

**ADOPTED REGULATION OF THE
DEPARTMENT OF TRANSPORTATION**

LCB File No. R053-05

Effective September 7, 2005

EXPLANATION – Matter in *italics* is new; matter in brackets ~~[omitted material]~~ is material to be omitted.

AUTHORITY: §§1-19, NRS 484.739.

A REGULATION relating to combinations of vehicles; revising various provisions related to combinations of vehicles; 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 to 5, inclusive, 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 of a combination of vehicles.*

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

Sec. 4. *If a holder of a permit issued pursuant to NRS 484.739 receives three citations within a period of 6 months for violations of a condition or restriction on the permit, the Department may suspend the permit privileges of the holder for up to 30 days.*

Sec. 5. *The transfer of permits issued pursuant to NRS 484.739 is authorized only if the following conditions are met:*

1. The width and height dimensions of the new combination of vehicles which will receive the permit are the same as those identified on the permit;

2. The length of the new combination of vehicles which will receive the permit is the same or more than that identified on the permit;

3. The distance between the first and last axle of any axle configuration and the number of axles within the axle configuration of the new combination of vehicles which will receive the permit are the same as or greater than that identified on the permit;

4. The gross vehicle weight of the new combination of vehicles which will receive the permit does not exceed that identified on the permit;

5. The overall gross weight on any group of two or more consecutive axles to the nearest 500 pounds of the new combination of vehicles which will receive the permit does not exceed the determined overall gross weight on any group of two or more consecutive axles to the nearest 500 pounds as calculated according to the federal Bridge Gross Weight Formula, as defined in 23 C.F.R. § 658.5; and

6. The permit may not be transferred to a new permit holder, but may only be transferred to another combination of vehicles owned and operated by the original permit holder.

Sec. 6. 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 to 5, inclusive, 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. 7. NAC 484.310 is hereby amended to read as follows:

484.310 “Cargo unit” means a full-sized truck, a trailer, a semitrailer, or a semitrailer which has been converted to a trailer by use of a converter gear dolly. The term does not mean a

truck-tractor . ~~[or a full sized truck which has a cargo body and a hitch for the transportation of trailers or semitrailers.]~~

Sec. 8. 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. 9. 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 a total]~~ *has a cargo carrying unit* length of more than ~~[105 feet.]~~ :

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

Sec. 10. NAC 484.365 is hereby amended to read as follows:

484.365 1. A combination of vehicles may not consist of more than ~~[three cargo units.]~~ :

- (a) If the combination of vehicles consists of a truck tractor coupled with cargo units, three cargo units; or*
- (b) If the combination of vehicles consists of a truck coupled with cargo units, two cargo units.*

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

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

Sec. 11. 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 units attached to the dolly* from ~~completely~~ separating from the vehicle which is pulling it if the hitch on the dolly fails.

Sec. 12. NAC 484.380 is hereby amended to read as follows:

484.380 1. A ~~series~~ *combination* of vehicles which consists of not more than two cargo units , *but excluding a full-sized truck which has a cargo body and a hitch for the transportation of trailers or semitrailers*, 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 cargo unit or a cargo body ~~on the towing vehicle.~~ , *but excluding a full-sized truck which has a cargo body and a hitch for the transportation of trailers or semitrailers, in the combination of vehicles on or to which the forklift is transported.*

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

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

(b) *Securely fastened in a manner that prevents any part of the forklift from moving during transport, excluding the wheels of the forklift if the forklift is being towed.*

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~~ *in front of* 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. ~~At~~ *If a forklift is transported by towing, a* pressure hitch is not required to couple ~~at~~ *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 to affix to a cargo unit or to tow.

Sec. 13. 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., ~~207 East Ohio Street, Chicago,~~

~~Illinois,~~ *1655 Scott Boulevard, Santa Clara, California 95050-4169*, 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. 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.

6. Any equipment required pursuant to the provisions of 49 C.F.R. §§ 393 et seq., which is hereby adopted by reference. A copy of 49 C.F.R. §§ 393 et seq. 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.

Sec. 14. 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.]~~

~~4. Except when 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 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. 15. 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:~~

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

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

~~—— (c) Any impairment of a leg, arm, 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.~~

~~—— 3. An operator shall:~~

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

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

~~and~~

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

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

~~5. An operator may not be addicted 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.~~

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. 16. 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.]~~ **certificate.**

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.]~~

~~3. Except as otherwise provided in 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.~~

~~4. To meet the requirements of 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.~~

~~5. The forms for medical 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.~~

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

Sec. 17. 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 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.~~

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

Sec. 18. NAC 484.440 is hereby amended to read as follows:

484.440 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:

Distance in ft. Between

the Extremes of any

Group of ~~2 or~~

~~More~~ Consecutive

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

Axles.

Consecutive Axles.

	2	3	4	5	6	7	8	9 <i>or more</i>
	Axles	Axles	Axles	Axles	Axles	Axles	Axles	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	44,500	<i>44,500</i>						
	<i>40,000</i>							
12	45,000	50,000	<i>50,000</i>					
	<i>40,000</i>	<i>45,000</i>						

Distance in ft. Between
the Extremes of any

Group of ~~2 or~~

~~More~~ Consecutive

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

Axles.

Consecutive Axles.

	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 <i>or more</i> Axles
13	46,000 40,000	50,500 46,000	50,500					
14	46,500 40,000	51,500 46,500	51,500					
15	47,500 40,000	52,000 47,500	52,000					
16	48,000 40,000	52,500 48,000	58,000 52,500	58,000				
17	49,000 40,000	53,500 49,000	58,500 53,500	58,500				
18	49,500 40,000	54,000 49,500	59,500 54,000	59,500				

Distance in ft. Between
the Extremes of any

Group of ~~2 or~~

~~More~~ Consecutive

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

Axles.

Consecutive Axles.

	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 <i>or more</i> Axles
19	50,500 <i>40,000</i>	54,500 <i>50,500</i>	60,000 <i>54,500</i>	<i>60,000</i>				
20	51,000 <i>40,000</i>	55,500 <i>51,000</i>	60,500 <i>55,500</i>	66,000 <i>60,500</i>	<i>66,000</i>			
21	<i>40,000</i>	52,000	56,000	61,000	66,500			
22	<i>40,000</i>	52,500	56,500	62,000	67,000			
23	<i>40,000</i>	53,500	57,500	62,500	68,000			
24	<i>40,000</i>	54,000	58,000	63,000	68,500	74,000		
25	<i>40,000</i>	55,000	58,500	63,500	69,000	74,500		
26	<i>40,000</i>	55,500	59,500	64,500	69,500	75,000		
27	<i>40,000</i>	56,500	60,000	65,000	70,000	76,000		
28	<i>40,000</i>	57,000	60,500	65,500	71,000	76,500	82,000	

Distance in ft. Between
the Extremes of any

Group of ~~2 or~~

~~More~~ Consecutive

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

Axles.

Consecutive Axles.

	2	3	4	5	6	7	8	9 <i>or more</i>
	Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles
29	40,000	58,000	61,500	66,000	71,500	77,000	82,500	
30	40,000	58,500	62,000	67,000	72,000	77,500	83,000	
31	40,000	59,500	62,500	67,500	72,500	78,000	83,500	
32	40,000	60,000	63,500	68,000	73,000	78,500	84,500	90,000
33	40,000	60,000	64,000	68,500	74,000	79,500	85,000	90,500
34	40,000	60,000	64,500	69,500	74,500	80,000	85,500	91,000
35	40,000	60,000	65,500	70,000	75,000	80,500	86,000	91,500
36	40,000	60,000	66,000*	70,500	75,500	81,000	86,500	92,500
37	40,000	60,000	66,500*	71,000	76,000	81,500	87,000	93,000
38	40,000	60,000	67,500*	72,000	77,000	82,000	87,500	93,500
39	40,000	60,000	68,000	72,500	77,500	83,000	88,500	94,000
40	40,000	60,000	68,500	73,000	78,000	83,500	89,000	94,500

Distance in ft. Between

the Extremes of any

Group of ~~2 or~~

~~More~~ Consecutive

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

Axles.

Consecutive Axles.

	2	3	4	5	6	7	8	9 <i>or more</i>
	Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles
41	<i>40,000</i>	<i>60,000</i>	69,500	73,500	78,500	84,000	89,500	95,000
42	<i>40,000</i>	<i>60,000</i>	70,000	74,500	79,000	84,500	90,000	95,500
43	<i>40,000</i>	<i>60,000</i>	70,500	75,000	80,000	85,000	90,500	96,000
44	<i>40,000</i>	<i>60,000</i>	71,500	75,500	80,500	85,500	91,000	97,000
45	<i>40,000</i>	<i>60,000</i>	72,000	76,000	81,000	86,500	91,500	97,500
46	<i>40,000</i>	<i>60,000</i>	72,500	77,000	81,500	87,000	92,500	98,000
47	<i>40,000</i>	<i>60,000</i>	73,500	77,500	82,000	87,500	93,000	98,500
48	<i>40,000</i>	<i>60,000</i>	74,000	78,000	83,000	88,000	93,500	99,000
49	<i>40,000</i>	<i>60,000</i>	74,500	78,500	83,500	88,500	94,000	99,500
50	<i>40,000</i>	<i>60,000</i>	75,500	79,500	84,000	89,000	94,500	100,000
51	<i>40,000</i>	<i>60,000</i>	76,000	80,000	84,500	90,000	95,000	100,500

Distance in ft. Between
the Extremes of any

Group of ~~2 or~~

~~More~~ Consecutive

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

Axles.

Consecutive Axles.

	2	3	4	5	6	7	8	9 <i>or more</i>
	Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles
52	<i>40,000</i>	<i>60,000</i>	76,500	80,500	85,000	90,500	95,500	101,500
53	<i>40,000</i>	<i>60,000</i>	77,500	81,000	86,000	91,000	96,500	102,000
54	<i>40,000</i>	<i>60,000</i>	78,000	82,000	86,500	91,500	97,000	102,500
55	<i>40,000</i>	<i>60,000</i>	78,500	82,500	87,000	92,000	97,500	103,000
56	<i>40,000</i>	<i>60,000</i>	79,500	83,000	87,500	92,500	98,000	103,500
57	<i>40,000</i>	<i>60,000</i>	80,000	83,500	88,000	93,500	98,500	104,000
58	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	84,500	89,000	94,000	99,000	104,500
59	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	85,000	89,500	94,500	99,500	105,000
60	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	85,500	90,000	95,000	100,500	106,000
61	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	86,000	90,500	95,500	101,000	106,500
62	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	87,000	91,000	96,000	101,500	107,000
63	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	87,500	92,000	97,000	102,000	107,500

Distance in ft. Between

the Extremes of any

Group of ~~2 or~~

~~More~~ Consecutive

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

Axles.

Consecutive Axles.

	2	3	4	5	6	7	8	9 <i>or more</i>
	Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles
64	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	88,000	92,500	97,500	102,500	108,000
65	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	88,500	93,000	98,000	103,000	108,500
66	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	89,500	93,500	98,500	103,500	109,000
67	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	90,000	94,000	99,000	104,500	109,500
68	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	90,500	95,000	99,500	105,000	110,500
69	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	91,000	95,500	100,500	105,500	111,000
70	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	92,000	96,000	101,000	106,000	111,500
71	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	92,500	96,500	101,500	106,500	112,000
72	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	93,000	97,000	102,000	107,000	112,500
73	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	93,500	98,000	102,500	107,500	113,000
74	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	94,500	98,500	103,000	108,500	113,500
75	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	95,000	99,000	104,000	109,000	114,000

Distance in ft. Between
the Extremes of any

Group of ~~2 or~~

~~More~~ Consecutive

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

Axles.

Consecutive Axles.

	2	3	4	5	6	7	8	9 <i>or more</i>
	Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles
76	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	95,500	99,500	104,500	109,500	115,000
77	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	96,000	100,000	105,000	110,000	115,500
78	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	97,000	101,000	105,500	110,500	116,000
79	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	97,500	101,500	106,000	111,000	116,500
80	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	98,000	102,000	106,500	111,500	117,000
81	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	98,500	102,500	107,500	112,500	117,500
82	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	99,500	103,000	108,000	113,000	118,000
83	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	100,000	104,000	108,500	113,500	118,500
84	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	104,500	109,000	114,000	119,500
85	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	105,000	109,500	114,500	120,000
86	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	105,500	110,000	115,000	120,500

Distance in ft. Between
the Extremes of any

Group of ~~2 or~~

~~More~~ Consecutive

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

Axles.

Consecutive Axles.

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

Distance in ft. Between
the Extremes of any

Group of ~~2 or~~

~~More~~ Consecutive

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

Axles.

Consecutive Axles.

	2	3	4	5	6	7	8	9 <i>or more</i>
	Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles
99	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	113,500	118,000	122,500	127,500
100	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	114,000	118,500	123,000	128,500
101	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	114,500	119,000	123,500	129,000
<i>102</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>115,000</i>	<i>119,500</i>	<i>124,500</i>	<i>129,000</i>
<i>103</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>116,000</i>	<i>120,000</i>	<i>125,000</i>	<i>129,000</i>
<i>104</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>116,500</i>	<i>120,500</i>	<i>125,500</i>	<i>129,000</i>
<i>105</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>117,000</i>	<i>121,500</i>	<i>126,000</i>	<i>129,000</i>
<i>106</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>117,500</i>	<i>122,000</i>	<i>126,500</i>	<i>129,000</i>
<i>107</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>118,000</i>	<i>122,500</i>	<i>127,000</i>	<i>129,000</i>
<i>108</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>119,000</i>	<i>123,000</i>	<i>127,500</i>	<i>129,000</i>
<i>109</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>119,500</i>	<i>123,500</i>	<i>128,500</i>	<i>129,000</i>
<i>110</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>120,000</i>	<i>124,000</i>	<i>129,000</i>	<i>129,000</i>

Distance in ft. Between
the Extremes of any

Group of ~~2 or~~

~~More~~ Consecutive

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

Axles.

Consecutive Axles.

	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 <i>or more</i> Axles
<i>111</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>120,000</i>	<i>125,000</i>	<i>129,000</i>	<i>129,000</i>
<i>112</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>120,000</i>	<i>125,500</i>	<i>129,000</i>	<i>129,000</i>
<i>113</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>120,000</i>	<i>126,000</i>	<i>129,000</i>	<i>129,000</i>
<i>114</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>120,000</i>	<i>126,500</i>	<i>129,000</i>	<i>129,000</i>
<i>115</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>120,000</i>	<i>127,000</i>	<i>129,000</i>	<i>129,000</i>
<i>116</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>120,000</i>	<i>127,500</i>	<i>129,000</i>	<i>129,000</i>
<i>117</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>120,000</i>	<i>128,500</i>	<i>129,000</i>	<i>129,000</i>
<i>118</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>120,000</i>	<i>129,000</i>	<i>129,000</i>	<i>129,000</i>
<i>119</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>120,000</i>	<i>129,000</i>	<i>129,000</i>	<i>129,000</i>
<i>120</i>	<i>40,000</i>	<i>60,000</i>	<i>80,000</i>	<i>100,000</i>	<i>120,000</i>	<i>129,000</i>	<i>129,000</i>	<i>129,000</i>

* 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. 19. NAC 484.430 is hereby repealed.

TEXT OF REPEALED SECTION

484.430 Certification to 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.

NOTICE OF ADOPTION OF PROPOSED REGULATION
LCB File No. R053-05

The Department of Transportation adopted regulations assigned LCB File No. R053-05 which pertain to chapter 484 of the Nevada Administrative Code August 5, 2005.

Notice date: 6/9/2005

Date of adoption by agency: 8/5/2005

Hearing date: 7/19/2005 & 7/21/2005

Filing date: 9/7/2005

INFORMATIONAL STATEMENT

The Nevada Department of Transportation held public hearings on July 19, 2005 in the Nevada Department of Transportation, District II Headquarters Conference Room, 310 Galletti Way, Sparks, Nevada; and on July 21, 2005 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 county in Nevada in which the Department does not have a major office, 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 one issue: request for clarification on the weights allowed for vehicle combinations exceeding nine axles. No written comments were received regarding the proposed changes to these regulations.

(b) The following number of persons participated:

(1) Eight persons attended the hearing held on July 19, 2005 in Sparks, Nevada and 11 persons attended the hearing held on July 21, 2005 in Las Vegas, Nevada.

(2) Two persons testified at the hearing held July 19, 2005 and 8 persons testified at the hearing held on July 21, 2005.

(3) One person submitted a written statement to the agency. Comments were submitted by Perry Crane & Rigging, Inc.

(c) Comments from the trucking industry were solicited though the public notices published in the locations identified in paragraph (a) above and through direct mailings.

(d) The Director of the Nevada Department of Transportation 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 follows:

(1) Permits will be issued for vehicle combinations that exceed nine axles but, will only authorized the weights designated for nine-axle combinations. No additional weight will be allowed.

The Director adopted the regulations on July 29, 2005.

(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.