becoming a safety hazard.

Procedures for proper submission of both tags are outlined on the tags. An authorized signature is required on all tags and repair orders when returned to the Authority.

Authorization to use LCVs/tandems or equipment may be withdrawn at any time at the sole discretion of the Authority.

V. SAFETY RELATED PROVISIONS

A. Accidents/Incidents

LCV/tandem drivers are required to immediately report any accident or incident involving a LCV/tandem by calling the Thruway Statewide Operations Center at (800) 842-2233, and specifically identifying themselves as the driver of a long tandem vehicle combination. The LCV/tandem driver and equipment must remain at the scene until an investigation has been completed by a Thruway Traffic Supervisor, unless otherwise directed by New York State Police.

Reportable items include all accidents and incidents (even minor), fires, incidents that require winching of any part of the tandem combination, lost wheels/tires (but not “routine” flat tires), and equipment breakaways.

Any type of roadside service, towing, recovery, or winching necessary because of the above reportable incidents, or because of “routine” disablements which causes any part of the LCV/tandem combination to block any part of a travel, toll, or ramp lane **MUST BE PERFORMED** by a Thruway Authorized Towing Garage arranged through the Thruway Statewide Operations Center by calling (800) 842-2233.

B. Equipment Breakaways

When a LCV/tandem breakaway occurs, it is vital for safety reasons that the breakaway be investigated thoroughly and promptly. To handle such incidents properly and safely, the following procedures shall be followed:

1. When a LCV/tandem breakaway occurs without property damage or personal injury, the Authority may permit the unit to be reassembled under the direct supervision of an authorized representative of the company’s maintenance department. Authority personnel will observe the re-hooking of the units, and may allow them to proceed.
2. When the breakaway or accident involves property damage or personal injury, all of the units of the combination will be Red Tagged by Authority personnel.

In either instance, the company will be required to submit a written report to the Office of Traffic Management within 10 days of the incident, detailing the results of their review of the breakaway and evaluation of the possible cause. The Authority will review each incident to determine if company driver error was involved and will take appropriate action with respect to individual LCV/tandem driver or company certification permits.

C. LCV/Tandem Assembly

In the assembly of LCVs/tandems prior to their operation on the Thruway System, the Permittee shall ascertain the total gross weight of each trailer of the proposed combination. When the gross weights of the two trailers in a LCV/tandem vary more than **20 percent**, the heavier of the two must be placed in the lead position.

D. Emergency Equipment

Each tractor used in LCV/tandem operations shall be equipped, at a minimum, with emergency equipment as required by Title 49 CFR Part 393, Subpart H, as amended. In addition, **tire chains shall be carried from October 15 to May 1**, fire extinguishers shall have an aggregate rating of 20BC, and each LCV/tandem unit shall be equipped with an operating flashlight.

E. Suspending Operations

The Authority may temporarily suspend LCV/tandem operations at any time for any reason, including inclement weather, construction, or other conditions. Drivers shall immediately comply with instructions from the Authority and State Police.

F. Hazardous Materials

Special restrictions apply to the transportation of hazardous materials. **All Class 7 Radioactive materials and Class 1 Explosive Divisions 1.1, 1.2 and 1.3 are prohibited.** Other hazardous materials, classifications 2-6 and 8-9, as defined in Title 49 CFR Part 173.2, may be carried in LCVs/tandems, but the total volume of such material in a LCV/tandem shall not exceed the total volume that could be carried in a single trailer.

All provisions of the CFR, including Part 397, shall also be observed at all times. All unattended LCVs/tandems shall have the shipping papers of each trailer unit in the tractor, available and accessible for review. **All single trailers or trailer combinations shall display appropriate placarding as required.**

G. Speed Limit

LCVs/tandems shall comply with the existing speed regulations for trucks and are subject to the **65 MPH strictly enforced speed limit**, or any lower speed limit posted because of adverse weather or road conditions. Radar detection devices are not permitted in LCV/tandem operations on the Thruway System.

H. Operational Safety

A minimum distance of 500 feet, or approximately four delineator spaces, shall be maintained under normal conditions between a LCV/tandem and a vehicle traveling in front of it in the same travel lane, except when passing occurs.

All LCV/tandem drivers are required to wear safety belts when operating a LCV/tandem.

Upon entry and exit of a toll plaza, LCVs/tandems may use any open lane if enrolled in E-ZPass. When approaching an E-ZPass Only lane, 4-way flashers must be used. LCV/tandem drivers must approach and continue through the E-ZPass Only lane at the posted speed limit, including the rear trailer. Failure to do so may result in suspension or revocation of the company's permit to operate LCV/tandems on the Thruway System. Upon observing any pedestrian(s) attempting to cross the toll lane, drivers must wait for the pedestrian(s) to safely cross before proceeding. LCV/tandem drivers must use the appropriate lane closest to tandem lot for safe traffic flow.

Safe entry and exit from a LCV/tandem assembly area is the driver's responsibility; and liability for any accidents shall be borne by the driver, the tandem company and their insurers. When entering toll plazas from LCV/tandem assembly areas, the LCV/tandem driver is responsible for ensuring that the plaza is clear of any LCV/tandem trucks that could cause backup or impede traffic flow.

I. Passing Vehicles

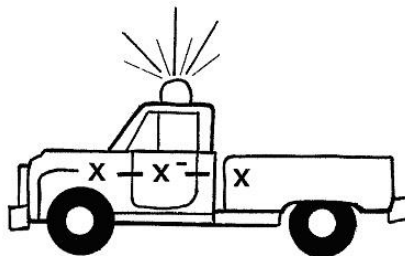
A LCV/tandem may pass another vehicle traveling in the same direction only if the speed differential will allow the LCV/tandem to safely complete the maneuver and return to the normal driving lane within a distance of **one mile**.

J. Emergency Service

Maintenance vehicles owned and used for servicing LCV/tandem Permittee vehicles MUST be permitted for operation on the Thruway System by completing **Form H** (TA-W6812) and attesting that:

1. The LCV/tandem maintenance vehicle and drivers will comply with the Terms and Conditions of the LCV/Tandem Maintenance Vehicle Permit listed on page 2 of **Form H** (TA-W6812).
2. The vehicle will not be used in violation of these Provisions, the Rules and Regulations of the Authority or VTL.
3. Each approved maintenance vehicle will be assigned an identification number, which must be displayed on the left side of the permitted vehicle **with three (3) inch high lettering**. The numbers shall contrast with the vehicle's background color.
4. Each approved maintenance vehicle will be issued a LCV/Tandem Maintenance Vehicle Permit medallion (medallion) which shall be affixed to the left side of the maintenance vehicle as follows:

This medallion is adhesive backed and can be applied by peeling the backing material from the reflective side and pressing the sticker on to the mounting surface. Recommended placement areas are represented in the illustration below with "X" marks. Do not pressure wash medallion.



5. The medallion is the sole property of the Authority and must be removed and/or returned upon demand without the necessity of showing prior notice or cause.

6. In accepting the medallion, the Permittee agrees to assume responsibility and liability for any and all damages to persons and/or property resulting from or in any way connected to the operation of the Permittee's vehicle or combination of vehicles by Permittee, its agents and/or employees, and to save the Authority harmless therefrom.

A company that does not have its own servicing capability shall have the option of using an Authority authorized garage or an independent off-road service which meets both Authority and NYS Department of Motor Vehicle minimum qualifications. If the Permittee uses an independent off-road service, that service must possess and display a valid Commercial Road Service Permit to perform service.

Roadside service, towing, and recovery work on the Thruway System are governed by the Rules and Regulations of the Authority. Questions should be directed to the Office of Traffic Management.

When a LCV/tandem restriction is in place due to inclement weather conditions, service is prohibited on the Thruway mainline and ramps. During such periods, service is limited to LCV/tandem assembly areas and Travel Plaza truck parking lots only.

VI. ADDITIONAL PROVISIONS

A. Toll Classification Transactions

Vehicle classification is based on height over the first two axles and the total number of axles for the vehicle combination, including trailers and dollies. Vehicles under 7 feet 6 inches in height over the first two axles are considered "LOW (L)". Vehicles 7 feet 6 inches or greater in height over the first two axles are considered "HIGH (H)". All LCVs/tandems are designated as "HIGH (H)". The total number of axles plus the height designation determines the class. A 5-axle LCV/tandem is Class 5H; 6-axle is Class 6H; 7-axle or more is Class 7H.

B. Authority Supervision

The Permittee shall, upon request, furnish the Authority with all data and information pertaining to an individual trip by a LCV/tandem or the overall LCV/tandem operation of the Permittee on the Thruway System. The Permittee will allow representatives of the Authority to observe the operation by riding with the units or in any other prescribed manner so long as governmental and insurance regulations are complied with.

C. Assignment and Display of Identification Numbers

Tractors

All tractors certified by the Authority for use with LCV/tandem operations will be assigned an identification number by the Authority. The identification number will consist of the letters "TT" and two series of numbers separated by a hyphen. The set of digits preceding the hyphen will identify the company owning the tractor and will be identical for all tractors owned by the company. The set of digits following the hyphen will be issued chronologically to each tractor of the company.

Example: Joseph Smith Company requests and receives certification for three tractors to be used for LCV/tandem operations. The Joseph Smith Company will be assigned number 123, and the tractor identification numbers for the tractors will be as follows:

Tractor A - TT 123-1
Tractor B - TT 123-2
Tractor C - TT 123-3

The assigned identification number shall be displayed in not less than **three (3) inch high letters and numbers** on the left side of each tractor used in LCV/tandem operations. The letters or numbers shall be in contrast with the tractor's background color.

Suggested positions for the identification numbers are:

- | | |
|------------------------|------------------------|
| a. Side of engine hood | c. Crown of cab roof |
| b. Door of cab | d. Rear quarter of cab |

Lead Trailers and Dollies

All lead trailers and dollies will be visibly identified in a similar manner as described above for tractors.

Lead Trailers:

- a. Front gladhand location
- b. Left rear corner
- c. Rear doors

Dollies:

- a. Both left and right frame rails
- b. Rear frame

Failure to identify all equipment with the TT number assigned by the Authority, or any discrepancy between the description on the certificate, the actual vehicle and the Authority identification number may result in the withdrawal of the approval of the particular piece of equipment or the authorization for LCV/tandem operation on the Thruway System.

Other Equipment

Equipment in a tandem assembly area that does not require an identifying TT number must be easily identifiable to Authority personnel as to the tandem company utilizing the equipment for tandem operations.

D. LCV/Tandem Permit Renewal

Company LCV/Tandem Permits must be renewed annually and all equipment must be recertified annually. Company Permit renewal requires completion of **Form A** (TA-W6807). Equipment recertification requires a letter (on company letterhead) signed and submitted by a duly authorized designee of the company listing the equipment to be recertified. This letter must be received by the Office of Traffic Management at least 15 days before the Permit expires, contain all the required information and be submitted in a format similar to the following example of recertification of LCV/tandem equipment:

*SAMPLE LETTER FOR RECERTIFICATION OF
LCV/TANDEM EQUIPMENT
(To be attached to Form A)*

Date

Company Name
Mailing Address
City, State Zip Code

To: Office of Traffic Management

The undersigned LCV/tandem Permittee affirms and recertifies to the Authority that all of our equipment which is presently properly certified for LCV/tandem operation on the New York State Thruway System is being maintained and will continue to be maintained to the standards established in the LONGER COMBINATION VEHICLE (LCV)/TANDEM PROVISIONS (TAP-602).

The equipment to be recertified includes:

TRACTORS: Company # _____ through Company # _____, exclusive of _____.

TRAILERS: Company # _____ through Company # _____, exclusive of _____.

DOLLIES: Company # _____ through Company # _____, exclusive of _____.

MAINTENANCE

VEHICLES: Company # _____ through Company # _____, exclusive of _____.

The Permittee also agrees that any subsequent changes to, or replacement of, certified equipment must be recertified by the Permittee by completing the appropriate Authority forms (Form C – TA-W6808, Form D – TA-W6809, Form E – TA-W6811, Form H – TA-W6812).

I hereby affirm that the foregoing information is true and that I am executing this letter as a duly authorized designee of my firm.

Permittee

By _____
Name

Signature

Title

E. LCV/Tandem Assembly Areas

LCVs/tandems shall be assembled and disassembled only in special LCV/tandem assembly areas (also known as makeup/breakup areas, LCV/tandem compounds or tandem trailer lots) designated for this purpose by the Authority. No combination consisting of a truck tractor, lead semitrailer, and dolly with or without a second semitrailer, shall exit from the Thruway System onto a publicly maintained highway within the State of New York, except where other laws or local regulations permit. It shall be the responsibility of the trucking

companies to see that all movements across traffic while entering or leaving a LCV/tandem assembly area are supervised to minimize the possibility of accidents. Protective devices, such as flags, flares or lights, shall be used to warn and stop traffic while a LCV/tandem unit or any of its component parts is maneuvering on the pavement. The Permittee shall assume all responsibility for his/her vehicles and equipment, as well as the contents thereof, while such vehicles and equipment are in the LCV/tandem assembly areas.

Use of LCV/tandem assembly areas is restricted to Permit holders only and has a parking limit of **12 hours** unless otherwise stipulated. No trailers over 48 feet or other non-LCV/tandem equipment may be stored in any LCV/tandem assembly areas at any time unless prior authorization has been received. To obtain authorization, a written request on company letterhead stating specific lot(s) to be used and purpose must be sent to the Office of Traffic Management for approval prior to use of lot(s). Approval is based on current usage, occupancy and capacity of the lot(s).

F. Revocation of LCV/Tandem Permit

The Authority may revoke or temporarily suspend any permit issued for the operation of LCVs/tandems on the Thruway System, at its sole discretion, as it determines is in the best interest of the Authority. Failure to pay any required tolls and/or fees may result in suspension or revocation of company certification or LCV/Tandem Permit. The issuance of such a Permit confers no property right whatsoever upon the Permittee or any other person or entity. The Authority specifically reserves the right to revise these Provisions pursuant to which such Permit has been issued, at its sole discretion, in the exercise of its police powers or any other powers which it may possess.

G. Leased Equipment

Any company holding a valid Permit is responsible for ensuring that all the requirements of the Authority's Rules and Regulations and these Provisions as set out in Section III. A. are met when utilizing leased equipment for short term (maximum 60 days) LCV/tandem operations. Long term (greater than 60 days) leased equipment must be certified by the Permittee. Leasing Agreements must be furnished upon request by authorized Authority personnel.

Leasing companies that supply leased equipment for use in LCV/tandem operations must be certified by the Authority by completing **Form A** (TA-W6807). Leasing companies are responsible for the certification and maintenance of all equipment. To certify equipment, complete the applicable forms located on the Authority's website.

H. Traffic and Safety Committee

LCV/tandem procedures and provisions will be monitored by State Police and Authority personnel. The Authority's Traffic & Safety Committee (Committee) has established sanctions and penalties for violations of LCV/Tandem Provisions. The Committee will review reports of violations and issue sanctions and/or penalties according to the established guidelines.