

**TIRE CHAIN CLEARANCE—TRUCKS, BUSES (EXCEPT SUBURBAN, INTERCITY,  
AND TRANSIT BUSES), AND COMBINATIONS OF VEHICLES**

1. **Scope**—The purpose of this SAE Information Report is to set up a guide as to body, frame, and wheel housing clearance to accommodate tire chains, and also the minimum bogie spacing to permit using chains on both axles. These dimensions apply to trucks, buses, and combinations of vehicles 10 001 lb (4535.06 kg) GVW and over, and are based upon recommendations of the Tire and Rim Association and of the National Association of Chain Manufacturers. The diagram shows clearance for chains over the tire ONLY and allowance must be made for spring deflections in determining fender clearance. See Figure 1 and Table 1.

**MINIMUM CLEARANCES REQUIRED FOR TIRE CHAINS  
TRUCKS, BUSES AND COMBINATIONS OF VEHICLES**

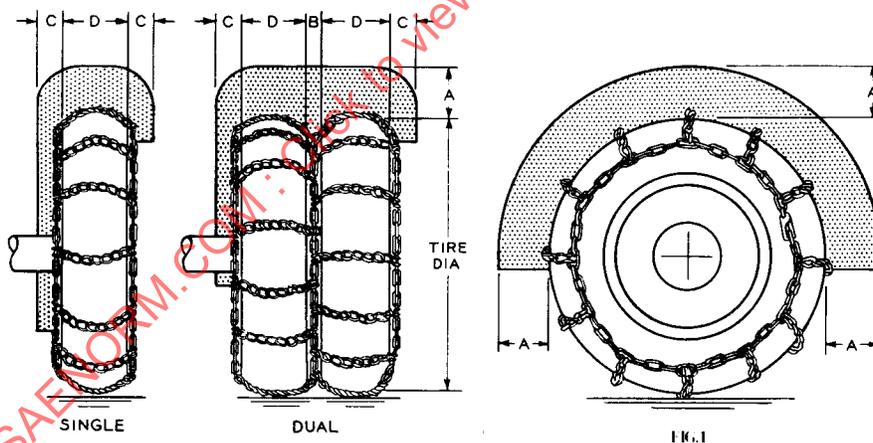


FIGURE 1—

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TABLE 1—ON-THE ROAD TRUCK TIRES

Tire Identifications (Radial and Bias)			One Envelope Per Tire Size: Min. Dimensions		
Tube Type Tires	Tubeless Tires	Low Profile	A in (mm)	B (Dual Only) in (mm)	C in (mm)
6.70 – 15 Lt thru 8.00 – 17.5 Lt	Refer to Tire Manufacturer for Equivalent Sizes		2.50 (63.5)	1.50 (38.1)	1.50 (38.1)
7.50 – 20 thru 10.00 – 22	8 – 22.5 thru 11 – 24.5	295/75R 22.5 thru 285/75R 24.5	2.50 (63.5)	1.65 (41.9)	1.65 (41.9)
11.00 – 20 thru 14.00 – 24	12 – 22.5 thru 12 – 24.5	N/A	3.00 (76.2)	1.75 (44.5)	1.75 (44.5)

Note—For design purposes "D" is the maximum grown tire section width as established by the Tire and Rim Association (TRA). The minimum clearances specified must be maintained around spring clips, spring bolts, fenders, braces, splash pans, fuel lines, brake lines, brake controls, and wherever necessary.

2. **References**—There are no referenced publications specified herein.

3. **Notes**

3.1 **Marginal Indicia**—The change bar (I) located in the left margin is for the convenience of the user in locating areas where technical revisions have been made to the previous issue of the report. An (R) symbol to the left of the document title indicates a complete revision of the report.

PREPARED BY THE SAE TRUCK AND BUS CHASSIS COMMITTEE