

APPENDIX B TO PART 658—
GRANDFATHERED SEMITRAILER LENGTHS

State	Feet and inches
Alabama	53-6
Alaska	48-0
Arizona	57-6
Arkansas	53-6
California	¹ 48-0
Colorado	57-4
Connecticut	48-0
Delaware	53-0
District of Columbia	48-0
Florida	48-0
Georgia	48-0
Hawaii	48-0
Idaho	48-0
Illinois	53-0
Indiana	² 48-6
Iowa	53-0
Kansas	57-6
Kentucky	53-0
Louisiana	59-6
Maine	48-0
Maryland	48-0
Massachusetts	48-0
Michigan	48-0
Minnesota	48-0
Mississippi	53-0
Missouri	53-0
Montana	53-0
Nebraska	53-0
Nevada	53-0
New Hampshire	48-0
New Jersey	48-0
New Mexico	57-6
New York	48-0
North Carolina	48-0
North Dakota	53-0
Ohio	53-0
Oklahoma	59-6
Oregon	53-0
Pennsylvania	53-0
Puerto Rico	48-0
Rhode Island	48-6
South Carolina	48-0
South Dakota	53-0
Tennessee	50-0
Texas	59-0
Utah	48-0
Vermont	48-0
Virginia	48-0
Washington	48-0
West Virginia	48-0
Wisconsin	³ 48-0
Wyoming	57-4

¹ Semitrailers up to 53 feet may also operate without a permit by conforming to a kingpin-to-rear-most axle distance of 38 feet. Semitrailers that are consistent with 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.

² Semitrailers up to 53 feet in length may operate without a permit by conforming to a kingpin-to-rear-most axle distance of 40 feet 6 inches. Semitrailers that are consistent with 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.

³ 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 consistent with 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.

[53 FR 2599, Jan. 29, 1988, as amended at 54 FR 1931, Jan. 18, 1989; 62 FR 10181, Mar. 5, 1997; 72 FR 7749, Feb. 20, 2007]

APPENDIX C TO PART 658—TRUCKS OVER 80,000 POUNDS ON THE INTERSTATE SYSTEM AND TRUCKS OVER STAA LENGTHS ON THE NATIONAL NETWORK

This appendix contains the weight and size provisions that were in effect on or before June 1, 1991 (July 6, 1991 for Alaska), for vehicles covered by 23 U.S.C. 127(d) (LCV's) and 49 U.S.C. app. 2311(j) (commercial motor vehicles (CMV's) with 2 or more cargo-carrying units). Weights and dimensions are "frozen" at the values shown here, which were in effect on June 1, 1991 (Alaska, July 6, 1991). All vehicles are listed by configuration type.

Trucks Over 80,000 Pounds on the Interstate System

In the State-by-State descriptions, CMV combinations which can also be LCV's are identified with the letters "LCV" following the type of combination vehicle. The maximum allowable gross vehicle weight is given in this appendix (in thousands of pounds indicated by a "K"), as well as information summarizing the operational conditions, routes, and legal citations. The term "Interstate System" as used herein refers to the Dwight D. Eisenhower System of Interstate and Defense Highways.

Trucks Over STAA Lengths on the National Network

Listed for each State by combination type is either:

1. The maximum cargo-carrying length (shown in feet); or
2. A notation that such vehicle is not allowed (indicated by a "NO").

CMV's 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 table the left number is the maximum cargo-carrying length measured in feet from the front of the first cargo unit to the rear of the last cargo unit. This distance is not to include length exclusive devices which have been approved by the Secretary or by any State. Devices excluded from length determination shall only include items whose function is related to the safe and efficient operation of the semitrailer or trailer. No device excluded from length determination shall be designed or used for carrying cargo. The right number is the maximum gross weight in thousands of