

LCB File No. T001-04

ADOPTED TEMPORARY REGULATION OF THE  
DEPARTMENT OF TRANSPORTATION

Filed with the Secretary of State on July 23, 2004

AUTHORITY: §§1-17, NRS 484.739.

A REGULATION relating to combinations of vehicles; revising the regulations relating to the operation of combinations of vehicles on the highways of Nevada; and providing other matters properly relating thereto.

**Section 1.** Chapter 484 of NAC is hereby amended by adding thereto the provisions set forth as sections 2, 3 and 4 of this regulation.

**Sec. 2.** *“Cargo carrying unit length” means the distance from the front of the first cargo unit to the rear of the last cargo unit.*

**Sec. 3.** *“Current medical certification” means a certificate of physical examination issued pursuant to the provisions of 49 C.F.R. 391.43 which was made within the previous 24 months.*

**Sec. 4.** *A carrier, trucking company or independent owner issued a permit pursuant to the provisions of subsection 4 of NRS 484.739 who receives three citations within a period of 6 months for a violation of a condition or restriction on the permit may, at the discretion of the Department, have his permit privileges suspended for up to 30 days.*

**Sec. 5.** NAC 484.300 is hereby amended to read as follows:  
484.300 As used in NAC 484.300 to 484.440, inclusive, *and sections 2, 3 and 4 of this regulation* unless the context otherwise requires, the words and terms defined in NAC 484.305 to 484.355, inclusive, *and sections 2 and 3 of this regulation* have the meanings ascribed to them in those sections.

**Sec. 6.** NAC 484.315 is hereby amended to read as follows:  
484.315 “Combination of vehicles” ~~means two or more vehicles which, when coupled together, have a total length of more than 70 feet and less than or equal to 105 feet.~~ *has the meaning ascribed to it in NRS 484.035.*

**Sec. 7.** NAC 484.360 is hereby amended to read as follows:  
484.360 No person may operate on any highway of Nevada ~~two or more~~ *a combination of* vehicles which, when coupled together, ~~have~~ *has* a total *cargo carrying* length of more than ~~105~~ *:*

1. *If the combination of vehicles consists a truck tractor coupled with two or three cargo carrying units, 95 feet.*
2. *If the combination of vehicles consists of a truck coupled with one or two cargo carrying units, 98 feet.*

**Sec. 8.** NAC 484.365 is hereby amended to read as follows:

484.365 1. A combination of vehicles may not consist of more than :

**(a)** *If the combination of vehicles consists of a truck tractor coupled with cargo carrying units, three cargo carrying units.*

**(b)** *If the combination of vehicles (b) consists of a truck coupled with cargo carrying units, two cargo carrying units.*

Except as 2. provided in subsection 3, the shortest trailer must be placed at the rear of a combination of vehicles.

If a shorter 3. trailer is heavier and a longer trailer is lighter, the longer trailer must be placed behind the shorter trailer.

**Sec. 9.** NAC 484.375 is hereby amended to read as follows:

484.375 A converter gear dolly used in a combination of vehicles may have one or more axles and must be equipped with safety chains or cables to be secured to the vehicle pulling the dolly. The combination of any safety chains or cables used must be strong enough to prevent the dolly *and any cargo carrying units attached to the dolly* from ~~completely~~ separating from the vehicle which is pulling it if the hitch on the dolly fails.

**Sec. 10.** NAC 484.380 is hereby amended to read as follows:

484.380 1. A series of vehicles which consists of not more than two cargo units and which has a total length when coupled together of less than 70 feet may ~~tow~~ *transport* a forklift which, when added to the length of the vehicles, makes the total length 70 feet or more, if all the conditions of this section are met.

2. The forklift must be required for loading or unloading ~~a~~ *the* cargo unit or ~~a~~ *the* cargo body on *which* the ~~towing vehicle.~~ *forklift is transported.*

3. The forklift must be ~~towed~~ :

**(a)** *Transported* behind the last vehicle in the combination of vehicles ~~;~~ *;* **and**

**(b)** *Securely fastened in a manner that prevents any part of the forklift from moving during transportation.*

4. The total length of the forklift must not be more than 18 feet, as measured from the rear of the vehicle which is ~~towing~~ *transporting* the forklift to the rear of the forklift.

5. The operator of a combination of vehicles which includes a forklift must limit the speed of the vehicles to a speed which does not cause the forklift to sway or track in an alignment different than that of the vehicle ~~towing~~ *transporting* it.

6. If a forklift is ~~towed~~ *transported* after dark, it must have ~~permanent or temporary~~ tail lamps, stop lamps, turn signals and any other lighting required to be on the rear of the last vehicle in a combination of vehicles. A temporary device which meets the requirements for lighting may be attached to the forklift to comply with this subsection.

7. All lamps and other lighting on a forklift must be operated in the same manner as lamps and lighting on the rear of the last vehicle in a combination of vehicles.

8. ~~[A]~~ *If a forklift is transported by towing, a pressure hitch is not required to couple ~~[a]~~ the forklift to the vehicle towing it but the device used for coupling must be strong enough to prevent the forklift from separating from the vehicle which is towing it.*

9. *If a forklift is transported by affixing the forklift to a cargo unit, the forklift must be securely fastened using chains or cables of sufficient strength to prevent the forklift from moving or separating from the vehicle transporting it while being transported.*

10. *As used in this section, “transport” means:*

(a) *To tow; or*

(b) *To affix to a cargo carrying unit.*

**Sec. 11.** NAC 484.400 is hereby amended to read as follows:

484.400 Every full-sized truck or truck-tractor used in a combination of vehicles must be equipped with at least the following emergency and safety equipment:

1. One fire extinguisher which meets “Classification B” of the National Fire Protection Association or the standards of Underwriters Laboratories Inc., **1655 Scott Boulevard, Santa Clara, California 95050**, which were in effect on June 30, 1951.

2. One spare light bulb for every electrical lighting device used on the rear of the last vehicle in a combination of vehicles.

3. One spare fuse for each different kind and size of fuse used in every vehicle in the combination of vehicles. If the electrical system of any vehicle in the combination contains any devices for protection of electrical circuits from overloading, other than fuses and circuit breakers which can be reset, one spare of each such device must be kept as emergency and safety equipment.

4. Any flares, reflectors or red electrical lanterns which meet state or federal law or regulation.

5. *Any equipment required pursuant to the provisions of 49 C.F.R. Part 393, which is hereby adopted by reference. A copy of 49 C.F.R. Part 393 may be obtained for \$64 from the Superintendent of Documents, P.O. Box 371954, Pittsburgh, Pennsylvania 15250-7954, or by phone at 866.512.1800. A copy can also be downloaded and printed from the internet at <http://www.fhwa.dot.gov/legsregs>.*

6. During the seasons when it is likely that weather conditions may require the use of tire chains, one set of chains for each wheel to which power is applied.

**Sec. 12.** NAC 484.405 is hereby amended to read as follows:

484.405 Every operator of a combination of vehicles shall comply with the following restrictions on its operation:

1. The maximum speed for a combination of vehicles is the lowest of the following speeds:

(a) The maximum speed posted on the highway being used; or

(b) The speed set forth in a permit issued by the Department for a particular highway or a section of a particular highway.

2. An operator who uses correcting lenses to meet the requirements of ~~[subsection 3]~~ of NAC 484.410 shall wear properly prescribed glasses or contact lenses whenever he operates a combination of vehicles.

3. A. distance of at least 500 feet must be maintained between any two combinations of vehicles operating at highway speeds, except when one combination of vehicles is passing another. ~~[If a substantial number of faster moving vehicles are traveling in the same direction as~~

~~two combinations of vehicles, the distance between the two combinations must be increased to allow for safer passing.~~

~~—Except whe—4.n passing another vehicle traveling in the same direction, a]~~

4. A combination of vehicles must not be driven on any highway if it cannot be operated at all times on the right-hand side of the centerline of a highway having one lane for each direction of traffic or in the right-hand lane of a highway having two or more lanes for each direction of traffic ~~[ ]~~ **except when:**

(a) *Passing another vehicle traveling in the same direction; or*

(b) *The street or highway is otherwise marked or posted.*

5. If a combination of vehicles is disabled for any reason other than an accident, it must be parked off the highway or as far off the traveled portion of the highway as is possible.

6. If it is necessary to stop a combination of vehicles on the paved portion of a highway, the operator shall not leave the combination of vehicles unattended except to seek help after placing ~~[flares and markers]~~ **warning devices** in the required manner.

7. The operator of a combination of vehicles must place ~~[flares, reflectors or red electrical lanterns as]~~ warning devices if he stops the combination of vehicles on or adjacent to a highway during the hours of darkness.

**Sec. 13.** NAC 484.410 is hereby amended to read as follows:

484.410 1. Every person who is responsible for hiring, training, supervising or dispatching operators of combinations of vehicles shall ensure that the operators meet the provisions of this section and may not knowingly allow any person who does not meet the requirements of this section to operate a combination of vehicles.

2. An operator ~~[shall]~~ **must** be in good mental health and physical condition, ~~[and he must not have:~~

~~—Lost a leg, arm, foot or hand; (a)~~

~~—Any mental, nervous, organic or (b) functional disease which is likely to interfere with his ability safely to operate a combination of vehicles; or~~

~~—Any impairment of a leg, arm, (c) foot or hand, including missing fingers, or any other physiological defect or limitation which is likely to interfere with his ability safely to operate a combination of vehicles.~~

~~—An operator shall:—3.~~

~~—Have a visual acuity of at least (a) 20/40, based on a Snellen test, in each eye, either with or without correcting lenses;~~

~~—Have a field of vision in the (b) horizontal meridian which totals at least 140 degrees; and~~

~~—Be able to distinguish the (c) colors red, green and yellow from all other colors.~~

~~—An operator shall, without the—4. use of a hearing aid, have hearing for conversational tones which is at least 10/20 in his better ear.~~

~~—An operator may not be addicted—5. to any narcotic or other habit forming drug and must not excessively consume alcoholic beverages or liquors.~~

~~—6.]~~ **and must meet the requirements of 49 C.F.R. 391.41, which is hereby adopted by reference. A copy of 49 C.F.R. 391.41 may be obtained for \$64 from the Superintendent of Documents, P.O. Box 371954, Pittsburgh, Pennsylvania 15250-7954, or by phone at 866.512.1800. A copy can also be downloaded and printed from the internet at <http://www.fhwa.dot.gov/legsregs>.**

3. An operator ~~[shall]~~ **must** be at least 25 years of age and be competent, by experience or training, to operate a combination of vehicles safely.

~~[7.]~~4. An operator ~~[shall]~~ **must** be able to read, speak and understand the English language **at a level sufficient to communicate with law enforcement** and be familiar with the laws and regulations pertaining to operation of combinations of vehicles in this state.

**Sec. 14.** NAC 484.415 is hereby amended to read as follows:

484.415 1. A person ~~[may]~~ **shall** not operate a combination of vehicles unless he has a current medical certification . ~~[as described in this section.]~~

2. A person ~~[may]~~ **shall** not require or allow any other person to operate a combination of vehicles unless that person has a current medical certification . ~~[as described in this section. —Except as otherwise provided in—3. subsection 4, before operating a combination of vehicles a person must be examined by a licensed physician, either medical or osteopathic, and obtain his legible signature on the forms described in subsection 5. The physician shall certify that the person examined meets the requirements of NAC 484.410.~~

~~—To meet the requirements of—4. subsection 3 of NAC 484.410, a person may have his vision examined by a licensed optometrist and obtain his legible signature on the forms described in subsection 5. The optometrist shall certify that the person examined meets the requirements of subsection 3 of NAC 484.410.~~

~~—The forms for medical—5. examination and certification which are required by the Drivers' License Division of the Department of Motor Vehicles before it will issue a Class I driver's license must be used for the medical examination and certification required by this section.~~

~~—For purposes of this section—6. "current" means a medical examination and certification which was made within the previous 24 months.]~~

**Sec. 15.** NAC 484.420 is hereby amended to read as follows:

484.420 1. Every person who owns or manages a business which operates one or more combinations of vehicles shall keep at his principal place of business a copy of the current medical ~~[certificate]~~ **certification** of each person who operates a combination of vehicles for the business.

2. Every operator of a combination of vehicles shall have in his possession while he is operating the combination ~~[.]~~ a copy of his current medical certification.

~~[For purposes of this section, "current" has the meaning—3. ascribed to it in subsection 6 of NAC 484.415.]~~

**Sec. 16.** NAC 484.440 is hereby amended to read as follows:

484.440 **1.** No internal group of axles may have a gross load more than that shown by the following table and the maximum weight authorized by the table must be distributed so that the weight on any group of two or more consecutive axles does not exceed the limits prescribed in NRS 484.745:

**Bridge Table for Combinations of Vehicles  
Exceeding 70 Feet with Reducible Loads**

Distance in ft. Between  
the Extremes of any  
Group of ~~[2 or  
More]~~ Consecutive  
Axles.

Maximum Load in Pounds Carried on any Group of ~~[2 or More]~~  
Consecutive Axles.

	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 <b>or more</b> Axles
4	34,000							
5	34,000							
6	34,000							
7	34,000							
8	34,000	42,000						
9	39,000	43,000						
10	40,000	43,500						
11	<del>44,500</del>							
12	<del>45,000</del>	<del>50,000</del>						
13	<del>46,000</del>	<del>50,500</del>						
14	<del>46,500</del>	<del>51,500</del>						
15	<del>47,500</del>	<del>52,000</del>						
16	<del>48,000</del>	<del>52,500</del>	<del>58,000</del>					
17	<del>49,000</del>	<del>53,500</del>	<del>58,500</del>					
18	<del>49,500</del>	<del>54,000</del>	<del>59,500</del>					
19	<del>50,500</del>	<del>54,500</del>	<del>60,000</del>					
20	<del>51,000</del>	<del>55,500</del>	<del>60,500</del>	<del>66,000</del>				
12	40,000	44,500						
13	40,000	45,000	50,000					
14	40,000	46,000	50,500					
15	40,000	46,500	51,500					
16	40,000	47,500	52,000					
17	40,000	48,000	52,500	58,000				
18	40,000	49,000	53,500	58,500				
19	40,000	49,500	54,000	59,500				
20	40,000	50,500	54,500	60,000				
21	40,000	51,000	55,500	60,500	66,000			
22	40,000	52,000	56,000	61,000	66,500			
23	40,000	52,500	56,500	62,000	67,000			
24	40,000	53,500	57,500	62,500	68,000			
25	40,000	54,000	58,000	63,000	68,500	74,000		
26	40,000	55,000	58,500	63,500	69,000	74,500		

**Bridge Table for Combinations of Vehicles  
Exceeding 70 Feet with Reducible Loads**

Distance in ft. Between  
the Extremes of any  
Group of ~~2 or~~  
~~More~~ Consecutive  
Axles.

Maximum Load in Pounds Carried on any Group of ~~2 or More~~  
Consecutive Axles.

	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 <b>or more</b> Axles
26	<b>40,000</b>	55,500	59,500	64,500	69,500	75,000		
27	<b>40,000</b>	56,500	60,000	65,000	70,000	76,000		
28	<b>40,000</b>	57,000	60,500	65,500	71,000	76,500	82,000	
29	<b>40,000</b>	58,000	61,500	66,000	71,500	77,000	82,500	
30	<b>40,000</b>	58,500	62,000	67,000	72,000	77,500	83,000	
31	<b>40,000</b>	59,500	62,500	67,500	72,500	78,000	83,500	
32	<b>40,000</b>	60,000	63,500	68,000	73,000	78,500	84,500	90,000
33	<b>40,000</b>	<b>60,000</b>	64,000	68,500	74,000	79,500	85,000	90,500
34	<b>40,000</b>	<b>60,000</b>	64,500	69,500	74,500	80,000	85,500	91,000
35	<b>40,000</b>	<b>60,000</b>	65,500	70,000	75,000	80,500	86,000	91,500
36	<b>40,000</b>	<b>60,000</b>	66,000*	70,500	75,500	81,000	86,500	92,500
37	<b>40,000</b>	<b>60,000</b>	66,500*	71,000	76,000	81,500	87,000	93,000
38	<b>40,000</b>	<b>60,000</b>	67,500*	72,000	77,000	82,000	87,500	93,500
39	<b>40,000</b>	<b>60,000</b>	68,000	72,500	77,500	83,000	88,500	94,000
40	<b>40,000</b>	<b>60,000</b>	68,500	73,000	78,000	83,500	89,000	94,500
41	<b>40,000</b>	<b>60,000</b>	69,500	73,500	78,500	84,000	89,500	95,000
42	<b>40,000</b>	<b>60,000</b>	70,000	74,500	79,000	84,500	90,000	95,500
43	<b>40,000</b>	<b>60,000</b>	70,500	75,000	80,000	85,000	90,500	96,000
44	<b>40,000</b>	<b>60,000</b>	71,500	75,500	80,500	85,500	91,000	97,000
45	<b>40,000</b>	<b>60,000</b>	72,000	76,000	81,000	86,500	91,500	97,500
46	<b>40,000</b>	<b>60,000</b>	72,500	77,000	81,500	87,000	92,500	98,000
47	<b>40,000</b>	<b>60,000</b>	73,500	77,500	82,000	87,500	93,000	98,500
48	<b>40,000</b>	<b>60,000</b>	74,000	78,000	83,000	88,000	93,500	99,000
49	<b>40,000</b>	<b>60,000</b>	74,500	78,500	83,500	88,500	94,000	99,500
50	<b>40,000</b>	<b>60,000</b>	75,500	79,500	84,000	89,000	94,500	100,000
51	<b>40,000</b>	<b>60,000</b>	76,000	80,000	84,500	90,000	95,000	100,500
52	<b>40,000</b>	<b>60,000</b>	76,500	80,500	85,000	90,500	95,500	101,500
53	<b>40,000</b>	<b>60,000</b>	77,500	81,000	86,000	91,000	96,500	102,000
54	<b>40,000</b>	<b>60,000</b>	78,000	82,000	86,500	91,500	97,000	102,500
55	<b>40,000</b>	<b>60,000</b>	78,500	82,500	87,000	92,000	97,500	103,000

**Bridge Table for Combinations of Vehicles  
Exceeding 70 Feet with Reducible Loads**

Distance in ft. Between  
the Extremes of any  
Group of ~~[2 or  
More]~~ Consecutive  
Axles.

Maximum Load in Pounds Carried on any Group of ~~[2 or More]~~  
Consecutive Axles.

	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 <b>or more</b> Axles
56	<b>40,000</b>	<b>60,000</b>	79,500	83,000	87,500	92,500	98,000	103,500
57	<b>40,000</b>	<b>60,000</b>	80,000	83,500	88,000	93,500	98,500	104,000
58	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	84,500	89,000	94,000	99,000	104,500
59	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	85,000	89,500	94,500	99,500	105,000
60	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	85,500	90,000	95,000	100,500	106,000
61	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	86,000	90,500	95,500	101,000	106,500
62	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	87,000	91,000	96,000	101,500	107,000
63	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	87,500	92,000	97,000	102,000	107,500
64	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	88,000	92,500	97,500	102,500	108,000
65	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	88,500	93,000	98,000	103,000	108,500
66	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	89,500	93,500	98,500	103,500	109,000
67	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	90,000	94,000	99,000	104,500	109,500
68	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	90,500	95,000	99,500	105,000	110,500
69	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	91,000	95,500	100,500	105,500	111,000
70	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	92,000	96,000	101,000	106,000	111,500
71	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	92,500	96,500	101,500	106,500	112,000
72	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	93,000	97,000	102,000	107,000	112,500
73	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	93,500	98,000	102,500	107,500	113,000
74	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	94,500	98,500	103,000	108,500	113,500
75	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	95,000	99,000	104,000	109,000	114,000
76	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	95,500	99,500	104,500	109,500	115,000
77	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	96,000	100,000	105,000	110,000	115,500
78	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	97,000	101,000	105,500	110,500	116,000
79	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	97,500	101,500	106,000	111,000	116,500
80	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	98,000	102,000	106,500	111,500	117,000
81	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	98,500	102,500	107,500	112,500	117,500
82	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	99,500	103,000	108,000	113,000	118,000
83	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	100,000	104,000	108,500	113,500	118,500
84	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	<b>100,000</b>	104,500	109,000	114,000	119,500
85	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	<b>100,000</b>	105,000	109,500	114,500	120,000



**Bridge Table for Combinations of Vehicles  
Exceeding 70 Feet with Reducible Loads**

Distance in ft. Between  
the Extremes of any  
Group of ~~2 or~~  
~~More~~ Consecutive  
Axles.

Maximum Load in Pounds Carried on any Group of ~~2 or More~~  
Consecutive Axles.

	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 <b>or more</b> Axles
86	40,000	60,000	80,000	100,000	105,500	110,000	115,000	120,500
87	40,000	60,000	80,000	100,000	106,000	111,000	115,500	121,000
88	40,000	60,000	80,000	100,000	107,000	111,500	116,500	121,500
89	40,000	60,000	80,000	100,000	107,500	112,000	117,000	122,000
90	40,000	60,000	80,000	100,000	108,000	112,500	117,500	122,500
91	40,000	60,000	80,000	100,000	108,500	113,000	118,000	123,000
92	40,000	60,000	80,000	100,000	109,000	113,500	118,500	124,000
93	40,000	60,000	80,000	100,000	110,000	114,500	119,000	124,500
94	40,000	60,000	80,000	100,000	110,500	115,000	119,500	125,000
95	40,000	60,000	80,000	100,000	111,000	115,500	120,500	125,500
96	40,000	60,000	80,000	100,000	111,500	116,000	121,000	126,000
97	40,000	60,000	80,000	100,000	112,000	116,500	121,500	126,500
98	40,000	60,000	80,000	100,000	113,000	117,000	122,000	127,000
99	40,000	60,000	80,000	100,000	113,500	118,000	122,500	127,500
100	40,000	60,000	80,000	100,000	114,000	118,500	123,000	128,500
101	40,000	60,000	80,000	100,000	114,500	119,000	123,500	129,000
102	40,000	60,000	80,000	100,000	115,000	119,500	124,500	129,000
103	40,000	60,000	80,000	100,000	116,000	120,000	125,000	129,000
104	40,000	60,000	80,000	100,000	116,500	120,500	125,500	129,000
105	40,000	60,000	80,000	100,000	117,000	121,500	126,000	129,000
106	40,000	60,000	80,000	100,000	117,500	122,000	126,500	129,000
107	40,000	60,000	80,000	100,000	118,000	122,500	127,000	129,000
108	40,000	60,000	80,000	100,000	119,000	123,000	127,500	129,000
109	40,000	60,000	80,000	100,000	119,500	123,500	128,500	129,000
110	40,000	60,000	80,000	100,000	120,000	124,000	129,000	129,000
111	40,000	60,000	80,000	100,000	120,000	125,000	129,000	129,000
112	40,000	60,000	80,000	100,000	120,000	125,500	129,000	129,000
113	40,000	60,000	80,000	100,000	120,000	126,000	129,000	129,000
114	40,000	60,000	80,000	100,000	120,000	126,500	129,000	129,000

**Bridge Table for Combinations of Vehicles  
Exceeding 70 Feet with Reducible Loads**

Distance in ft. Between  
the Extremes of any  
Group of ~~2 or~~  
~~More~~ Consecutive  
Axles.

Maximum Load in Pounds Carried on any Group of ~~2 or More~~  
Consecutive Axles.

	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 <b>or more</b> Axles
<b>115</b>	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	<b>100,000</b>	<b>120,000</b>	<b>127,000</b>	<b>129,000</b>	<b>129,000</b>
<b>116</b>	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	<b>100,000</b>	<b>120,000</b>	<b>127,500</b>	<b>129,000</b>	<b>129,000</b>
<b>117</b>	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	<b>100,000</b>	<b>120,000</b>	<b>128,500</b>	<b>129,000</b>	<b>129,000</b>
<b>118</b>	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	<b>100,000</b>	<b>120,000</b>	<b>129,000</b>	<b>129,000</b>	<b>129,000</b>
<b>119</b>	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	<b>100,000</b>	<b>120,000</b>	<b>129,000</b>	<b>129,000</b>	<b>129,000</b>
<b>120</b>	<b>40,000</b>	<b>60,000</b>	<b>80,000</b>	<b>100,000</b>	<b>120,000</b>	<b>129,000</b>	<b>129,000</b>	<b>129,000</b>

\* If the four axles are two consecutive sets of tandem axles with a distance of 36 feet or more between the first and last axle, the axles may carry a total weight of 68,000 pounds, but neither tandem axle may carry more than 34,000 pounds.

**Sec. 17.** NAC 484.430 is hereby repealed.

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**TEXT OF REPEALED SECTION**

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**Certification to 484.430 Department.** Before operating a combination of vehicles on a highway of this state, the owner or operator of the combination shall certify to the Department, on a form provided by it, that all vehicles and equipment in the combination meet the requirements of and will be operated in compliance with NAC 484.300 to 484.440, inclusive.

## INFORMATION STATEMENT

The Nevada Department of Transportation held public hearings on April 13, 2004 in the Nevada Department of Transportation, District II Headquarters Conference Room, 310 Galletti Way, Sparks, Nevada; and on April 16, 2004 in the Nevada Department of Transportation, District I Headquarters Training Room A, 123 E. Washington Avenue, Las Vegas, Nevada for the amendments to chapter 484 of the Nevada Administrative Code.

(a) The public comment was solicited by written notice at the following locations: Nevada Department of Transportation Headquarters and its three District Headquarters in Elko, Las Vegas and Reno, the Governor's Office, Nevada State Personnel in Las Vegas, Washoe and Clark County Courthouses, the State Library and the major public library in each of the seventeen Counties in Nevada, the State Motor Transport Association in each of the 50 states, and each trucking firm which has been issued an annual overdimensional permit by the Nevada Department of Transportation within the last year (approximately 1,800) located throughout the United States. Public response focused on seven issues: (1) the pilot car requirement for loads exceeding 105' in length should be repealed; (2) load restrictions for travel on I-80 between Reno and CA and on I-15 between Las Vegas and CA on weekends should be reduced and specific hours for wide loads to travel these routes designated; (3) minimum axle spacings to allow greater flexibility and lessen the number of permits required; (4) add columns of weights for 10 and 11 axles in the weight chart for longer combination vehicles; (5) consider issuing an annual permit for short moves of implements of husbandry; (6) when determining revocation of a permit, consider prorating the number of citations received by a trucking company in a six-month period based on the number of trucks a particular company is operating; and (7) exception was taken to proposed regulation language which stated that if a vehicle was found to be in excess of its permitted weight, the permit was null and void which would result in a citation for all weight in excess of 80,000 pounds GVW. A copy of the written comments may be obtained by calling the Nevada Department of Transportation at (775) 888-7070 or by writing to the Department at 1263 S. Stewart St., Carson City, NV 89712.

(b) The following number of persons participated:

(1) Twenty two persons attended the hearing held on April 13, 2004 in Sparks, Nevada and 7 persons attended the hearing held on April 16, 2004 in Las Vegas, Nevada.

(2) Seven persons testified at the hearing held April 13, 2004 and 1 person testified at the hearing held on April 16, 2004.

(3) One person submitted a written statement to the agency. Comments were submitted by The Associated General Contractors.

(c) Comments from the trucking industry were solicited through the public notices published in the locations identified in paragraph (a) above and through direct mailings. Written response focused on the issues identified in paragraph (a) above. A copy of the summary may be obtained by contacting Richard Yeoman, Administrative Services Division,

Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada, 89712 or by calling (702) 888-7070.

(d) The Director of the Nevada Department of Transportation, with changes, adopted the proposed regulation. Based on the trucking industry's needs and highway safety considerations, the Department's findings for each issue identified in paragraph (a) above follow:

(1) The Department does not concur with eliminating the pilot car requirement for loads which exceed 105' in length. Industry's argument for repeal of this requirement is based solely on the facts that the maximum overall vehicle combination length of 105 feet was repealed during the last legislative session and pilot cars are not required for the longer combination vehicles (i.e. triples - tractor and three trailers). The Department's concern is one of safety. A review of the number of permits issued during the period July 19, 2001 to April 15, 2004 which required pilot cars revealed 22,393 such permits. Only 274 or 1.2% were issued for loads exceeding 105 feet in length. The remaining permits were for loads which exceeded one or more of the length, width or height restrictions. Additionally, the longer combination vehicles (LCV) are reducible loads and have multiple points of articulation which allows for less off-tracking when making a turn. The pilot car required permits in question are issued for non-reducible loads which have only one point of articulation and result in greater off-tracking.

(2) Load restriction for weekend travel on I-80 and I-15 between Reno and CA and Las Vegas and CA respectively will not be reduced. However, verbiage has been added to the regulations which states that exceptions to such restrictions will be handled on a case by case basis. A problem occurs in the clarity of a permit issued for the normal 5-day period but with a specific restriction on hours to be traveled on a portion of the overall route authorized for the move. This procedure may necessitate the issuance of two permits for the same load. The Department desires to issue one permit and allow, with sufficient justification, the movement of oversize loads on these restricted routes on weekends if deemed appropriate and safe.

(3) The subject of minimum axle spacings has been addressed. This is administrative in nature and, therefore, not a part of the regulations. Such procedures have been established and placed in effect.

(4) The Department does not concur in adding columns of weights for 10 and 11 axle vehicle combinations. Although the Federal Bridge Formula does not limit the number of axles that may be used, the formula was developed in the early 1960's for vehicle combinations of 7 axles or less. The formula starts to break down when the vehicle combination exceeds this amount. For approximately the last twenty years, the Department has used an expanded weight chart that goes up to 9 axles because the stress placed on structures is relatively minor. The stress on structures from 10 and 11 axle vehicle combinations increases substantially, especially if the overall length is shortened. However, a compromise solution exists in changing the 9 axle column heading on the existing chart to "9 or more axles." This will eliminate any confusion on the part of permit issuers regarding vehicle combinations which exceed 9 axles, but will only allow the 9 axle weights.

(5) The Department desires to wait until proposed legislation is brought before the 2005 Legislature regarding implements of husbandry before proceeding with the suggestion to consider issuing annual permits for short moves of this type of equipment. There is concern about safety to the traveling public when slow moving farm equipment is traveling on the highway. However, there is little accident data to support this being much of an issue.

(6) Current regulations state that the Department may revoke the permit of a company if it receives three or more citations within a six-month period. Revocation will be a considered action, but only after meeting with the trucking company, ensuring all requirements are understood, and failure on the part of the trucking company to take corrective action. Industry felt that a company could be more at risk if it operated 50 trucks as opposed to one that operated one or two. Current regulations and procedures would take this situation into consideration before revocation action was taken.

(7) Both industry and the Department concur with removing the language that if a vehicle was exceeding its permitted weight, the permit would be null and void. There are sufficient penalties in existing statutes which adequately address this issue. Therefore, this language has been removed from the proposed regulations.

The Deputy Director adopted the regulations on June 17, 2004.

(e) The estimated economic effect of the regulation is as follows:

a. Business sought to be regulated.

(1) Operations by trucking firms, which require permits, will be streamlined and more efficient. The establishment of minimum axle spacings on both annual and trip permits allows the greatest flexibility to trucking companies as well as reduces their costs and makes it easier for enforcement personnel to evaluate vehicle combinations on the roadway.

(2) Immediate effects include better enforcement due to minimum axle spacings and clarity of regulations, the trucking industry will have less operating costs and greater flexibility in moving loads safely and efficiently. Long-term effects include safer highways for the general public.

b. Public:

(1) No adverse effects are envisioned. However, the changes to the regulations will greatly assist the trucking industry in reducing operating costs, enhancing the flexibility to use available resources more efficiently and improve the ability of the Nevada Highway Patrol in enforcement activities. This will result in safer highways for the traveling public.

(2) Both the immediate and long-term effects on the public are safety related as identified above. No other immediate or long-term effect on the public is envisioned.

(f) The cost to the agency for enforcement of the proposed regulation is minimal.

(g) 23 CFR part 658, in part, regulates the length, width and weight limitations of trucks. Under 23 U.S.C. 315, the Secretary of the U.S. Department of Transportation may prescribe regulations which carry out this Act. This federal law concerns and regulates the protection and preservation of the highways. Except for this federal regulation, there is no overlap or duplication of any federal, state or local government regulations of the proposed amendments.

(h) Except for the federal regulation referenced above, there aren't any federal regulations that overlap or duplicate the proposed amendments.

(i) There is no increase in the fee to be charged for both trip and annual permits.