

FEDERAL SIZE REGULATIONS FOR COMMERCIAL MOTOR VEHICLES



U.S. Department of Transportation
Federal Highway Administration

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Citations

The regulations in this brochure are found in Code of Federal Regulations (CFR), 23 CFR Part 658. They reflect statutory provisions found in the U.S. Code (USC), 49 USC 31111, 31112, 31113, and 31114.

Notes

This pamphlet explains Federal length and width requirements for certain commercial motor vehicles and where these vehicles may operate. It paraphrases the regulations. In case of a dispute, the actual regulations govern.

All dimensional units are given in metric and English values in accordance with the Federal Highway Administration metric conversion policy published in the Federal Register (FR) on June 11, 1992 (57 FR 24843) and the Notice of Interpretation regarding vehicle size and weight requirements published in the Federal Register on October 7, 1994 (59 FR 51060).

FEDERAL SIZE REGULATIONS FOR COMMERCIAL MOTOR VEHICLES (CMVs)

The Federal Government first enacted size regulations for CMVs with the passage of the Federal-Aid Highway Act of 1956. This Act provided a maximum vehicle *width* of 96 inches (2.44 meters) on the Interstate highway system. Subsequently, the Federal-Aid Highway Act of 1976 increased the allowable width for buses to 102 inches (2.6 meters). The Surface Transportation Assistance Act (STAA) of 1982 extended the same width requirement of 102 inches to commercial trucks. At the same time, the STAA expanded the highway network on which the Federal width provision applied from the Interstate to the National Network (NN) of highways. (See discussion of the NN on page 12.)

The STAA also regulated the *length* of CMVs. In 1982, Congress established minimum length standards for most commercial truck tractor-semitrailers and for twin trailers pulled behind a truck tractor. (See discussion beginning on page 2.) Congressional involvement in vehicle length reflected the desire to standardize the enforcement of length along the NN and to thereby eliminate any administrative and operating confusion caused by varying State provisions governing commercial vehicle length along that element of U.S. highways.

There is no Federal vehicle *height* requirement for CMVs. Thus, States may set their own height restrictions. Most height limits range from 13 feet, 6 inches (4.11 meters) to 14 feet (4.27 meters), with exceptions granted for lower clearance on particular roads.

WIDTH REQUIREMENTS

The maximum width limit for CMVs on the NN and reasonable access routes was originally established at 102 inches, except for Hawaii where it is 2.74 m (108 inches). (See discussion of Reasonable Access on page 12.) To standardize vehicle width on an international basis, the 102-inch width limit was interpreted to mean the same as its approximate metric equivalent, 2.6 meters (102.36 inches) (Figure 1).

Federal width limits do not apply to special mobile equipment, which consists of self-propelled vehicles not designed or used primarily for the transportation of persons or property and only incidentally moved over the highways. Special mobile equipment includes the following, when moving under their own power: military or farm equipment; instruments of husbandry; road construction or maintenance machinery; and emergency apparatus, including police and fire emergency equipment. Federal rules do not require States to issue over-width permits before allowing operation of special mobile equipment. However, if States wish to allow other vehicles more than

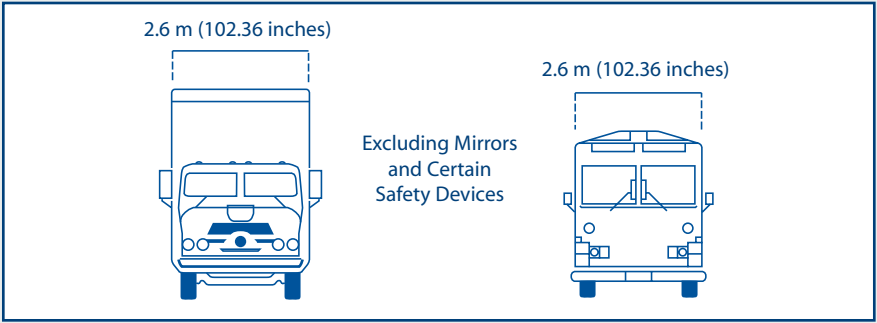


Figure 1. Commercial Motor Vehicle Width Limits

102 inches wide (i.e. non-special mobile equipment) to operate on the NN, then States must issue special overweight permits.

LENGTH REQUIREMENTS

The Federal length limits are principally minimums that States must allow for the following vehicles on the NN and reasonable access routes.

Truck Tractor-Semitrailer Combinations

The minimum allowable length limit for the semitrailer in this combination is 14.63 m (48 feet) or the grandfathered limit for a particular State. (See discussion of Grandfathered Semitrailer Lengths on page 3.) A State may not impose an overall vehicle length limit on a truck tractor-semitrailer combination operating on the NN or reasonable access routes, even if the trailer is longer than the minimum length required by Federal law (Figure 2). A State may not impose an overall length limit on a truck tractor pulling a single semitrailer or a limit on the distance between the axles of such a truck tractor.

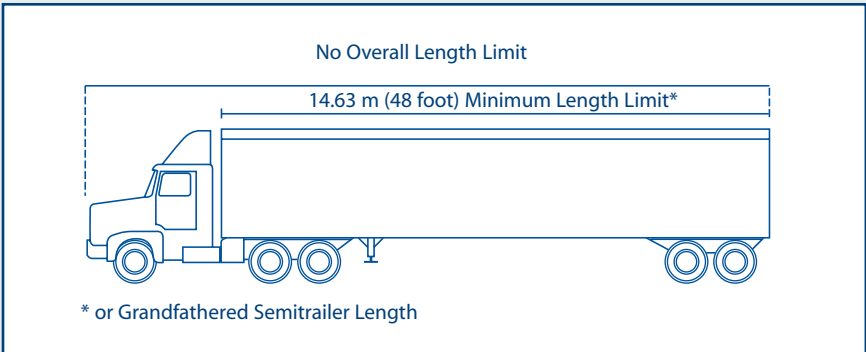


Figure 2. Truck Tractor-Semitrailer Combination

A truck tractor is defined as a non-cargo-carrying power unit used in combination with a semitrailer. A truck that carries cargo on the same chassis as the power unit and cab, commonly known as a straight truck, is not subject to Federal regulations, but is subject only to State provisions. Likewise a straight truck towing a trailer or semitrailer is subject only to State vehicle length regulation, except that the total length of its two cargo-carrying units may not exceed a federally established limit of 65 feet. (See discussion of ISTEA “Freeze,” on page 13.) The only instances where Federal regulations apply to a combination vehicle composed of a truck carrying cargo involve dromedaries, maxi-cube vehicles, and automobile and boat transporters, discussed later in this document.

Truck Tractor-Semitrailer-Trailer Combinations

The *minimum* length that States must allow for trailers and semitrailers in these combinations on the NN is 8.53 m (28 feet) (Figure 3). States must also allow the continued use of semitrailers 8.69 m (28 feet 6 inches) long that were in use on December 1, 1982, provided the overall length of the combination does not exceed 19.81 m (65 feet). The *maximum overall length* of cargo-carrying units that States may allow for twin trailer combinations *when one trailing unit is longer than 28.5 feet* is determined by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

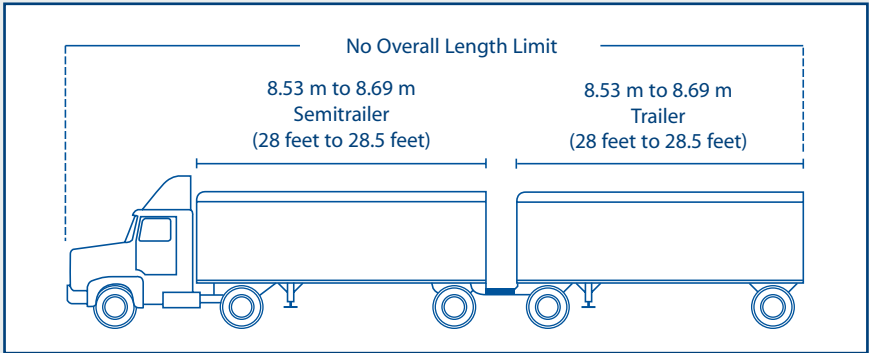


Figure 3. Truck Tractor-Semitrailer-Trailer Combination

Buses

States must allow buses 13.72 m (45 feet) in length to operate on the NN and reasonable access routes.

Grandfathered Semitrailer Lengths

Semitrailers up to the maximum length that were actually and lawfully operating in a truck tractor-semitrailer combination in a State on December 1, 1982, may continue to operate after that date. To clarify what these lengths were for each State, “grandfathered” semitrailer lengths have been established by regulation (Table I).

Table 1. Grandfathered Semitrailer Lengths

STATE	Feet and Inches	Meters
Alabama	53-6	16.31
Alaska	48-0	14.53
Arizona	57-6	17.53
Arkansas	53-6	16.31
California	48-0 ^a	14.63
Colorado	57-4	17.48
Connecticut	48-0	14.63
Delaware	53-0	16.15
District of Columbia	48-0	14.63
Florida	48-0	14.63
Georgia	48-0	14.63
Hawaii	48-0	14.63
Idaho	48-0	14.63
Illinois	53-0	16.15
Indiana	48-6 ^b	14.78
Iowa	53-0	16.15
Kansas	57-6	17.53
Kentucky	53-0	16.15
Louisiana	59-6	18.14
Maine	48-0	14.63
Maryland	48-0	14.63
Massachusetts	48-0	14.63
Michigan	48-0	14.63
Minnesota	48-0	14.63
Mississippi	53-0	16.15
Missouri	53-0	16.15
Montana	53-0	16.15
Nebraska	53-0	16.15
Nevada	53-0	16.15
New Hampshire	48-0	14.63
New Jersey	48-0	14.63
New Mexico	57-6	17.53
New York	48-0	14.63
North Carolina	48-0	14.63
North Dakota	53-0	16.15

(continued)

Specialized Equipment

Length limits and other provisions have been adopted for six types of specialized equipment: automobile and boat transporter combinations, B-train combinations, beverage semitrailers, maxi-cube vehicles, saddlemount combinations, and dromedaries.

Automobile and Boat Transporter Combinations

States must allow conventional automobile and boat transporters—those with a fifth wheel hitch located on the tractor frame over the drive axle or axles—to be up to 19.81 m (65 feet) in overall length. Automobile transporters are any vehicle combinations designed and used specifically for the transport of assembled highway vehicles, including truck camper units. Camper units are portable

Table 1. Grandfathered Semitrailer Lengths (continued)

STATE	Feet and Inches	Meters
Ohio	53-0	16.15
Oklahoma	59-6	18.14
Oregon	53-0	16.15
Pennsylvania	53-0	16.15
Puerto Rico	48-0	14.63
Rhode Island	48-6	14.78
South Carolina	48-0	14.63
South Dakota	53-0	16.15
Tennessee	50-0	15.24
Texas	59-0	17.98
Utah	48-0	14.63
Vermont	48-0	14.63
Virginia	48-0	14.63
Washington	48-0	14.63
West Virginia	48-0	14.63
Wisconsin	48-0 ^c	14.63
Wyoming	57-4	17.48

a Semitrailers up to 53 feet may also operate without a permit by conforming to a kingpin-to-center of rearmost tandem axle distance of 40 feet and a kingpin-to-center of single rear axle distance of 38 feet. Semitrailers that are covered by 23 CFR 658.13 (g) may operate without a permit, provided the distance from the kingpin to the center of the rear axle is 46 feet or less.

b Semitrailers up to 53 feet in length may operate without a permit by conforming to a kingpin-to-rearmost axle distance of 40 feet 6 inches. Semitrailers that are covered by 23 CFR 658.13 (g) may operate without a permit, provided the distance from the kingpin to the center of the rear axle is 46 feet or less.

c Semitrailers up to 53 feet in length may operate without a permit by conforming to a kingpin-to-rear axle distance of 41 feet, measured to the center of the rear tandem assembly. Semitrailers that are covered by 23 CFR 658.13 (g) may operate without a permit, provided the distance from the kingpin to the center of the rear axle is 46 feet or less.

units constructed to provide temporary living quarters for recreational, travel, or camping use, consisting of a roof, floor, and sides, designed to be loaded onto and unloaded from the bed of a pickup truck.

States must allow “stinger-steered” automobile and boat transporters—those with the fifth-wheel hitch located on a drop frame positioned below and behind the rear tractor axle—to be up to 22.86 m (75 feet) in overall length.

To qualify as automobile and boat transporters, under 23 CFR 658.13 (e)(1)(i)-(ii) and (2), both conventional and stinger-steered vehicles must be capable of carrying cargo on the power unit; the cargo may overhang the vehicle by 0.91 m (3 feet) in the front and 1.22 m (4 feet) in the rear (Figures 4, 5, 6, and 7).

Boats may also be transported on a straight truck towing a trailer subject to a 19.81 m (65-foot) minimum overall length limit (Figure 8).

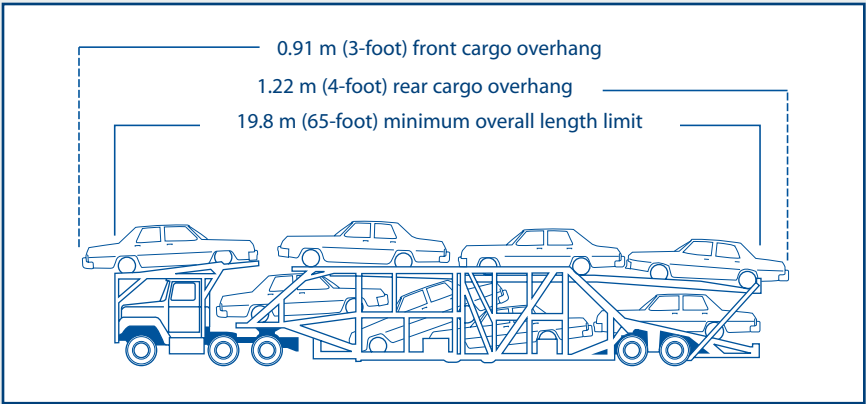


Figure 4. Conventional Automobile Transporter Combination

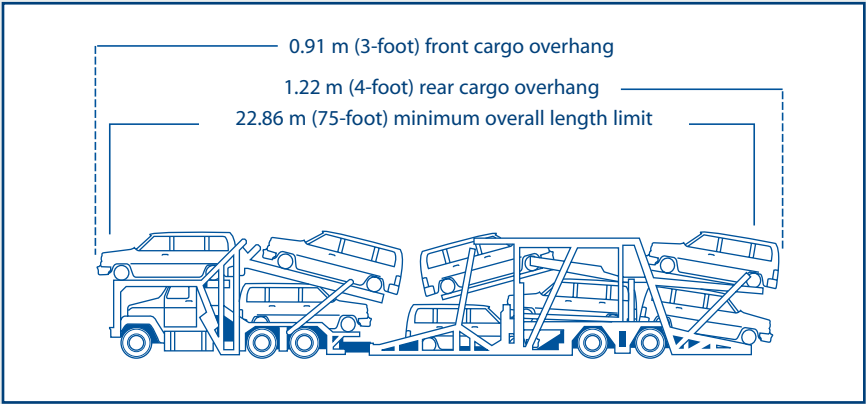


Figure 5. Stinger-Steered Auto Transporter Combination

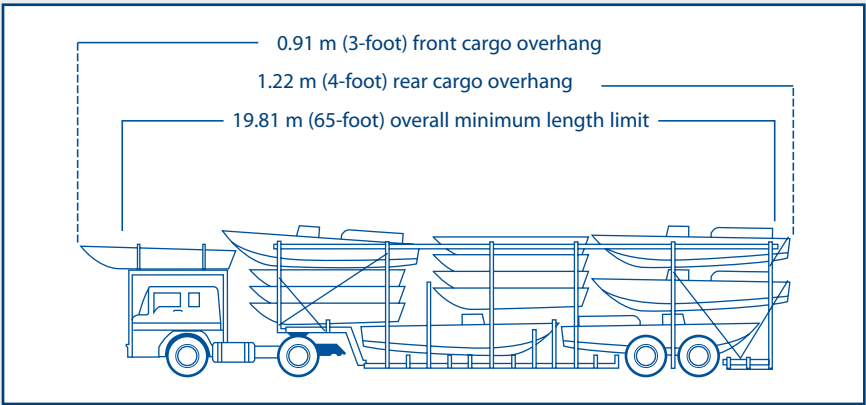


Figure 6. Conventional Boat Transporter Combination

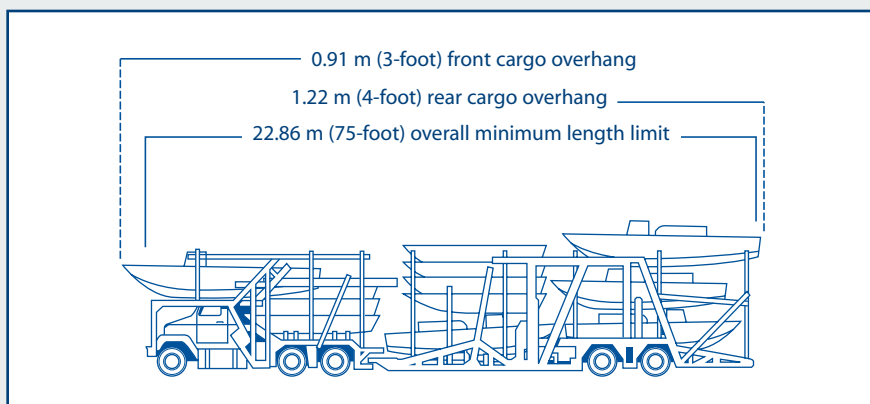


Figure 7. Stinger-Steered Boat Transporter

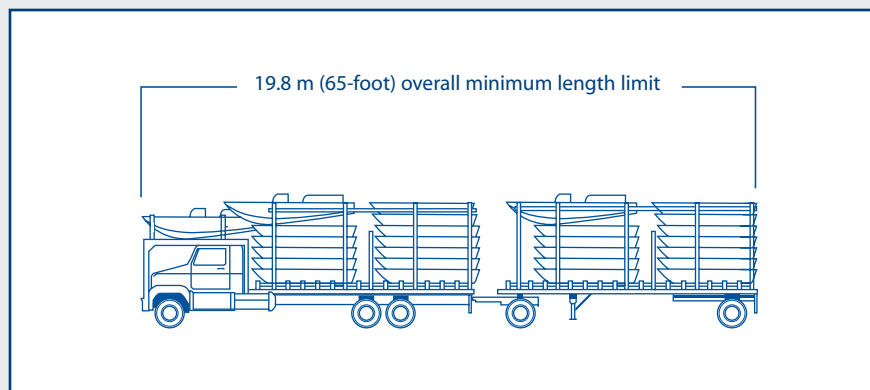


Figure 8. Straight Truck Towing A Trailer Transporting Boats

B-Train Combinations

A “B-train” is a truck tractor-semitrailer-semitrailer combination. In this combination, the two trailing units are connected by a fifth wheel attached to a frame under the first semitrailer that extends beyond the rear of that semitrailer (the so-called “B-train” hitch). The second semitrailer connects to the first at this fifth wheel (Figure 9). B-train combinations are subject to the same length limits (65 feet) as truck tractor-semitrailer-trailer combinations.

When no semitrailer is attached to the B-train hitch, the assembly is included in the length measurement of the first semitrailer, and the 14.63 m (48-foot), or grandfathered, length applies.

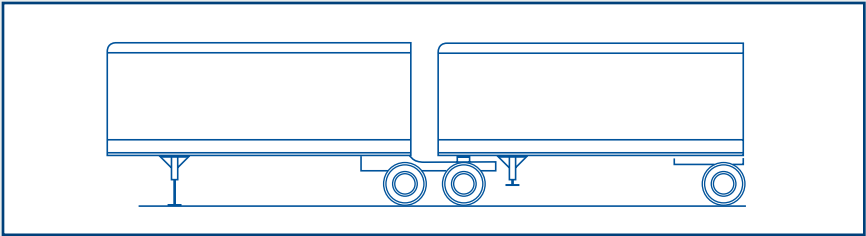


Figure 9. B-Train Semitrailer-Semitrailer Combination

Beverage Semitrailers

This is a drop frame, side-access semitrailer designed and used to transport and deliver bottled or canned beverages. The upper coupler plate may extend beyond the front of the semitrailer, but not beyond a semicircle whose radius is from the kingpin to the front corner of the semitrailer (Figure 10). The minimum and maximum trailer length is 8.53 m (28 feet) plus the length of the extended upper coupler plate. States may not impose an overall length limit on a truck tractor and beverage semitrailer-trailer combination.

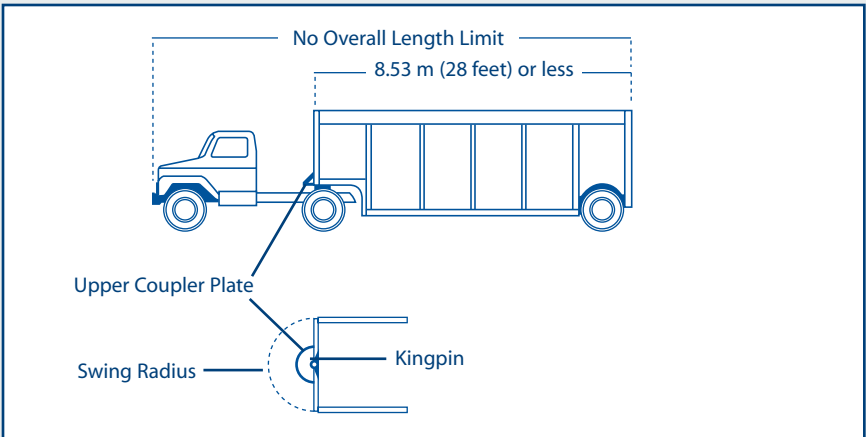


Figure 10. Beverage Semitrailer (and Trailer)

Maxi-Cube Vehicles

These are combination vehicles consisting of a straight truck and a trailing unit, both of which are designed to carry cargo. The truck has a detachable or permanently mounted cargo box which may be loaded or unloaded through the trailing semitrailer or trailer. In order to qualify as a maxi-cube vehicle under 23 CFR 658.13 (e) (4), neither cargo box may exceed 10.36 m (34 feet) in length, excluding the drawbar or hitching device; the distance from the front of the first to the rear of the second cargo box may not exceed 18.29 m (60 feet), including the space between them; and the overall length of the combination vehicle may not exceed 19.81 m (65 feet), including the space between the cargo boxes (Figure 11).

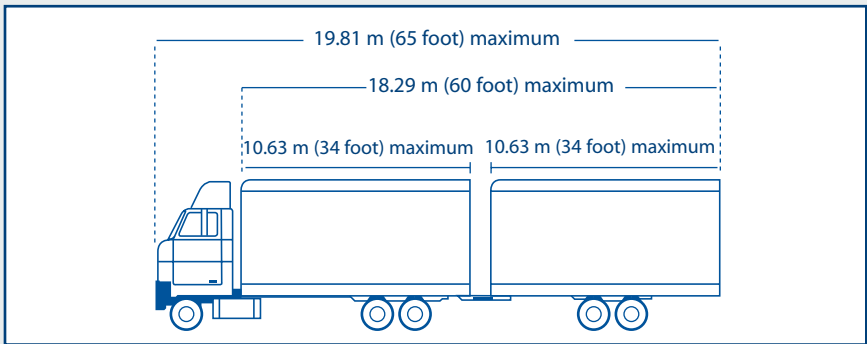


Figure 11. Maxi-Cube Vehicle

Saddlemount and Saddlemount with Fullmount Combinations

Saddlemount and saddlemount with fullmount combinations consist of a truck tractor towing other vehicles. The front axle of each towed vehicle is mounted on top of the frame of the vehicle in front. A fullmount is a vehicle mounted entirely on the frame of the first or last vehicle in the combination (Figure 12). States must allow the towing vehicle to pull at least three other vehicles and the combination to have a 22.86 m (75-foot) *minimum* overall length on the NN and reasonable access routes.

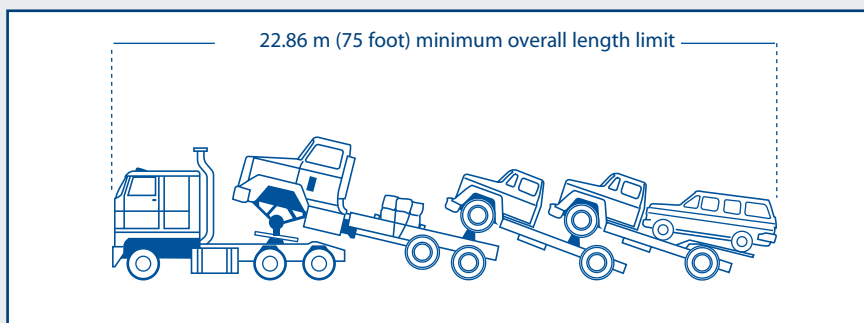


Figure 12. Saddlemount with Fullmount Combination

Dromedaries

A dromedary is a box, deck, or plate mounted behind the cab and forward of the fifth wheel on the frame of the power unit of a truck tractor-semitrailer combination to carry freight (Figures 13 and 14). Truck tractors so equipped on December 1, 1982, are subject, during their useful lives, to the same Federal length provisions as any other truck tractor-semitrailer combination. The burden of proving such legal operation on December 1, 1982, rests upon the operator of the equipment.

A truck tractor equipped with a dromedary unit pulling a semitrailer where the dromedary unit is transporting Class 1 explosives or any munitions-related security material as specified by the Department of Defense is subject to a 75-foot minimum overall length limit on the NN and reasonable access routes.

Each State may decide for itself whether dromedary-equipped power units, other than those noted above, should be treated as a truck tractor-semitrailer combination or as straight trucks under State length limits.

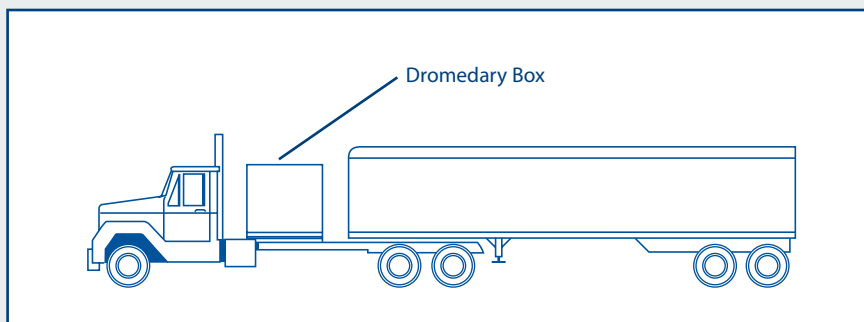


Figure 13. Dromedary Box

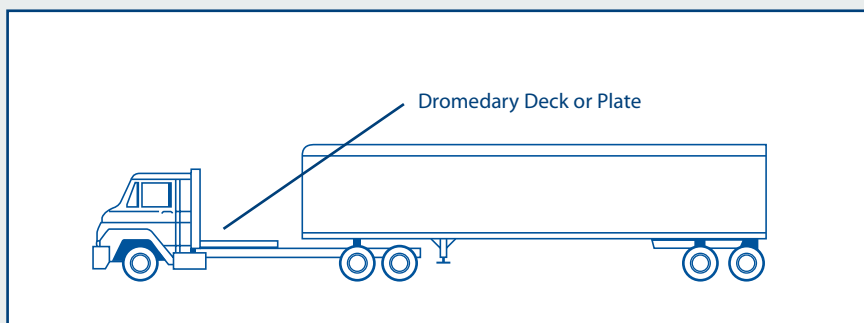


Figure 14. Dromedary Deck or Plate

Trucks or Straight Trucks

Trucks or straight trucks are non-articulated self-propelled cargo-carrying CMVs (Figure 15). They are subject to Federal weight requirements on the Interstate System and Federal width requirements on the NN, but not to Federal length requirements. Vehicle length regulation remains with the States.

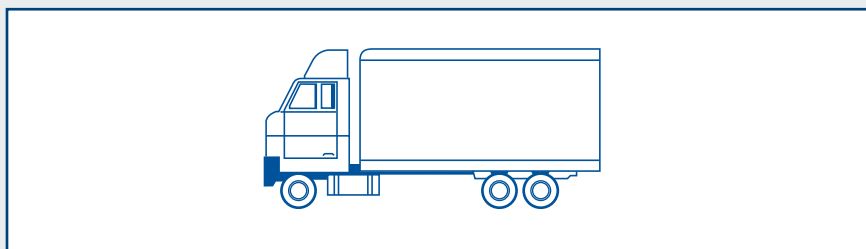


Figure 15. Truck or Straight Truck

Recreational Vehicles

Recreational vehicles are not CMVs subject to Federal size regulations (Figure 16).

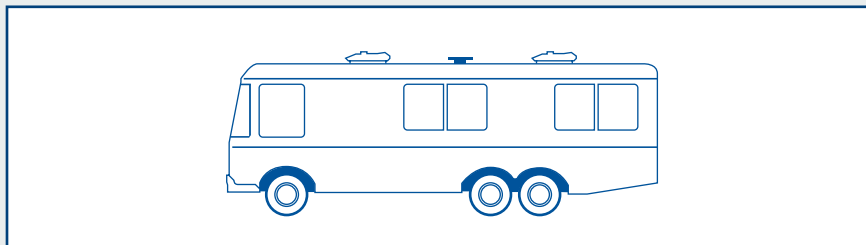


Figure 16. Recreational Vehicle

LENGTH AND WIDTH EXCLUSIVE DEVICES

States must allow certain devices to extend beyond the 2.6 m (102-inch) width limit of CMVs on the NN and reasonable access routes. These include rear-view mirrors, turn signal lamps, handholds for cab entry/egress, splash and spray suppressant devices, and load-induced tire bulge. Also excluded are non-property carrying devices that do not extend more than 3 inches beyond each side of the vehicle.

Devices excluded from the measurement of the length include 1) those needed for loading or unloading that do not extend more than 24 inches beyond the rear of the vehicle; 2) resilient bumpers that do not extend more than 6 inches beyond the front or rear of the vehicle; 3) aerodynamic devices that do not extend more than 5 feet beyond the rear of the vehicle, provided they do not have the strength, rigidity, or mass to damage a vehicle or injure a passenger in a vehicle that strikes a trailer so equipped from the rear, and do not obscure tail lamps, turn signals, marker lamps, identification lamps, or any other required safety devices, such as hazardous materials placards or conspicuity markings; and 4) non-property carrying devices that do not extend more than 3 inches beyond the rear of the vehicle. All devices at the front of a semitrailer or trailer are excluded from the measurement of length. Tarping systems for open top trailers or semitrailers are excluded provided no part of the system extends more than 3 inches from the sides or back of the vehicle. For more details on these exclusions, see 23 CFR 658.16 and appendix D to 23 CFR 658.

NATIONAL NETWORK

The STAA authorized the establishment of a “National Network” for trucks where Federal width and length limits would apply. It includes the Interstate System and other designated highways which, on June 1, 1991, were a part of the Federal-Aid Primary System in effect at that time. The NN now totals over 321,890 kilometers (km) (200,000 miles) of highways across the Nation. The non-Interstate NN highways are listed in 23 CFR Part 658, appendix A.

REASONABLE ACCESS

States must allow CMVs that do not exceed Federal maximum width and minimum length limits applicable to the NN (not including combinations subject to the ISTEA freeze on length) to have reasonable access between the NN and terminals and facilities for food, fuel, repairs, and rest. Terminals are defined as any location where freight originates, terminates, or is handled in the transportation process. Access must be allowed up to 1.61 km (1 mile) from the NN by the most reasonable and practicable safe route. For access to terminal and service facilities beyond 1.61 km (1 mile) from the NN, the route may be requested from the State. Access must be granted if the

vehicle can safely travel the route as determined by a test drive. If a State does not act upon a request within 90 days, access is automatically granted. If access is granted to one vehicle type, it applies to all vehicles of the same type, regardless of carrier.

States must also allow access between the NN and points of loading and unloading to household goods carriers, motor carriers of passengers, and any truck tractor-semitrailer combination in which the trailer or semitrailer has a length equal to or less than 8.53 m (28 feet), or 8.69 m (28.5 feet) for appropriately grandfathered equipment, and which generally operates as part of a truck tractor-semitrailer-trailer combination.

ISTEA “FREEZE”

ISTEA froze the weights of truck tractors with two or more trailing units operating above 80,000 pounds on the Interstate System at the weight limits actually and lawfully in effect for such vehicles in a State on June 1, 1991.

ISTEA also froze the maximum length of the cargo-carrying units of CMVs with two or more such units on the NN. This value may not exceed whatever maximum lengths were actually and lawfully in effect in a State on June 1, 1991.

FHWA published a list of weight limits on the Interstate System and length limits on the NN in a final rule on June 13, 1994 (Tables 2A—English units and 2B—metric units).

Introductory Notes to Table 2a and Table 2b:

Listed for each State by combination type is either:

1. The maximum cargo-carrying length (shown in feet or meters), and/or the maximum allowable gross weight (listed in 1,000 pounds or kilograms) if the combination operates as a longer combination vehicle (LCV); or
2. A notation that such vehicle is not allowed (indicated by a “No”).

CMVs are categorized as follows: 1) A CMV combination consisting of a truck tractor and two trailing units, 2) A CMV combination consisting of a truck tractor and three trailing units, 3) CMV combinations with two or more cargo-carrying units not included in descriptions 1 or 2.

In the following tables the left number is the maximum cargo-carrying length measured in feet or meters from the front of the first cargo unit to the rear of the last cargo unit. This distance does not include length exclusive devices which have been approved by the Secretary of Transportation or by any State. The right number is the maximum gross weight in thousands of pounds or kilograms that the type of vehicle can carry when operating as an LCV on the Interstate System.

Table 2A. Length & Weight Requirements of Vehicles Subject to the ISTEA “Freeze”

State	Truck tractor and 2 trailing units		Truck tractor and 3 trailing units		Other ^a	
	Length (feet)	Weight (1000 lbs)	Length (feet)	Weight (1000 lbs)	Length (feet)	Weight (1000 lbs)
Alabama	no	no	no	no	no	no
Alaska	95	NA	110	NA	83	NA
Arizona	95	129	95	129	69-98 ^b	no
Arkansas	no	no	no	no	no	no
California	no	no	no	no	no	no
Colorado	111	110	115.5	110	78	no
Connecticut	no	no	no	no	no	no
Delaware	no	no	no	no	no	no
District of Columbia	no	no	no	no	no	no
Florida	106	c	no	no	no	no
Georgia	no	no	no	no	no	no
Hawaii	65	c	no	no	no	no
Idaho	95	105.5	95	105.5	78-98 ^b	no
Illinois	no	no	no	no	no	no
Indiana	106	127.4	104.5	127.4	58	no
Iowa	100	129	100	129	78 ^b	no
Kansas	109	120	109	120	no	no
Kentucky	no	no	no	no	no	no
Louisiana	no	no	no	no	no	no
Maine	no	no	no	no	no	no
Maryland	no	no	no	no	no	no
Massachusetts	104	127.4	no	no	no	no
Michigan	58	164	no	no	63	no
Minnesota	no	no	no	no	no	no
Mississippi	65	c	no	no	no	no
Missouri	110	d	109	d	no	no
Montana	93	137.8	100	131.06	88-103 ^b	no
Nebraska	95 ^e	95	95 ^e	c	68	no
Nevada	95	129	95	129	98	no
New Hampshire	no	no	no	no	no	no
New Jersey	no	no	no	no	no	no
New Mexico	f	86.4	no	no	no	no
New York	102	143	no	no	no	no
North Carolina	no	no	no	no	no	no
North Dakota	103	105.5	100	105.5	103	no
Ohio	102	127.4	95	115	no	no
Oklahoma	110	90	95	90	no	no
Oregon	68	105.5	96	105.5	70.4	no
Pennsylvania	no	no	no	no	no	no
Puerto Rico	no	no	no	no	no	no
Rhode Island	no	no	no	no	no	no
South Carolina	no	no	no	no	no	no
South Dakota	100	129	100	129	73-78 ^b	no
Tennessee	no	no	no	no	no	no
Texas	no	no	no	no	no	no
Utah	95	129	95	129	88 -105 ^b	no
Vermont	no	no	no	no	no	no
(continued)						

Table 2A. Length & Weight Requirements of Vehicles Subject to the ISTEA “Freeze”
(continued)

State	Truck tractor and 2 trailing units		Truck tractor and 3 trailing units		Other ^a	
	Length (feet)	Weight (1000 lbs)	Length (feet)	Weight (1000 lbs)	Length (feet)	Weight (1000 lbs)
Virginia	no	no	no	no	no	no
Washington	68	105.5	no	no	68	no
West Virginia	no	no	no	no	no	no
Wisconsin	no	no	no	no	no	no
Wyoming	81	117	no	no	78-85 ^b	no

NA=Not applicable because Alaska has no Interstate highway system.

- a Other vehicles may include a truck towing one trailer, or a semitrailer and trailer; an automobile/boat transporter; or a saddlemount combination. Please refer to individual State listings found in 23 CFR Part 658, Appendix C, for detailed information about these “other” vehicles.
- b State submission includes multiple vehicles in this category. The values listed represent the range of cargo-carrying length for the vehicles covered by this regulation. For details on specific vehicle combinations, see 23 CFR 658 appendix C.
- c No maximum weight is established as this vehicle combination is not considered an “LCV” per the ISTEA definition. Florida’s combinations are not allowed to operate on the Interstate System, and the combinations for Hawaii, Mississippi, and Nebraska are not allowed to exceed 80,000 pounds.
- d Different weights apply to these two Missouri LCVs. The truck tractor and 2 cargo carrying units of 110 feet may weigh up to 120,000 pounds when entering the State from Kansas; 95,000 pounds when entering from Nebraska; and 90,000 pounds when entering from Oklahoma. The truck tractor and 3 cargo carrying units of 109 feet may weigh up to 120,000 pounds when entering from Kansas and 90,000 pounds when entering from Oklahoma.
- e 95 feet is allowed if combination units travel empty. Combination units carrying cargo are allowed 65 feet, except for those carrying seasonally harvested products, which are allowed cargo carrying length of 71.5 feet.
- f No maximum cargo-carrying length is established for this combination. Because State law limits each trailing unit to not more than 28.5 feet in length, this combination is allowed to operate on all NN routes under the authority of the STAA of 1982. The maximum weight listed is New Mexico’s maximum allowable gross weight on the Interstate System under the grandfather authority of 23 U.S.C. 127.

Table 2B. Length & Weight Requirements of Vehicles Subject to the ISTEA “Freeze”

State	Truck tractor and 2 trailing units		Truck tractor and 3 trailing units		Other ^a	
	Length (meters)	Weight (kilograms)	Length (meters)	Weight (kilograms)	Length (meters)	Weight (kilograms)
Alabama	no	no	no	no	no	no
Alaska	28.96	NA	33.53	NA	25.30	NA
Arizona	28.96	58,510	28.96	58,510	21.03 – 29.87 ^b	no
Arkansas	no	no	no	no	no	no
California	no	no	no	no	no	no
Colorado	33.83	49,900	35.20	49,900	23.77	no
Connecticut	no	no	no	no	no	no
Delaware	no	no	no	no	no	no
District of Columbia	no	no	no	no	no	no
Florida	32.31	c	no	no	no	no
Georgia	no	no	no	no	no	no
Hawaii	19.81	c	no	no	no	no
Idaho	28.96	47,850	28.9	47,850	23.77 – 29.87 ^b	no
Illinois	no	no	no	no	no	no
Indiana	32.31	57,790	31.85	5,779	17.68	no
Iowa	30.48	58,510	30.48	58,510	23.77 ^b	no
Kansas	33.22	54,430	33.22	54,430	no	no
Kentucky	no	no	no	no	no	no
Louisiana	no	no	no	no	no	no
Maine	no	no	no	no	no	no
Maryland	no	no	no	no	no	no
Massachusetts	31.70	57,790	no	no	no	no
Michigan	17.68	74,390	no	no	19.20	no
Minnesota	no	no	no	no	no	no
Mississippi	19.81	c	no	no	no	no
Missouri	33.53	d	33.22	d	no	no
Montana	28.35	62,510	30.48	59,450	26.82 – 31.39 ^b	no
Nebraska	28.96 ^e	43,090	28.96 ^e	c	20.73	no
Nevada	28.96	58,510	28.96	58,510	29.87	no
New Hampshire	no	no	no	no	no	no
New Jersey	no	no	no	no	no	no
New Mexico	f	39,190	no	no	no	no
New York	31.09	64,860	no	no	no	no
North Carolina	no	no	no	no	no	no
North Dakota	31.39	47,850	30.48	47,850	31.39	no
Ohio	31.09	57,790	28.96	52,160	no	no
Oklahoma	33.53	40,820	28.96	40,820	no	no
Oregon	20.73	47,850	29.26	47,850	21.46	no
Pennsylvania	no	no	no	no	no	no
Puerto Rico	no	no	no	no	no	no
Rhode Island	no	no	no	no	no	no
South Carolina	no	no	no	no	no	no
South Dakota	30.48	58,510	30.48	58,510	22.25 – 23.77 ^b	no
Tennessee	no	no	no	no	no	no
Texas	no	no	no	no	no	no
Utah	28.96	58,510	28.9	58,510	26.82 – 32.00 ^b	no
Vermont	no	no	no	no	no	no
(continued)						

Table 2B. Length & Weight Requirements of Vehicles Subject to the ISTEA “Freeze”
(continued)

State	Truck tractor and 2 trailing units		Truck tractor and 3 trailing units		Other (a)	
	Length (meters)	Weight (kilograms)	Length (meters)	Weight (kilograms)	Length (meters)	Weight (kilograms)
Virginia	no	no	no	no	no	no
Washington	20.73	47,850	no	no	20.73	no
West Virginia	no	no	no	no	no	no
Wisconsin	no	no	no	no	no	no
Wyoming	24.69	53,070	no	no	23.77 – 25.91 ^b	no

NA=Not applicable because Alaska has no Interstate highway system.

- a Other vehicles may include a truck towing one trailer, or a semitrailer and trailer; an automobile/boat transporter; or a saddlemount combination. Please refer to individual State listings found in 23 CFR Part 658, Appendix C, for detailed information about these “other” vehicles.
- b State submission includes multiple vehicles in this category. The values listed represent the range of cargo-carrying length for the vehicles covered by this regulation. For details on specific vehicle combinations, see 23 CFR 658 appendix C.
- c No maximum weight is established as this vehicle combination is not considered an “LCV” per the ISTEA definition. Florida’s combinations are not allowed to operate on the Interstate System, and the combinations for Hawaii, Mississippi, and Nebraska are not allowed to exceed 80,000 pounds.
- d Different weights apply to these two Missouri LCVs. The truck tractor and 2 cargo carrying units of 110 feet may weigh up to 120,000 pounds when entering the State from Kansas; 95,000 pounds when entering from Nebraska; and 90,000 pounds when entering from Oklahoma. The truck tractor and 3 cargo carrying units of 109 feet may weigh up to 120,000 pounds when entering from Kansas and 90,000 pounds when entering from Oklahoma.
- e 95 feet is allowed if combination units travel empty. Combination units carrying cargo are allowed 65 feet, except for those carrying seasonally harvested products, which are allowed cargo carrying length of 71.5 feet.
- f No maximum cargo-carrying length is established for this combination. Because State law limits each trailing unit to not more than 28.5 feet in length, this combination is allowed to operate on all NN routes under the authority of the STAA of 1982. The maximum weight listed is New Mexico’s maximum allowable gross weight on the Interstate System under the grandfather authority of 23 U.S.C. 127.



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October 2004

FHWA-HOP-04-022

EDL 14012

