

STATE OF NEVADA

FFY-2023

CERTIFICATION

OF

SIZE AND WEIGHT

ENFORCEMENT PLAN



Steve Sisolak
Governor

Kristina Swallow, P.E.
Director

PREPARED BY:
NEVADA DEPARTMENT OF TRANSPORTATION
TRAFFIC INFORMATION DIVISION

NEVADA DEPARTMENT OF PUBLIC SAFETY –
NEVADA STATE POLICE - HIGHWAY PATROL
DIVISION

IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
NEVADA DIVISION



OCTOBER 2022

Nevada Department of Transportation
1263 South Stewart St.
Carson City, Nevada 89712
(775) 888-7000

TABLE OF CONTENTS

	Page
I. <u>INTRODUCTION</u>	1
II. <u>FACILITIES AND EQUIPMENT</u>	2-3
A. Inspection/Weighing Facilities	2
B. Portable Scales	2
C. Weigh-In-Motion (WIM)	3
D. Certified Public Scales	3
III. <u>RESOURCES</u>	3-7
A. Agencies	3
B. NSP Personnel	3-5
C. NDOT Personnel	5-6
D. DMV Personnel	7
E. Local Law Enforcement	7
IV. <u>PRACTICES AND PROCEDURES</u>	7-10
A. Slow-speed WIM	7-8
B. Portable Scales	8
C. Weigh-in-Motion	8
D. Scheduling	9
E. Scale Bypassing	9
F. Off-Loading	9
G. Special Permit Procedure	9-10
H. Fast Act Compliance	10

TABLE OF CONTENTS

	Page
V. <u>GOALS</u>	10-17
A. Short Term	10-14
B. Medium Term	14-16
C. Long Term	16-17
D. Review & Update of Annual Plan	17
VI. <u>FUNDING</u>	17-18
VII. <u>EVALUATION</u>	18
VIII. <u>ATTACHMENTS</u>	

FISCAL YEAR 2023 VEHICLE SIZE AND WEIGHT ENFORCEMENT PLAN

Prepared by: Reese Rigsby, Vehicle Size and Weight Program Manager, Nevada Department of Transportation - Traffic Information Division.
Lt. Donald Plowman, Commercial Enforcement MCSAP Coordinator, Department of Public Safety - Nevada State Police - Highway Patrol Division.

I. INTRODUCTION

The Nevada Department of Transportation's (NDOT) Traffic Information Division and the Nevada State Police Highway Patrol Division (NSP) prepare a size and weight enforcement plan to discourage vehicles traveling on Nevada highways from exceeding the size and weight limits as specified by law. The Nevada State Police (NSP) is responsible for the enforcement of Federal and State vehicle size and weight laws. The Traffic Information Division is responsible for the collection and analysis of truck weight data that includes Weigh-in-Motion (WIM) activities. Through this cooperation, a data driven plan for size and weight enforcement is established on an annual basis. In addition, NDOT and the Department of Motor Vehicles (DMV) are responsible for issuing oversize/overweight vehicle permits.

In accordance with Title 23 CFR Part 657, the State of Nevada hereby submits the FFY-2023 Vehicle Size and Weight Enforcement Plan. This annual enforcement plan is based on current data analysis and available resources for vehicle size and weight enforcement. The State of Nevada shall certify to the Federal Highway Administrator before January 1, 2023, that it is enforcing all state laws for allowable size and weight limits on the National Highway System, along with all other Primary Routes and State Routes, both urban and rural, in accordance with 23 USC 127. The certification will be supported by activities and results achieved during the Enforcement Plan year.

II. FACILITIES AND EQUIPMENT

A. INSPECTION LOCATIONS

Nevada has inspection/weighing facilities at the following locations:

1. IR-080 EB near mile marker WA-4.00 (7 miles west of Reno) *
2. IR-080 EB near mile marker WA-42.00 (6 miles west of Wadsworth) *
3. IR-080 EB near mile marker EL-34.00 (10 miles east of Elko) *
4. IR-080 WB near mile marker EL-34.00 (10 miles east of Elko) *
5. IR-015 NB near mile marker CL-25.00 (10 miles south of Las Vegas) *
6. IR-015 SB near mile marker CL-61.00 (10 miles north of Las Vegas) *
7. US-395 NB near mile marker WA-40.50 (14 miles north of Reno) *
8. US-395 SB near mile marker WA-40.50 (14 miles north of Reno) *
9. SR-766 NB near mile marker EL-2.50 (1.5 miles north of Carlin)
10. US-006 WB near mile marker WP- 37.00 (1.0 miles west of Ely)
11. SR227 SB near mile marker EL-6.00 (4 miles south of Elko)
12. I-11 NB near mile marker CL-10 (6 miles north of Boulder City)

Note: These locations do not have permanent scales. Sites followed by an asterisk (*) are improved permanent fixed locations dedicated to Commercial Motor Vehicle (CMV) inspection and weight enforcement. All other sites are chain pull out areas that may be used as inspection sites. See attachment #1 for statewide map of locations.

B. PORTABLE SCALES

Portable scales are carried in NSP Commercial Enforcement Patrol Vehicles and used during mobile roving enforcement stops on vehicles suspected of being overweight. Each Commercial Enforcement officer is equipped with 6 portable scales and each Sergeant is equipped with 4 portable scales. NSP currently has 218 Haenni WL 101 and 46 Intercomp LP 788 Scales.

C. WEIGH-IN-MOTION (WIM)

NSP utilizes six sets of Haenni WL 103 XL and one set of Intercomp LS630 Slow-Speed WIM portable scales at semi-improved fixed locations (refer to page 2 - locations), during commercial enforcement operations to screen vehicles that pass through the site. These scales are easily transported and can be utilized on any flat surface with adequate ingress and egress for commercial vehicles. NSP currently has two operational WIM scales. It is undetermined when the non-functioning WIM's will be repaired.

D. CERTIFIED PUBLIC SCALES

Public scales are located throughout the State. Certain scale owners allow NSP to use their facilities, free of charge, for weight enforcement purposes. The use of these scales account for less than 1% of all weight enforcement activity.

III. RESOURCES

A. AGENCIES

1. The Nevada Department of Public Safety, Nevada State Police, Highway Patrol Division.
2. The Nevada Department of Transportation, Administrative Services Division, Over Dimensional Vehicle Permits Section.
3. The Nevada Department of Transportation, Traffic Information Division, Vehicle Size & Weight Section.
4. The Nevada Department of Motor Vehicles, Motor Carrier Division.

B. NSP PERSONNEL

1. NEVADA STATE POLICE/HIGHWAY PATROL

NSP - The NSP commercial enforcement section is responsible for conducting oversize/overweight enforcement activities on the National Highway System routes, primary routes, secondary routes and surface streets. The Nevada State Police commercial enforcement section consists of forty-three trooper positions, plus seven sergeant positions and three lieutenant positions for a grand total of fifty-three commercial

positions. The Nevada State Police is experiencing staff shortages to include commercial enforcement personnel. Currently, there are 15 vacancies in commercial enforcement throughout the state. As work force increases for the department, the commercial enforcement vacancies may be filled.

The NSP commercial enforcement positions are dispersed at the following locations throughout the State of Nevada:

Southern Commands Region – 18 commercial positions

14 Troopers, 3 Sergeants and 1 Lieutenant -

17 stationed in Las Vegas

1 stationed in Alamo

5 current Trooper vacancies

Northern Command West Region – 17 commercial positions

14 Troopers, 2 Sergeants and 1 Lieutenant

12 stationed in Reno

4 stationed in Carson City

1 stationed in Fallon area

5 current Trooper vacancies

Central Command East Region – 13 commercial positions

10 Troopers, 2 Sergeants and 1 Lieutenant

12 stationed in Elko

1 stationed in Winnemucca

5 current Trooper vacancies

Commercial Troopers are initially trained in weight enforcement operations when assigned to the commercial enforcement section. This training is comprised of both

classroom and on the job training. The classroom training is a one-day course covering Nevada specific weight laws, weighing practices and Nevada over-dimensional regulations/permits (refer to Chapter 484D of the Nevada Revised Statutes (NRS) and the Nevada Administrative Code (NAC) located in attachment #2, #4 and #6). On the job training continues for three months upon being assigned to the commercial enforcement section.

Commercial Troopers are scheduled to work weight enforcement activities at locations and times based on overweight data provided by the NDOT Traffic Information Division. In addition, weight enforcement scheduling at the operational level, is based on local and seasonal activities such as mining, ranching, construction and farming.

NSP Commercial Personnel are also responsible for enforcement activities outlined in the Federal Motor Carrier Safety Assistance Program (MCSAP) grant, the State dyed fuel roadside enforcement program and all Nevada Statutes related to commercial truck enforcement in addition to traffic enforcement duties. Weight enforcement constitutes approximately 12% of all officer's and sergeant's time. This percentage is based on 45 officers and sergeants statewide assigned to the commercial enforcement section and the time dedicated to secondary roadway enforcement and WIM operations. The three Lieutenant positions do not carry portable scales or conduct WIM operations.

C. NDOT PERSONNEL

1. **TRAFFIC INFORMATION DIVISION** - Two Electronics Technicians and three Transportation Analysts within the Traffic Information Division contribute to the operation and maintenance of Nevada's Vehicle Size and Weight Monitoring program on a periodic basis. Overweight truck data is forwarded to the Nevada State Police Commercial Enforcement section on a monthly basis for developing enforcement strategies.
2. **HIGH SPEED WEIGH-IN MOTION SYSTEMS** – These systems are used for data collection:

- As recommended in the FHWA Traffic Monitoring Guide (TMG),
- Establishing weight enforcement priorities,
- Producing facts and figures relative to vehicle size and weight and
- Aiding in road design and maintenance strategies.

3. ADMINISTRATIVE SERVICES DIVISION – Two full-time oversize/overweight permit agents and one supervisor are assigned to process permits for non-divisible vehicles, to provide operators with routing instructions and conditions, advise trucking industry representatives and staff, and provide regulatory oversight. In addition to the two full-time permitting agents, NDOT has an online application process. This process allows the industry to apply for permits 24 hours a day. The online application process now encompasses 99% of all permits issued. The Deputy Chief of Administrative Services and the Over Dimensional Vehicle Permits supervisor manage related statutes and regulations, provide liaison with local and state government and industry representatives, and coordinate highway transport issues through various statewide planning and advisory committees, as well as the highway transport subcommittees of the American Association of State Highway and Transportation Officials and the Western Association of State Highway and Transportation Officials. The NDOT over dimensional permitting office has a free booklet available on Nevada Traffic Laws for Size, Weight & Load. This booklet is also available on the Nevadadot.com website as a PDF. The industry can also find the following pertinent information: current statutes and regulations, escort information and guidelines, hazardous material and radioactive material information, general permit instructions, and restrictive maps.

D. DMV PERSONNEL

1. MOTOR CARRIER DIVISION - As a service to the trucking industry, over-length and overweight permits for divisible vehicles exceeding 70 feet can be issued at the time of registration. Fifteen people within this division handle the registration of commercial vehicles. They are responsible for all facets of registration including titles and licensing for all interstate and intrastate commercial vehicles in excess of 10,000, HVUT and USDOT verification, fuel tax and quarterly tax collection.

E. LOCAL LAW ENFORCEMENT

1. As per NRS484D.675, all “category I” police officers and inspectors employed by departments in counties are authorized to enforce commercial motor vehicle weight laws within their own jurisdiction.

IV. PRACTICES AND PROCEDURES

The State of Nevada does not have ports of entry, scale houses or any other type of fixed facility with permanent equipment such as static scales, WIM, Dimension in Motion (DIM), buildings or inspection bays. There are currently no fixed facilities that provide weight coverage entering Nevada from California on either I-80 or I-15. Nevada is conducting research to better inform our state on the merits of constructing fixed weighing facilities.

The Laws pertaining to size and weight are located in Chapter 484D of the Nevada Revised Statutes (NRS) (reference attachment #2).

A. Weight Enforcement operations that utilize Slow-Speed WIM during commercial vehicle inspections.

The Nevada State Police has six sets of Haenni scales and one set of Intercomp Slow-Speed WIM scales for use by commercial enforcement. Two sets of Haenni scales are assigned to Las Vegas, two sets of Haenni scales are assigned to Reno and two sets of Haenni scales and one set of Intercomp scales are assigned to Elko. These scale systems are used to screen and weigh trucks on the interstate highway

system and secondary roadway system at paved locations throughout the state where commercial vehicles can be safely weighed and inspected. Currently, five sets of the Haenni scales need repair and have been sent back to the manufacturer for diagnosis. Given the age of the scales, it is expected that some of the scales may be beyond repair. At the current time, only Elko and Reno have a functioning set of portable WIM scales. The WIM scales are transported in the trooper's unit to locations in Nevada (reference attachment #1) where NSP conducts periodic commercial vehicle inspections and weight enforcement. The commercial vehicle inspection activities and weight enforcement operations are scheduled on various days and times to prevent drivers from knowing when the sites are open. Commercial Enforcement Personnel take enforcement action on overweight vehicles and utilize the Nevada Revised Statute fine structure.

B. Portable Scales

Six Portable scales are carried in commercial enforcement patrol vehicles and used during mobile roving enforcement stops on vehicles suspected of being overweight. Officers are assigned on a daily or weekly basis to work mobile roving weight enforcement utilizing portable and available public scales.

The overweight statistics provided by the Traffic Information Division aid in scheduling times and locations for enforcement efforts. Portable scales are also used on bypass routes when inspection activities are in operation on the Interstate highways and secondary roads. Officers are assigned, on a monthly basis, to conduct roving weight enforcement on secondary roadways and other locations where trucks are known to be operating in violation.

C. WIM

Nine (9) permanent high-speed weigh-in-motion locations are monitored daily and collect data in all but extreme weather on a continuous basis. Overweight reports from these sites are provided to NSP and may be used for enforcement planning purposes. The WIM sites on I-11 near Boulder City, I-80 near Osino and I-15 near Jean provide real time information that allows NSP to monitor and screen CMV's for enforcement purposes.

D. Scheduling

The Nevada State Police commercial enforcement section plans its weight enforcement efforts based on commercial vehicle volumes, NDOT overweight vehicle data and weather. Each Command region generates a monthly schedule that includes weight enforcement operations. On average, the Las Vegas, Reno and Elko commands plan to conduct two check site operations per week for a minimum duration of 4 hours per operation.

E. Scale By-Passing

Bypass problems are minimal in Nevada due to the small number of alternative or bypass routes. During extended site activity mobile roving enforcement officers with portable scales cover possible bypass routes. In addition, designated officers are assigned as chase units at check site operations for CMV's that fail to stop at open check site operations. Nevada utilizes Drivewyze™ PreClear technology at all check site operations for credential prescreening.

F. Off-Loading

Off-loading of divisible loads is at the discretion of the Nevada State Police, for vehicles that exceed their maximum allowable axle or gross weight. In making this determination, the trooper considers the type of load, location, safety, security and magnitude of overweight. The vehicle may be allowed to continue to its destination with its full load if it exceeds its maximum allowable axle or gross weight, but penalties still apply. When off-loading is required, the material must be left in a suitable place and cared for by the carrier at their expense. Administrative guidelines were developed and provided to all sworn personnel in the Nevada State Police via memorandum on 6-21-19 (reference attachment # 3).

G. Special Permit Procedures

Since 1951 both the Nevada Department of Transportation and the Department of Motor Vehicles have been issuing oversize/overweight permits with a stated condition by NRS that no permits may be issued that would prevent Nevada from receiving Federal funds for highway purposes (reference attachments #4 and #5). Any gross weight in excess of 80,000 pounds requires a permit on the interstate system in accordance with the Federal Bridge Formula. NDOT issues permits

in accordance with NRS 484D, NAC 484D, LOI's and Policies and Procedures. Permits specify whether loads are divisible or non-divisible.

Enforcement of over-dimensional vehicle permits is conducted on a random basis, including in some cases pre-movement inspection to ensure compliance with permit provisions. A management review of practices will continue and changes will be made as necessary to provide for efficient permit issuance procedures that will facilitate quality weight enforcement efforts. NDOT and DPS/NSP will continue to review Nevada's permit rules and regulations relative to over-dimensional vehicles to ensure compliance with current State and Federal laws and policies dealing with truck size and weight.

H. Fast Act Compliance

All the specific size and weight exemptions outlined in the FAST Act that applied to Nevada were addressed in the 2019 Legislative Session. All exemptions passed the Legislature and were signed into law (reference attachment #2).

V. Goals

A. Short Term (October 1, 2022 - September 30, 2023)

NSP

1. NSP certifies portable scales annually. Scales are certified in accordance with the Nevada Department of Agriculture, Weights & Measures standards.
2. Screen 19,845 vehicles utilizing Slow-Speed Weigh-in-Motion technology on the Interstate system from October 1, 2022 to September 30, 2023. This method of screening the entire truck traffic stream for overweight violators has resulted in significantly more effective identification of weight violators while compliant vehicles were not weighed needlessly. Reduction of manpower and lack of equipment may affect NSP's ability to achieve this goal.
3. Expend 8,400 man-hours conducting mobile roving weight enforcement (MRE) on other certified public roads utilizing portable WIM and public

scales. The achievement goal for this activity is based on time spent, as opposed to actual trucks weighed. This is due to the fact that truck volumes on non-interstate roads fluctuate dramatically and assigning a number for trucks weighed would be arbitrary. Consequently, as past history has shown, it is believed that MRE is best deployed and measured with emphasis on “time spent”. Reduction of manpower and lack of equipment may affect NSP’s ability to achieve this goal.

4. The Las Vegas, Reno and Elko Commands will conduct 1 refresher training class in FFY 2023 for all troopers assigned to commercial enforcement.
5. Continue utilizing the Safety and Fitness Electronic Records (SAFER) System. This system provides access to concise electronic records of a carrier’s identification, size, commodity and safety history.
6. During FFY 2023 work with NDOT to improve current Interstate and secondary weight inspection locations.
7. Upon request from Local Law Enforcement, train Category I peace officers in vehicle weight enforcement as required by NRS 484D.675 subsection 5.
8. Participate in implementing changes recommended by the FHWA based on the 2020/2021 Truck Size & Weight Program Review.
9. Participate in an RFP designed to improve the state’s enforcement effort.

DMV (Motor Carrier Division)

1. Issue registration for all interstate and intrastate commercial motor vehicles in excess of 10,000 pounds. Vehicles operated at weights between 80,001-129,000 may declare the additional weight at the time of registration and pay the additional fees. The declared weight and payment of registration fees will deem the vehicle operator “permitted” for any legal reducible combination in excess of 70 feet in length. Vehicle combinations must meet bridge formulas.

2. Participate in implementing changes recommended by the FHWA based on the 2020/2021 Truck Size & Weight Program Review.
3. Participate in an RFP designed to improve the state's enforcement effort.

NDOT

1. Use Weigh-in-Motion (WIM) technology statewide at our permanent sites to develop overweight reports to be used in establishing enforcement strategies and to report the findings to NSP on a monthly basis.
2. NDOT will review all funded projects which are currently in the design process for possible inclusion of a WIM site into our established sample plan.
3. Continue to issue permits for non-divisible oversized/overweight vehicles and for divisible overweight vehicles 70 feet and less in length. The Laws pertaining to permitting of oversize and overweight vehicles are located in Chapter 484D of the Nevada Revised Statutes (NRS) (reference attachment #2).
4. Participate in implementing changes recommended by the FHWA based on the 2020/2021 Truck Size & Weight Program Review.
5. Encourage active participation of NDOT Freight Planning in the Truck Size and Weight program. This will allow for better integration with the Freight Plan and a more cohesive approach in freight planning.
6. Continue working on a Request for Proposal to investigate stakeholder perspectives on the efficacy of commercial vehicle safety, and size & weight regulation and enforcement in Nevada. The Nevada Department of Transportation has hired Atkins North America, Inc. to conduct a series of interviews and work sessions with various sections within the DEPARTMENT who play a role in planning, scoping, design, and

construction of highway projects. The following topics are being studied during this process.

- Analyze the current process of evaluating and incorporating size and weight enforcement infrastructure into NDOT construction projects. Use the 2020/2021 FHWA Program Review and input into the analysis. Make recommendations for process improvements, presenting multiple options and describing the pros and cons of each.
 - Analyze NDOT's current size and weight enforcement resources, processes, and interdependencies with other agencies. Through collaboration with the stakeholders: Nevada Department of Transportation; Nevada Department of Agriculture; Department of Motor Vehicles; and Nevada State Police, document their needs, obstacles, and proposed solutions relative to effective commercial vehicle weight enforcement. Hold meetings with stakeholders to discuss weight enforcement strategies needed to overcome these obstacles. Evaluate the effectiveness of the actions of NDOT and other agencies in contributing to size and weight enforcement in the state of Nevada, especially as they relate to the FHWA requirements of NDOT in preserving Federal funding.
 - Analyze the current Federal, State, and Local laws and regulations for size and weight enforcement. Identify strengths and weaknesses. Make recommendations to State and Local laws and regulations that would promote size and weight enforcement. Evaluate current commercial enforcement activities on Nevada highways, laws and regulations for fines and penalties, to whom such fines and penalties are paid, and the actions within the judicial system related to such fines and penalties.
7. Objectively implement the findings and/or recommendations from the Request for Proposal to build upon the work accomplished and reported to

NDOT. Evaluate and implement change within the construction process to incorporate the needs of all size and weight enforcement into construction planning, with involvement of the stakeholders required to carry out efficient size and weight enforcement in Nevada.

8. On an annual basis review existing vehicle size and weight legislation in the Nevada Revised Statutes (NRS) Section 484D and the Nevada Administrative Code (NAC) to ensure compliance with federal requirements to clarify and update existing language, and to propose such changes or modifications as will aid the enforcement of vehicle size and weight law and promote the safe operation of vehicles on Nevada's roadways.

B. Medium Term (October 1, 2023 - September 30, 2027)

NSP

1. Work with NDOT so that future WIM locations may be selected and placed in areas that will allow better screening/weighing opportunities for the NSP in its enforcement effort.
2. Work with NDOT to purchase two portable, wireless Bluetooth WIM scales sets to be utilized on secondary routes for weight enforcement screening.
3. In state Biennium 2025-2026, replace 118 portable scales as funding permits.

DMV (Motor Carrier Division)

1. Work with NDOT and NSP to create one system in which all Motor Carrier Permits can be purchased. This would help to create better customer service which in turn would ensure customers and state agencies are better able to comply with federal size and weight laws as well as all motor carrier permitting laws within Nevada.

NDOT

1. On an annual basis review existing vehicle size and weight legislation in the Nevada Revised Statutes (NRS) Section 484D and the Nevada Administrative Code (NAC) to ensure compliance with federal requirements to clarify and update existing language, and to propose such changes or modifications as will aid the enforcement of vehicle size and weight law and promote the safe operation of vehicles on Nevada's roadways.
2. Continue to support NSP enforcement efforts by working to provide inspection facility maintenance and improvements that will enhance the operation and safety of vehicle size and weight inspections.
3. Study the impact of overweight vehicles on Nevada's highways relative to maintenance costs and determine whether current divisible and non-divisible vehicle permit fees provide adequate offset or need to be reviewed and revised.
4. Objectively implement the findings and/or recommendations from the Request for Proposal to build upon the work accomplished and reported to NDOT. Evaluate and implement change within the construction process to incorporate the needs of all size and weight enforcement into construction planning, with involvement of the stakeholders required to carry out efficient size and weight enforcement in Nevada.
5. Consider construction of one permanent, continuous, virtual WIM system each year. These systems are to be used by NDOT, and NSP to improve the enforcement effort on the Interstate and primary systems. These sites are selected in accordance with the 2016 Traffic Monitoring Guide to assure coverage of groups of roadways, which have analogous commercial vehicle weight characteristics.
6. NDOT has added plans into the Statewide Transportation Improvement

Program (STIP) to construct a weight and inspection facility on I-15 in Southern Nevada within the next 4 years.

7. Allow access to the NSP for read only version of the over dimensional permit system, allowing all law enforcement access to the most current permitting conditions.
8. Implement an enhanced over-dimensional vehicle permitting system that improves user interface and efficiency and incorporates highway and bridge specifications, temporary road restriction information, and routing functions. The system will include more comprehensive, robust, state-wide data collection, reporting and analysis and allows for limited Internet-based route analysis, self-application and self-permitting.

C. Long term (After October 2027)

NSP

1. Increase weight enforcement activities by 5% as staffing levels permit.
2. Maintain the quantity of portable scales per officer at six.

NDOT

1. Consider construction of one permanent, continuous, virtual WIM system each year. These systems are to be used by NDOT, and NSP to improve the enforcement effort on the Interstate and primary systems. These sites are selected in accordance with the 2016 Traffic Monitoring Guide to assure coverage of groups of roadways, which have analogous commercial vehicle weight characteristics.
2. Investigate the feasibility of application and enforcement of reduced weight limits on specific low volume roadways that have been built to minimum pavement standards.
3. Investigate feasibility of improving existing pullouts to accommodate static weighing of suspected overweight violators.

4. On an annual basis review existing vehicle size and weight legislation in the Nevada Revised Statutes (NRS) Section 484D and the Nevada Administrative Code (NAC) to ensure compliance with federal requirements to clarify and update existing language, and to propose such changes or modifications as will aid the enforcement of vehicle size and weight law and promote the safe operation of vehicles on Nevada's roadways.

D. Review and Update of the Annual Plan

The NSP, DMV, and NDOT have established a working task force who on a quarterly basis evaluate traffic data, commodity studies, and enforcement activity data to determine what future actions should be addressed to be more effective and efficient in the preparation of the Annual Size and Weight Enforcement Plan.

VI. FUNDING

NEVADA STATE POLICE – As of September 30th, 2021, the commercial enforcement sections annual total costs are \$5,056,022. This includes officer salaries, equipment, vehicles and other indirect costs. 12% or \$ 606,723 is the dollar amount dedicated to the size and weight enforcement program. NSP has a budget for scale repair and certifications totaling \$9,800. NSP prepares the State bi-annual budget for portable and WIM scales on an as need basis.

NEVADA DEPARTMENT OF TRANSPORTATION – The department allocates about \$5,000 annually toward Nevada's Vehicle Size and Weight enforcement effort. These expenses include salaries, travel, and office supplies. Three years ago NDOT contributed \$200,000 for a Request For Proposal (RFP) designed to assist in improving the states enforcement effort. NSP is currently working with NDOT to locate a permanent funding mechanism to help fund the purchase of portable scales as well as fixed scale facilities to assist NSP in their weight enforcement efforts.

NDOT ADMINISTRATIVE SERVICES DIVISION – The Administrative Division dedicates approximately \$198,000 annually to the enforcement effort. These expenses

include, but are not limited to, salaries, permitting, travel, and office supplies.

DMV – The Motor Carrier Division dedicates approximately \$10,000 to the state’s enforcement effort. This estimate includes salaries, materials, and office supplies for the primary positions that process LCV registrations.

TOTAL – The total budget of all parties involved in the enforcement effort for the state of Nevada is currently \$829,523 annually.

VII. EVALUATION

Evaluation of Nevada’s enforcement plan is founded on the ability to meet or exceed our projected goals while being diversified in weigh schedules and locations of enforcement efforts, to discourage overweight vehicles. The effectiveness of our weight enforcement efforts are determined by weight-enforcement activity data from the previous years. As outlined in the practices and procedures portion of the plan, it is believed that fixed locations that operate on a continual basis are known areas where noncompliant overweight trucks bypass with alternate routes. Due to this fact, Nevada focuses our efforts and resources primarily on Mobile Roving Enforcement (MRE) on secondary roadway systems. Historical data supports our enforcement strategy; last year Nevada statically weighed 91 trucks on the interstate system with 29 violations which reflects a 32% ratio of weighed verses violations. On secondary systems 161 trucks were statically weighed with 100 violations which reflect a 62% ratio of trucks weighed verses violations. The previous four years reflect similar results for the ratio statically weighed verses violations; 2020 interstate was 36% with secondary at 37%, 2019 interstate was 23% with secondary at 33%, 2018 interstate was 55% with secondary at 52% and in 2017 the interstate was 27% and the secondary was 51%. All agencies involved in the enforcement effort for Nevada continue to meet on a quarterly basis in an attempt to improve statewide enforcement efforts.

VIII. ATTACHMENTS

DP: RDR

cc: Enos Han, FHWA

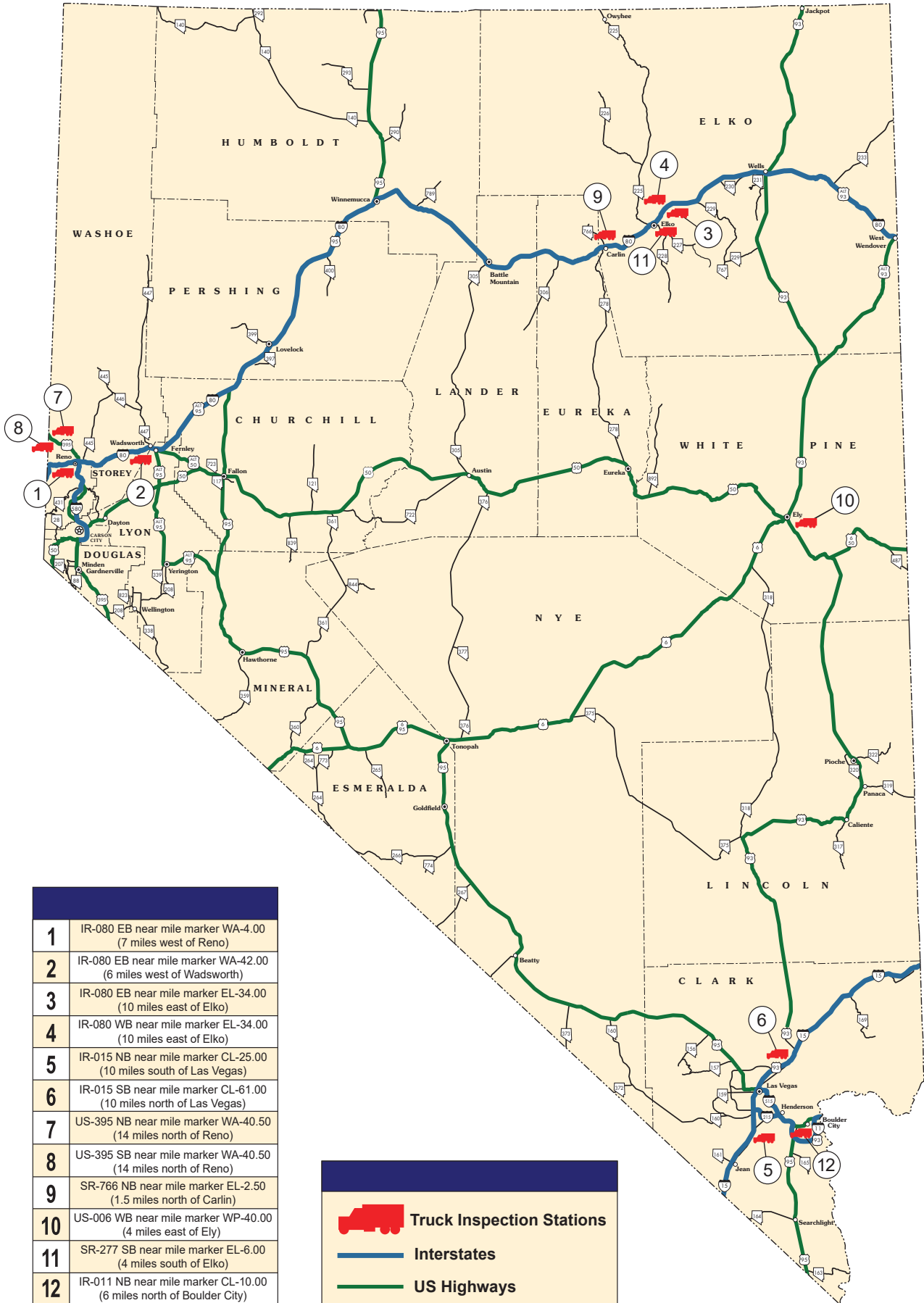
Attachments: 6

GLOSSARY OF TERMS

CFR	-Code of Federal Regulations
CVISN	-Commercial Vehicle Information Systems and Networks
DMV	-Department of Motor Vehicles
DPS	-Department of Public Safety
FHWA	-Federal Highway Administration
FMCSA	-Federal Motor Carrier Safety Association
MCSAP	-Motor Carrier Safety Assistance Program
MRE	-Mobile Roving Enforcement
NAC	-Nevada Administrative Code
NSP	-Nevada State Police
NHS	-National Highway System
NDOT	-Nevada Department of Transportation
NRS	-Nevada Revised Statutes
PCN	-Position Control Number
SAFER	-Safety and Fitness Electronic Records
TMG	-Traffic Monitoring Guide
WIM	-Weight-In-Motion

Attachment #1

Nevada Truck Inspection Stations



1	IR-080 EB near mile marker WA-4.00 (7 miles west of Reno)
2	IR-080 EB near mile marker WA-42.00 (6 miles west of Wadsworth)
3	IR-080 EB near mile marker EL-34.00 (10 miles east of Elko)
4	IR-080 WB near mile marker EL-34.00 (10 miles east of Elko)
5	IR-015 NB near mile marker CL-25.00 (10 miles south of Las Vegas)
6	IR-015 SB near mile marker CL-61.00 (10 miles north of Las Vegas)
7	US-395 NB near mile marker WA-40.50 (14 miles north of Reno)
8	US-395 SB near mile marker WA-40.50 (14 miles north of Reno)
9	SR-766 NB near mile marker EL-2.50 (1.5 miles north of Carlin)
10	US-006 WB near mile marker WP-40.00 (4 miles east of Ely)
11	SR-277 SB near mile marker EL-6.00 (4 miles south of Elko)
12	IR-011 NB near mile marker CL-10.00 (6 miles north of Boulder City)

 **Truck Inspection Stations**

 **Interstates**

 **US Highways**

SIZE, WEIGHT AND LOAD

GENERAL RESTRICTIONS AND EXEMPTIONS; PERMITS

NRS 484D.600	Prohibited acts concerning size or weight of vehicle; special permit; emergencies; exceptions.
NRS 484D.605	Height of vehicle: Maximum heights with load; exception; unlawful acts.
NRS 484D.610	Height of vehicle: Maximum ground clearance; exceptions.
NRS 484D.615	Length of vehicle: Restrictions; special permit; exceptions.
NRS 484D.620	Length of vehicle: Penalty. [Effective through December 31, 2022.]
NRS 484D.620	Length of vehicle: Penalty. [Effective January 1, 2023.]
NRS 484D.625	Authorized movement of vehicle on public highway in excess of limits on size and weight; permit; fee.
NRS 484D.630	Operation of motor vehicle exceeding its declared gross weight unlawful.
NRS 484D.635	Maximum weight of vehicle on any axle or per tire; exceptions.
NRS 484D.640	Limitations on weight for vehicle used by licensed hauler of garbage and refuse.
NRS 484D.645	Limitations on weight for vehicle used by regional transportation commission or its contractor to provide public mass transportation; exception for certain vehicles used as part of demonstration project; definitions.
NRS 484D.650	Measurement of distance between axles.
NRS 484D.655	Reduction of maximum weight limits: Authority and duties of Director of Department of Transportation; factors to be considered by Department of Transportation before reduction.
NRS 484D.660	Applicability of limits on weight to federal highways; reduction of limits by Department of Transportation or governing body of city or county.
NRS 484D.665	Certain larger vehicles prohibited from traveling on State Route 159; duty of Department of Transportation to erect certain markers; exceptions.
NRS 484D.670	Exemption for traction engine and tractor; circular metal band required.
NRS 484D.675	Enforcement by law enforcement agencies; weighing; requiring removal of excess load; penalty.
NRS 484D.680	Fines for violations of limits on weight. [Effective through December 31, 2022.]
NRS 484D.680	Civil penalties for violations of limits on weight. [Effective January 1, 2023.]
NRS 484D.685	Maximum width of vehicle; permit for increased size or weight.
NRS 484D.690	Maximum width of bus.
NRS 484D.695	Maximum width of recreational vehicle.
NRS 484D.700	Maximum width of trailer, semitrailer, special mobile equipment or equipment for construction or maintenance of highway.
NRS 484D.705	Width of load of loosely piled agricultural products; restrictions for implement of husbandry moved over highway.
NRS 484D.710	Applicability of limits on width to federal highways.
NRS 484D.715	Permit for movement of oversized manufactured or mobile home or similar structure: Requirements; conditions; regulations.
NRS 484D.720	Permit for movement of oversized manufactured or mobile home or similar structure: Waiver; additional requirements and conditions; designation of highways; regulations.
NRS 484D.725	Permit to operate or move vehicles with oversized loads.
NRS 484D.730	Contents of application for permit.
NRS 484D.735	Continuous and multiple trip-limited time permits: Maximum weight per axle; fee for investigation; revocation; new application; Department of Transportation to consider recommendation of city or county.
NRS 484D.740	Carrying and inspection of permit.

UNLAWFUL ACTS; PENALTIES

NRS 484D.745	Penalties for operation of oversized or overweight vehicle without permit or in violation of permit. [Effective through December 31, 2022.]
NRS 484D.745	Penalties for operation of oversized or overweight vehicle without permit or in violation of permit. [Effective January 1, 2023.]

REGIONAL ADVISEMENT IN COUNTIES WHOSE POPULATION IS 700,000 OR MORE

NRS 484D.800	Regional advisory committee: Creation; matters subject to recommendation; membership; terms of members; vacancies; members serve without compensation.
NRS 484D.810	Duties of regional advisory committee; duties of Department of Transportation.

MISCELLANEOUS PROVISIONS

NRS 484D.850	Load on vehicle.
NRS 484D.855	Regulations: Loading and securing loads; safety chains and cables for combinations of vehicles.
NRS 484D.860	Display of red lights or flag on load.

SIZE, WEIGHT AND LOAD

General Restrictions and Exemptions; Permits

NRS 484D.600 Prohibited acts concerning size or weight of vehicle; special permit; emergencies; exceptions.

1. Except as otherwise provided in this section, a person shall not drive, move, stop or park any vehicle or combination of vehicles, and an owner shall not cause or knowingly permit any vehicle or combination of vehicles to be driven, moved, stopped or parked, on any highway if the vehicle or combination of vehicles exceeds in size or weight or gross loaded weight the maximum limitation specified by law for that size, weight and gross loaded weight unless the person or owner is authorized to drive, move, stop or park the vehicle or combination of vehicles by a special permit issued by the proper public authority.

2. If the Department of Transportation or a local law enforcement agency determines that an emergency exists, the Department or the local law enforcement agency may authorize a person to drive, move, stop or park a vehicle or combination of vehicles without obtaining a special permit pursuant to subsection 1. Such an authorization may be given orally and may, if requested by a local law enforcement agency or a public safety agency, include driving or moving the vehicle or combination of vehicles to and from the site of the emergency. If a person receives such an authorization, the person shall, on the next business day after receiving the authorization, obtain a special permit pursuant to subsection 1.

3. This section does not apply to:

(a) Fire apparatus, highway machinery, snowplows or other emergency vehicles temporarily moved upon a highway.

(b) An implement of husbandry temporarily moved upon a highway other than an interstate highway or a controlled-access highway.

(c) A covered heavy-duty tow and recovery vehicle moved upon a highway to remove a disabled heavy vehicle from the highway or the shoulder of the highway to the nearest appropriate repair facility or other safe location where the load may be divided.

4. As used in this section:

(a) "Covered heavy-duty tow and recovery vehicle" has the meaning ascribed to it in 23 U.S.C. § 127.

(b) "Emergency vehicle" has the meaning ascribed to it in 23 U.S.C. § 127.

(Added to NRS by [1969, 1507](#); A [2001, 1507](#); [2005, 72](#); [2015, 1120](#); [2019, 292](#))—(Substituted in revision for NRS 484.737)

NRS 484D.605 Height of vehicle: Maximum heights with load; exception; unlawful acts.

1. Except as otherwise provided in subsections 2, 3 and 4, a vehicle must not be operated on any highway of this State if its height, including any load, exceeds 14 feet measured from the surface on which the vehicle stands.

2. The maximum permissible height of a load of baled hay is 15 feet measured from the surface on which the vehicle carrying the load stands.

3. The Department of Transportation shall issue a continuing permit, upon application, to the operator of a vehicle whose height without load exceeds the limit imposed by subsection 1 if the vehicle was registered and in operation on the highways of this State on April 15, 1973. Any such permit must provide only for the operation of the vehicle over those portions of the highways of this State over which it was customarily operated on April 15, 1973, and until it is replaced by another vehicle.

4. It is unlawful to operate a vehicle governed by any of the provisions of subsection 1, 2 or 3 over any portion of a highway where the free clearance of any structure or encroachment is less than the actual height of the vehicle and load.

(Added to NRS by [1973, 441](#); A [1979, 1807](#); [2021, 37](#))—(Substituted in revision for NRS 484.738)

NRS 484D.610 Height of vehicle: Maximum ground clearance; exceptions.

1. A motor vehicle must not be operated on any highway of this State if the lowest portion of its body, as measured from the surface on which the vehicle stands, exceeds, for passenger cars, 24 inches, and for a truck or other motor vehicle having manufacturer's gross vehicle weight rating:

(a) Of 4,500 pounds or less, 28 inches.

(b) Of more than 4,500 pounds but less than 7,501 pounds, 30 inches.

(c) Of 7,501 pounds but less than 10,001 pounds, 32 inches.

2. The measurement taken to determine compliance with this section must be taken from level ground to a portion of the body or parts attached to the body which have not been added or altered from the manufacturer's original body design.

3. This section does not apply to a motor vehicle which:

- (a) Was manufactured before 1935; or
- (b) Has a manufacturer's gross vehicle weight rating of 10,001 pounds or more.

(Added to NRS by [1987, 1472](#))—(Substituted in revision for NRS 484.7385)

NRS 484D.615 Length of vehicle: Restrictions; special permit; exceptions.

1. Except as otherwise provided in subsection 2, the length of a bus may not exceed 45 feet and the length of a motortruck may not exceed 40 feet.

2. A passenger bus which has three or more axles and two sections joined together by an articulated joint with a trailer which is equipped with a mechanically steered rear axle may not exceed a length of 65 feet.

3. Except as otherwise provided in subsections 4, 7 and 9, no combination of vehicles, including any attachments thereto coupled together, may exceed a length of 70 feet.

4. The Department of Transportation, by regulation, shall provide for the operation of combinations of vehicles in excess of 70 feet in length. The regulations must establish standards for the operation of such vehicles which must be consistent with their safe operation upon the public highways and with the provisions of 23 C.F.R. § 658.23. Such standards must include:

- (a) Types and number of vehicles to be permitted in combination;
- (b) Horsepower of a motortruck;
- (c) Operating speeds;
- (d) Braking ability; and
- (e) Driver qualifications.

↪ The operation of such vehicles is not permitted on highways where, in the opinion of the Department of Transportation, their use would be inconsistent with the public safety because of a narrow roadway, excessive grades, extreme curvature or vehicular congestion.

5. Combinations of vehicles operated under the provisions of subsection 4 may, after obtaining a special permit issued at the discretion of, and in accordance with procedures established by, the Department of Transportation, carry loads not to exceed the values set forth in the following formula: $W=500 [LN/(N-1) + 12N + 36]$, wherein:

(a) W equals the maximum load in pounds carried on any group of two or more consecutive axles computed to the nearest 500 pounds;

(b) L equals the distance in feet between the extremes of any group of two or more consecutive axles; and

(c) N equals the number of axles in the group under consideration.

↪ The distance between axles must be measured to the nearest foot. If a fraction is exactly one-half foot, the next largest whole number must be used. The permits may be restricted in such manner as the Department of Transportation considers necessary and may, at the option of the Department, be cancelled without notice. No such permits may be issued for operation on any highway where that operation would prevent this State from receiving federal money for highway purposes.

6. Upon approving an application for a permit to operate combinations of vehicles pursuant to subsection 5, the Department of Transportation shall withhold issuance of the permit until the applicant has furnished proof of compliance with the provisions of [NRS 706.531](#).

7. The load upon any motor vehicle operated alone, or the load upon any combination of vehicles, must not extend beyond the front or the rear of the vehicle or combination of vehicles for a distance of more than 10 feet, or a total of 10 feet both to the front or the rear, and a combination of vehicles and load thereon may not exceed a total of 75 feet without having secured a permit pursuant to subsection 4 or [NRS 484D.600](#). The provisions of this subsection do not apply to the booms or masts of shovels, cranes or water well drilling and servicing equipment carried upon a vehicle if:

(a) The booms or masts do not extend by a distance greater than two-thirds of the wheelbase beyond the front tires of the vehicle.

(b) The projecting structure or attachments thereto are securely held in place to prevent dropping or swaying.

(c) No part of the structure which extends beyond the front tires is less than 7 feet from the roadway.

(d) The driver's vision is not impaired by the projecting or supporting structure.

8. Lights and other warning devices which are required to be mounted on a vehicle pursuant to this chapter must not be included in determining the length of a vehicle or combination of vehicles and the load thereon.

9. This section does not apply to:

- (a) Vehicles used by a public utility for the transportation of poles;
- (b) A combination of vehicles consisting of a truck-tractor drawing a semitrailer that does not exceed 53 feet in length;
- (c) A combination of vehicles consisting of a truck-tractor drawing a semitrailer and a trailer, neither of which exceeds 28 1/2 feet in length;
- (d) A driveaway saddle mount with full mount vehicle transporter combination that does not exceed 97 feet in length; or
- (e) A towaway trailer transporter combination that does not exceed:
 - (1) Eighty-two feet in length; and
 - (2) Twenty-six thousand pounds in weight.

10. As used in this section:

(a) "Driveaway saddle mount with full mount vehicle transporter combination" means a vehicle combination designed and specifically used to tow up to three trucks or truck-tractors, each connected by a saddle to the frame or fifth wheel of the forward vehicle of the truck-tractor in front of it.

(b) "Motortruck" has the meaning ascribed to it in [NRS 482.073](#).

(c) "Towaway trailer transporter combination" has the meaning ascribed to it in 49 U.S.C. § 31111.

(Added to NRS by [1967, 975](#); A [1969, 636](#); [1971, 723](#); [1973, 441](#); [1979, 1807](#); [1985, 659](#); [1989, 269](#); [1993, 1200](#); [1997, 100](#); [2003, 404](#); [2005, 73](#); [2007, 317](#); [2019, 293](#))—(Substituted in revision for NRS 484.739)

NRS 484D.620 Length of vehicle: Penalty. [Effective through December 31, 2022.] Any person operating or moving any vehicle or equipment over any highway who violates any length limitation in this chapter is guilty of a misdemeanor.

(Added to NRS by [1967, 976](#); A [1969, 1508](#))—(Substituted in revision for NRS 484.741)

NRS 484D.620 Length of vehicle: Penalty. [Effective January 1, 2023.] Any person operating or moving any vehicle or equipment over any highway who violates any length limitation in this chapter is guilty of a civil infraction punishable pursuant to [NRS 484A.703](#) to [484A.705](#), inclusive.

(Added to NRS by [1967, 976](#); A [1969, 1508](#); [2021, 3342](#), effective January 1, 2023)—(Substituted in revision for NRS 484.741)

NRS 484D.625 Authorized movement of vehicle on public highway in excess of limits on size and weight; permit; fee.

1. The Board of Directors of the Department of Transportation may by resolution authorize the movement of vehicles upon the public highways, including without limitation motor vehicles, tractors, trailers, semitrailers and combinations thereof, of a size and weight in excess of the limits prescribed by this chapter, to such extent as may be authorized by any legislation enacted by the Congress of the United States permitting such increases without forfeiture of this State's eligibility for federal aid in highway construction and maintenance.

2. The Board of Directors of the Department of Transportation may by resolution establish a reasonable fee or fees to be charged by the Department for the issuance of permits authorizing the operation of oversize or overweight vehicles as provided in this chapter. The fee or fees so established must be in an amount set so that the aggregate amounts received from the fee or fees do not exceed the estimated costs of administering the permit system.

(Added to NRS by [1965, 1145](#); A [1975, 206](#); [1979, 1808](#); [1987, 1794](#); [1989, 1313](#))—(Substituted in revision for NRS 484.743)

NRS 484D.630 Operation of motor vehicle exceeding its declared gross weight unlawful. It is unlawful for any person to operate a motor vehicle or combination of vehicles over any highway if the vehicle or combination exceeds its declared gross weight, as that term is defined in [NRS 482.023](#).

(Added to NRS by [1985, 1838](#))—(Substituted in revision for NRS 484.744)

NRS 484D.635 Maximum weight of vehicle on any axle or per tire; exceptions.

1. Except as otherwise provided in this section and [NRS 484D.600](#), [484D.625](#), [484D.640](#), [484D.645](#) and [484D.660](#), a vehicle may be operated or moved upon any public highway if:

- (a) The maximum weight on any single axle does not exceed 20,000 pounds.
- (b) The maximum weight on any tandem axle does not exceed 34,000 pounds.
- (c) The maximum weight per tire, measured by pounds per inch of tire width, does not exceed 600 pounds per inch for a steering axle and 500 pounds per inch for all other axles.

(d) Except for a steering axle and axles that weigh less than 10,000 pounds, each axle has at least four tires if the tire width of each tire on the axle is less than or equal to 14 inches. If the maximum weight per tire does not exceed 500 pounds per inch of tire width, an axle may be equipped with tires that have a width of more than 14 inches.

(e) Except as otherwise provided in subsection 2, the maximum overall gross weight on any group of two or more consecutive axles does not exceed the values set forth in the following formula: $W=500 [LN/(N-1) + 12N + 36]$ wherein:

(1) W equals the maximum load in pounds carried on any group of two or more consecutive axles computed to the nearest 500 pounds;

(2) L equals the distance in feet between the extremes of any group of two or more consecutive axles; and

(3) N equals the number of axles in the group under consideration.

2. Two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the distance between the first and last axles of the consecutive sets of axles is 36 feet or more.

3. To the extent authorized by federal law, a vehicle:

(a) Powered primarily by one or more electric motors or by an engine fueled primarily by natural gas may exceed the limits of this section by not more than 2,000 pounds.

(b) Equipped with idle reduction technology, including, without limitation, an auxiliary power unit, may exceed the limits of this section by not more than 550 pounds.

4. As used in this section:

(a) "Auxiliary power unit" has the meaning ascribed to it in 42 U.S.C. § 16104.

(b) "Idle reduction technology" has the meaning ascribed to it in 42 U.S.C. § 16104.

(c) "Tire width" means the width set by the manufacturer of the tire and inscribed on the sidewall of the tire.

[Part 23:122:1925; A [1929, 349; 1931, 136; 1947, 532; 1951, 263; 1953, 628; 1955, 45](#)](NRS A [1975, 291; 1979, 1809; 1981, 219; 1991, 1693; 1993, 1415; 2003, 405, 1413; 2005, 74; 2019, 295](#))—(Substituted in revision for NRS 484.745)

NRS 484D.640 Limitations on weight for vehicle used by licensed hauler of garbage and refuse.

1. Except as otherwise provided in subsection 2, a vehicle used by a licensed hauler of garbage and refuse may be operated or moved upon a public highway, if the weight of the vehicle does not exceed:

(a) On a single axle, 22,000 pounds; or

(b) On a tandem axle, 40,000 pounds.

2. A vehicle must not be operated or moved upon a highway within the designated interstate system, if the weight of the vehicle exceeds:

(a) On a single axle, 20,000 pounds;

(b) On a tandem axle, 34,000 pounds; or

(c) On any group of two or more consecutive axles, the values set forth in the following formula: $W=500 [LN/(N-1) + 12N + 36]$ wherein:

(1) W equals the maximum load in pounds carried on any group of two or more consecutive axles computed to the nearest 500 pounds;

(2) L equals the distance in feet between the extremes of any group of two or more consecutive axles; and

(3) N equals the number of axles in the group under consideration.

3. As used in this section, "licensed hauler of garbage and refuse" means a person who holds the licenses and permits required to operate a business of collecting and disposing of garbage and refuse. The term includes a person who is licensed to operate a business of collecting recyclable materials.

(Added to NRS by [1991, 1693; A 1993, 1415; 2005, 75](#))—(Substituted in revision for NRS 484.748)

NRS 484D.645 Limitations on weight for vehicle used by regional transportation commission or its contractor to provide public mass transportation; exception for certain vehicles used as part of demonstration project; definitions.

1. Except as otherwise provided in subsection 2, a vehicle that is used by a regional transportation commission or its contractor to provide public mass transportation may be operated or moved upon a public highway, other than a highway within the designated interstate system, if the maximum weight does not exceed, on a single axle with:

(a) Single tires, 20,000 pounds; or

(b) Dual tires, 25,000 pounds.

2. A vehicle with a maximum weight on a single axle with single tires of more than 20,000 pounds but not more than 29,000 pounds that is used by a regional transportation commission or its contractor to provide public mass transportation as part of a demonstration project may be operated or moved upon a public highway, other than a

highway within the designated interstate system, if the tires are not less than 20 inches in width and the Department of Transportation, after conducting an evaluation of the vehicle:

- (a) Determines that such operation or movement of the vehicle is in the best interest of the Department; and
- (b) In its discretion, issues a permit authorizing such operation or movement of the vehicle.

3. As used in this section:

(a) “Contractor” means any person or governmental entity that has entered into a contract with a regional transportation commission to provide services related to the provision of public mass transportation, but only during the period in which the contract remains legally effective.

(b) “Regional transportation commission” means any regional transportation commission created and organized in accordance with [chapter 277A](#) of NRS, and which provides or sponsors public mass transportation services.

(Added to NRS by [1993, 1414](#); A [2001, 747](#))—(Substituted in revision for NRS 484.7485)

NRS 484D.650 Measurement of distance between axles. The distance between axles must be measured to the nearest whole foot. When a fraction is exactly one-half foot the next larger whole number must be used.

[Part 23:122:1925; A [1929, 349](#); [1931, 136](#); [1947, 532](#); [1951, 263](#); [1953, 628](#); [1955, 45](#)]—(NRS A [2005, 75](#))—(Substituted in revision for NRS 484.751)

NRS 484D.655 Reduction of maximum weight limits: Authority and duties of Director of Department of Transportation; factors to be considered by Department of Transportation before reduction.

1. The Director of the Department of Transportation:

(a) May, pursuant to paragraph (a) of subsection 1 of [NRS 408.210](#), reduce the maximum weight limits as prescribed in [NRS 484D.635](#), [484D.640](#) and [484D.645](#) on a highway under the jurisdiction of the Department of Transportation, including, without limitation, a bridge located on the highway, for a period of not more than 180 days.

(b) Shall provide an informational report to the Board of Directors of the Department of Transportation that describes any reduction to the maximum weight limits made pursuant to paragraph (a) within 60 days after the Director of the Department of Transportation makes the reduction.

2. Except as otherwise provided in subsection 1 and [NRS 484D.660](#), before the Department of Transportation reduces the maximum weight limits as prescribed in [NRS 484D.635](#), [484D.640](#) and [484D.645](#) on a highway or a portion of a highway under its jurisdiction, the Department of Transportation shall:

(a) Consider:

- (1) The average number of vehicles traveling on the highway each day;
- (2) The number of vehicles that have a declared gross weight in excess of 26,000 pounds that are included in the average number pursuant to subparagraph (1);
- (3) The availability of alternate routes to the highway;
- (4) The impact on each alternate route of increased traffic consisting of vehicles that have a declared gross weight in excess of 26,000 pounds;
- (5) The number of traffic crashes involving a vehicle that has a declared gross weight in excess of 26,000 pounds on the highway in the past 5 years;
- (6) Any projected adverse economic or environmental impact resulting from reducing the maximum weight limits on the highway; and
- (7) Any other factors the Department of Transportation deems appropriate; and

(b) Present such considerations to the Board of Directors of the Department of Transportation to receive the Board’s approval to reduce the maximum weight limits pursuant to this section.

(Added to NRS by [2007, 2628](#); A [2013, 90](#); [2015, 1640](#))—(Substituted in revision for NRS 484.7515)

NRS 484D.660 Applicability of limits on weight to federal highways; reduction of limits by Department of Transportation or governing body of city or county.

1. The provisions of [NRS 484D.635](#), [484D.640](#) and [484D.645](#) do not apply to any highway that is a part of the Federal-Aid Primary System, Federal-Aid Urban System, Federal-Aid Secondary System or Interstate System if their application would prevent this State from receiving any federal funds for highway purposes under section 127 of Title 23, U.S.C.

2. The Department of Transportation, with respect to highways under its jurisdiction, and the governing bodies of cities and counties, with respect to roads and streets under their jurisdiction, after determining that use by vehicles otherwise conforming with the maximum weight limits prescribed in [NRS 484D.635](#), [484D.640](#) and [484D.645](#) is likely to cause substantial stress to any highway, road, street, or portion or structure thereof, may, by proper notice,

fix a reduced maximum weight limit for vehicles which may pass over any such highway, road, street, or portion or structure thereof.

(Added to NRS by [1981, 219](#); A [2003, 406](#); [2005, 75](#))—(Substituted in revision for NRS 484.752)

NRS 484D.665 Certain larger vehicles prohibited from traveling on State Route 159; duty of Department of Transportation to erect certain markers; exceptions.

1. Except as otherwise provided in subsection 3, it is unlawful for an operator or driver of any vehicle which:
 - (a) Is registered pursuant to the provisions of [NRS 706.801](#) to [706.861](#), inclusive; or
 - (b) Has a declared gross weight in excess of 26,000 pounds,→ and which does not have a point of origin or destination on State Route 159 from mile post 0.0 to mile post 14.0 to travel on such Route.
2. The Department of Transportation shall erect suitable markers along State Route 159 and may locate them at such points as the Department of Transportation deems appropriate.
3. This section does not apply to:
 - (a) An authorized emergency vehicle;
 - (b) A vehicle being used in the service of a public utility as defined in [NRS 704.020](#);
 - (c) A vehicle being used by a licensed hauler of garbage and refuse as defined in [NRS 484D.640](#);
 - (d) A school bus; or
 - (e) A charter bus.

(Added to NRS by [2007, 2627](#))—(Substituted in revision for NRS 484.7525)

NRS 484D.670 Exemption for traction engine and tractor; circular metal band required.

1. The provisions of [NRS 484D.630](#) to [484D.680](#), inclusive, shall not apply to traction engines or tractors, the propulsive power of which is exerted, not through wheels resting upon the ground but by means of a flexible band or chain known as a movable track, when the portions of the movable tracks in contact with the surface of the highway present plane surfaces.

2. No traction engine or tractor having lugs, grousers or other mechanical contrivances on its wheels or tracks designed to give tractive effect shall be operated on any highway in this State unless a circular metal band of a width of not less than 3 inches is placed entirely around the periphery of such wheels or tracks, such band to serve as a protection against the tearing up or marring of the surface of the highway.

[Part 23:122:1925; A [1929, 349](#); [1931, 136](#); [1947, 532](#); [1951, 263](#); [1953, 628](#); [1955, 45](#)]—(Substituted in revision for NRS 484.753)

NRS 484D.675 Enforcement by law enforcement agencies; weighing; requiring removal of excess load; penalty.

1. Authority for the enforcement of the provisions of [NRS 484D.630](#) to [484D.680](#), inclusive, is vested in certain law enforcement agencies in this State.

2. Any category I peace officer, officer of the Nevada Highway Patrol or inspector acting within his or her jurisdiction who has reasonable suspicion that the weight of a vehicle and load is unlawful may require the driver to stop and submit to a weighing of the vehicle either by means of portable or stationary scales and may require that the vehicle be driven to the nearest public scales, if they are within 5 miles. Reasonable suspicion is not required before use of any device that weighs a vehicle without requiring the driver to stop the vehicle or leave the roadway.

3. An officer of the Nevada Highway Patrol, a category I peace officer or an inspector upon weighing a vehicle and load as provided in subsection 2 who determines that the weight is unlawful may require the driver to stop in a suitable place and remove such portion of the load as may be necessary to reduce the gross weight of the vehicle to those limits permitted under [NRS 484D.630](#) to [484D.680](#), inclusive. All materials so unloaded must be cared for by the carrier of the material and at the carrier's expense. The officer of the Nevada Highway Patrol, category I peace officer or inspector may allow the driver of the inspected vehicle to continue on his or her journey if any overload does not exceed by more than 5 percent the limitations prescribed by [NRS 484D.630](#) to [484D.680](#), inclusive, but the penalties provided in [NRS 484D.680](#) must be imposed for the overload violation.

4. Any driver of a vehicle who fails or refuses to stop and submit the vehicle and load to a weighing, or who fails or refuses when directed by an officer of the Nevada Highway Patrol, a category I peace officer or an inspector upon a weighing of the vehicle to stop and otherwise comply with the provisions of [NRS 484D.630](#) to [484D.680](#), inclusive, is guilty of a misdemeanor.

5. As used in this section:

- (a) "Category I peace officer" means a peace officer, as defined in [NRS 289.460](#), who:

- (1) Has received specialized training concerning vehicle weight enforcement;
 - (2) Is certified by the Commercial Vehicle Safety Alliance to perform a North American Standard Inspection;
- and
- (3) Has completed a vehicle weight enforcement training program that is specific to this State and conducted by the Nevada Highway Patrol.

(b) “Inspector” means an inspector of the Department of Motor Vehicles or the Department of Public Safety who has completed a vehicle weight enforcement training program that is specific to this State and conducted by the Nevada Highway Patrol.

(c) “Law enforcement agency” has the meaning ascribed to it in [NRS 202.873](#).

(d) “North American Standard Inspection” has the meaning ascribed to it in 49 C.F.R. § 350.105.

[Part 23:122:1925; A [1929, 349; 1931, 136; 1947, 532; 1951, 263; 1953, 628; 1955, 45](#)](NRS A [1957, 616; 1969, 726; 1981, 220; 1985, 1955; 2009, 1605; 2011, 1005](#))—(Substituted in revision for NRS 484.755)

NRS 484D.680 Fines for violations of limits on weight. [Effective through December 31, 2022.]

1. Except as otherwise provided in subsection 5, a person convicted of a violation of any limitation of weight imposed by [NRS 484D.615](#) to [484D.675](#), inclusive, shall be punished by a fine as specified in the following table:

Pounds of Excess Weight	Fine
1 to 1,500.....	\$10
1,501 to 2,500.....	1 cent per pound of excess weight
2,501 to 5,000.....	2 cents per pound of excess weight
5,001 to 7,500.....	4 cents per pound of excess weight
7,501 to 10,000.....	6 cents per pound of excess weight
10,001 and over.....	8 cents per pound of excess weight

2. If the resulting fine is not a whole number of dollars, the nearest whole number above the computed amount must be imposed as the fine.

3. The fines provided in this section are mandatory, must be collected immediately upon a determination of guilt and must not be reduced under any circumstances by the court.

4. Any bail allowed must not be less than the appropriate fine provided for in this section.

5. A person convicted of a violation of a limitation of weight imposed by [NRS 484D.615](#) to [484D.675](#), inclusive, shall be punished by a fine that is equal to twice the amount of the fine specified in subsection 1 if that violation occurred on or after February 1 but before May 1 on a highway designated by the Director of the Department of Transportation as restricted pursuant to [NRS 408.214](#). This subsection does not create a separate offense but provides an additional penalty for the primary offense, whose imposition is contingent upon the finding of the prescribed fact.

[Part 23:122:1925; A [1929, 349; 1931, 136; 1947, 532; 1951, 263; 1953, 628; 1955, 45](#)](NRS A [1979, 918; 1981, 221, 727; 1985, 1839; 1987, 506; 1991, 1694; 1997, 85; 1999, 1041](#))—(Substituted in revision for NRS 484.757)

NRS 484D.680 Civil penalties for violations of limits on weight. [Effective January 1, 2023.]

1. Except as otherwise provided in subsection 4, a person found to have committed a violation of any limitation of weight imposed by [NRS 484D.615](#) to [484D.675](#), inclusive, shall be punished by a civil penalty as specified in the following table:

Pounds of Excess Weight	Civil Penalty
1 to 1,500.....	\$10
1,501 to 2,500.....	1 cent per pound of excess weight
2,501 to 5,000.....	2 cents per pound of excess weight
5,001 to 7,500.....	4 cents per pound of excess weight
7,501 to 10,000.....	6 cents per pound of excess weight
10,001 and over.....	8 cents per pound of excess weight

2. If the resulting civil penalty is not a whole number of dollars, the nearest whole number above the computed amount must be imposed as the civil penalty.

3. The civil penalties provided in this section are mandatory, must be collected immediately upon entry of an order imposing the penalty and must not be reduced under any circumstances by the court.

4. A person found to have committed a violation of a limitation of weight imposed by [NRS 484D.615](#) to [484D.675](#), inclusive, shall be punished by a civil penalty that is equal to twice the amount of the civil penalty specified in subsection 1 if that violation occurred on or after February 1 but before May 1 on a highway designated by the Director of the Department of Transportation as restricted pursuant to [NRS 408.214](#). This subsection does not create a separate offense but provides an additional penalty for the primary offense, whose imposition is contingent upon the finding of the prescribed fact.

[Part 23:122:1925; A [1929, 349; 1931, 136; 1947, 532; 1951, 263; 1953, 628; 1955, 45](#)](NRS A [1979, 918; 1981, 221, 727; 1985, 1839; 1987, 506; 1991, 1694; 1997, 85; 1999, 1041; 2021, 3342](#), effective January 1, 2023)—(Substituted in revision for NRS 484.757)

NRS 484D.685 Maximum width of vehicle; permit for increased size or weight.

1. As used in this section and [NRS 484D.700](#), “special mobile equipment” means a vehicle, not self-propelled, not designed or used primarily for the transportation of persons or property, and only incidentally operated or moved over a highway, excepting implements of husbandry.

2. The Department of Transportation with respect to highways under its jurisdiction and governing bodies of cities and counties with respect to roads under their jurisdiction may, upon application, authorize the applicant to operate or move a vehicle, combination of vehicles, special mobile equipment, or load thereon of a size or weight exceeding the legal maximum, or to use corrugations on the periphery of the movable tracks on a traction engine or tractor, the propulsive power of which is not exerted through wheels resting on the roadway but by means of a flexible band or chain, or, under emergency conditions, to operate or move a type of vehicle otherwise prohibited by law, upon any highway under the jurisdiction of the Department of Transportation or governing body granting that permit.

3. Except as otherwise provided in [NRS 484D.690](#) to [484D.725](#), inclusive, the legal maximum width of any vehicle, combination of vehicles, special mobile equipment or load thereon is 102 inches.

4. If a vehicle is equipped with pneumatic tires, the maximum width from the outside of one wheel and tire to the outside of the opposite outer wheel and tire must not exceed 108 inches, and the outside width of the body of the vehicle or the load thereon must not exceed 102 inches.

5. Lights or devices which must be mounted upon a vehicle under this chapter may extend beyond the permissible width of the vehicle to a distance not exceeding 10 inches on each side of the vehicle, but the maximum width must not exceed 126 inches.

6. Door handles, hinges, cable cinchers and chain binders may extend 3 inches on each side, but the maximum width of body and door handles, hinges, cable cinchers or chain binders must not exceed 108 inches.

7. A person shall not operate a passenger vehicle on any highway with any load carried thereon extending beyond the line of the hubcaps on its left side or more than 6 inches beyond the line of the hubcaps on its right side.

[1:154:1951](NRS A [1960, 334; 1961, 136; 1965, 677; 1971, 83; 1975, 292, 1111; 1979, 1005, 1810; 1981, 205; 1985, 661; 2005, 21; 2007, 2733; 2021, 38](#))—(Substituted in revision for NRS 484.759)

NRS 484D.690 Maximum width of bus. The legal maximum width of a bus is 102 inches, excluding mirrors, lights and other devices required for safety.

(Added to NRS by [1981, 205](#))—(Substituted in revision for NRS 484.7595)

NRS 484D.695 Maximum width of recreational vehicle. The legal maximum width of a recreational vehicle is 102 inches, excluding:

1. Mirrors, lights and other devices required for safety; and
2. An awning and any hardware required for the awning which is attached to the recreational vehicle and which does not extend beyond any mirror specified in subsection 1 which is attached to the side of the recreational vehicle.

(Added to NRS by [2005, 21](#))—(Substituted in revision for NRS 484.7598)

NRS 484D.700 Maximum width of trailer, semitrailer, special mobile equipment or equipment for construction or maintenance of highway. Subject to the provisions of subsection 2 of [NRS 484D.685](#), the following vehicles must not exceed a width of 120 inches:

1. Any trailer or semitrailer, including lift carriers and tip-bed trailers, used exclusively for the transportation of implements of husbandry by farmers or implement dealers.
2. Special mobile equipment.
3. Highway construction or maintenance equipment.

(Added to NRS by [1981, 203](#))—(Substituted in revision for NRS 484.760)

NRS 484D.705 Width of load of loosely piled agricultural products; restrictions for implement of husbandry moved over highway.

1. If a vehicle is carrying a load of loosely piled agricultural products such as hay, straw or leguminous plants in bulk but not crated, baled, boxed or sacked, the load of loosely piled material and any loading racks retaining the load must not exceed 120 inches in width.

2. The provisions of [NRS 484D.685](#) with respect to maximum widths do not apply to implements of husbandry incidentally operated, transported, moved or towed over a highway other than an interstate highway or a controlled-access highway.

3. If an implement of husbandry is transported or moved as a load on another vehicle over:

(a) An interstate highway or a controlled-access highway, and the load exceeds 102 inches in width, the movement is subject to the provisions of [NRS 484D.720](#) and the regulations adopted pursuant thereto.

(b) Any highway other than an interstate highway or a controlled-access highway, and the load exceeds 120 inches in width, the vehicle and load must not be operated for a distance of more than 25 miles from the point of origin of the trip and must not be operated at a speed in excess of 30 miles per hour.

(Added to NRS by [1981, 203](#); A [1985, 662](#); [2005, 76](#); [2007, 2734](#))—(Substituted in revision for NRS 484.7605)

NRS 484D.710 Applicability of limits on width to federal highways. The provisions of [NRS 484D.700](#), subsection 2 of [NRS 484D.705](#) and [NRS 484D.715](#) and [484D.720](#) do not apply to any highway which is part of the Federal-Aid Primary System, Federal-Aid Secondary System or the Interstate System if their application would prevent this State from receiving any money for highways pursuant to section 127 of Title 23, U.S.C.

(Added to NRS by [1981, 205](#); A [1997, 2415](#))—(Substituted in revision for NRS 484.7615)

NRS 484D.715 Permit for movement of oversized manufactured or mobile home or similar structure: Requirements; conditions; regulations.

1. The Department of Transportation may, upon application, if good cause appears, issue a special or multiple trip-limited time permit authorizing the applicant to move a manufactured or mobile home, or any other similar type of vehicle or structure, in excess of the maximum width, but not exceeding, except as otherwise provided in [NRS 484D.720](#), 120 inches exclusive of appendages which must not extend beyond 3 inches on either side. The Department of Transportation may establish seasonal or other limitations on the time within which the home, vehicle or structure may be moved on the highways indicated, and may require an undertaking or other security as may be considered necessary to protect the highways and bridges from injury or to provide indemnity for any injury resulting from the operation. Permits for the movement of homes, vehicles or structures as provided for in this section may be issued only to licensed manufacturers, dealers, owners and transporters and may be issued only under the following conditions:

(a) The power unit used to tow an overwidth home, vehicle or structure having a gross weight of 18,000 pounds or less must be a three-quarter-ton truck or tractor, or a truck or tractor of greater power equipped with dual wheels.

(b) The power unit used to tow an overwidth home, vehicle or structure having a gross weight in excess of 18,000 pounds must be a one-and-one-half-ton, or larger, truck or tractor equipped with dual wheels.

(c) The mobile home for which the permit is issued must comply with the provisions of [NRS 484D.635](#) relating to maximum weight on axles.

(d) The insurer must furnish evidence of insurance verifying coverage of the overwidth home, vehicle or structure in the amount of \$100,000 because of bodily injury to or death of one person in any one crash, in the amount of \$300,000 because of bodily injury to or death of two or more persons in any one crash and in the amount of \$50,000 because of injury to or destruction of property of others in any one crash.

2. A permit which has been issued for the movement of a manufactured or mobile home, or a similar type of vehicle or structure, is not valid between sunset and sunrise. The Director of the Department of Transportation may establish additional reasonable regulations, consistent with this section, including regulations concerning the movement of such a home, vehicle or structure on a Saturday, Sunday or a legal holiday, as the Director considers necessary in the interest of public safety.

(Added to NRS by [1981, 203](#); A [1985, 662](#); [1989, 798](#); [2015, 1641](#); [2021, 38](#))—(Substituted in revision for NRS 484.762)

NRS 484D.720 Permit for movement of oversized manufactured or mobile home or similar structure: Waiver; additional requirements and conditions; designation of highways; regulations.

1. Except as otherwise provided in this subsection, the Department of Transportation may, upon application, if good cause appears, issue a special or multiple trip-limited time permit authorizing the applicant to move a manufactured or mobile home, or any other similar type of vehicle or structure, in excess of 120 inches in width but not exceeding 192 inches in width, including any appendages and roof eaves. Upon request of the applicant, the Department of Transportation may grant a waiver from the maximum width of 192 inches, subject to any conditions prescribed by the Department of Transportation.

2. The movement of a manufactured or mobile home, or a similar type of vehicle or structure, pursuant to subsection 1 is, in addition to the conditions and requirements of [NRS 484D.715](#), subject to the following requirements and conditions:

(a) “Wide-load” signs and red flags must be on the front of the towing vehicle and on the rear of the home, vehicle or structure.

(b) The towing vehicle must be a one-and-one-half-ton or larger truck or tractor equipped with dual wheels.

(c) The applicant must present evidence satisfactory to the Department that the applicant is financially responsible and has complied or is able to comply with the equipment requirements.

(d) As an additional warning to approaching traffic, the towing vehicle must be operated with the headlights turned on low beam.

(e) The driver of the towing vehicle shall do everything possible to prevent the congestion or slowing down of traffic in either direction because of the overwidth home, vehicle or structure and shall, if necessary to maintain the normal flow of traffic, drive the towing vehicle and the home, vehicle or structure off the pavement where safe to do so, in order that traffic may pass.

(f) When two or more homes, vehicles or structures in excess of 120 inches in width are moved over the same highway in the same direction, the drivers of the towing vehicles shall maintain a distance of at least 1,000 feet between vehicles.

3. The Department of Transportation shall:

(a) Designate the highways over which manufactured or mobile homes, or other similar types of vehicles or structures, in excess of 120 inches in width may be moved, and may require a pilot car to precede or follow the load.

(b) Prescribe, by regulation, standards for moving homes, vehicles or structures, in excess of 120 inches in width, including the times and days when such moving is permitted, and additional safety precautions to be taken.

4. The regulations adopted pursuant to paragraph (b) of subsection 3 may establish different standards that are applicable only to the moving of a manufactured or mobile home, or other similar types of vehicle or structure, that is in excess of 168 inches, excluding any appendages and roof eaves, but does not exceed 192 inches in width, including any appendages and roof eaves.

(Added to NRS by [1981, 204](#); A [1989, 799](#); [1997, 2415](#); [2021, 39](#))—(Substituted in revision for NRS 484.7625)

NRS 484D.725 Permit to operate or move vehicles with oversized loads. Upon receipt of the necessary application, the Department of Transportation shall issue a permit to operate or move a vehicle on the highways of this State which has a load that:

1. Exceeds 14 feet in height measured from the surface on which the vehicle stands;

2. Exceeds 70 feet in length measured from the front bumper or front overhang to the rear bumper or rear overhang, whichever is longer; or

3. Exceeds 102 inches in width measured at the widest points on each side,

↳ unless the Department of Transportation determines that the operation of the vehicle would be a safety hazard or impede the flow of traffic.

(Added to NRS by [2007, 2732](#); A [2021, 40](#))—(Substituted in revision for NRS 484.7633)

NRS 484D.730 Contents of application for permit. The application for a permit under [NRS 484D.685](#) to [484D.725](#), inclusive, must:

1. Specifically describe the vehicle or special mobile equipment and load to be operated or moved and the particular highways over which the permit to operate is requested.

2. State whether the permit is requested for a single trip, for continuous use or for multiple trips over a limited time.

[2:154:1951]—(NRS A [1975, 1114](#); [1981, 208](#); [2007, 2734](#))—(Substituted in revision for NRS 484.764)

NRS 484D.735 Continuous and multiple trip-limited time permits: Maximum weight per axle; fee for investigation; revocation; new application; Department of Transportation to consider recommendation of city or county.

1. No vehicle operated or moved upon any public highway under the authority of a continuous or multiple trip-limited time permit may exceed a maximum weight of 20,000 pounds on any single axle. Before any continuous permit is issued, the applicant shall pay a reasonable fee to be determined by the Department of Transportation to pay the costs and expenses of conducting an initial investigation of the highway or highways involved.

2. If, after issuance of a continuous or multiple trip-limited time permit, the Department of Transportation finds that the traffic authorized by such continuous or multiple trip-limited time permit has caused substantial highway distress, the permit may be revoked summarily, but the revocation does not operate to prevent a subsequent filing of a new application for another continuous or multiple trip-limited time permit.

3. The Department of Transportation shall consider the recommendation of a city or county regarding whether traffic authorized by the issuance of a continuous or multiple trip-limited time permit has caused substantial distress to a highway under the jurisdiction of that city or county, and whether the permit should be revoked.

[3:154:1951; A [1953, 360](#)](NRS A [1975, 1114](#); [1979, 1813](#); [2007, 2734](#))(Substituted in revision for NRS 484.765)

NRS 484D.740 Carrying and inspection of permit. Every permit, when issued, must:

1. Be carried in the vehicle, combination of vehicles or special mobile equipment to which it refers.

2. Be open to inspection of any peace officer or traffic officer, any authorized agent of the Department of Transportation, or any other officer charged with the care or protection of the highways.

[4:154:1951](NRS A [1979, 1813](#))(Substituted in revision for NRS 484.767)

Unlawful Acts; Penalties

NRS 484D.745 Penalties for operation of oversized or overweight vehicle without permit or in violation of permit. [Effective through December 31, 2022.]

1. It is unlawful for any person to operate or move any vehicle or equipment described in [NRS 484D.615](#) or [484D.685](#) to [484D.725](#), inclusive, over any highway without first obtaining a permit, or to violate or evade any of the terms or conditions of the permit when issued. A person violating any of the provisions of [NRS 484D.685](#) to [484D.740](#), inclusive, is guilty of a misdemeanor.

2. Any person operating or moving any vehicle or equipment described in [NRS 484D.615](#) or [484D.685](#) to [484D.725](#), inclusive, over any highway under the authorization of a permit for continuous use or multiple trips over a limited time and who violates any weight limitation in excess of the weight authorized by the permit must be punished, upon conviction, as provided in [NRS 484D.680](#).

[5:154:1951; A [1953, 360](#)](NRS A [1969, 1508](#); [1975, 1114](#); [1981, 208](#); [1987, 506](#); [2007, 2735](#))(Substituted in revision for NRS 484.769)

NRS 484D.745 Penalties for operation of oversized or overweight vehicle without permit or in violation of permit. [Effective January 1, 2023.]

1. It is unlawful for any person to operate or move any vehicle or equipment described in [NRS 484D.615](#) or [484D.685](#) to [484D.725](#), inclusive, over any highway without first obtaining a permit, or to violate or evade any of the terms or conditions of the permit when issued. A person violating any of the provisions of [NRS 484D.685](#) to [484D.740](#), inclusive, is guilty of a civil infraction punishable pursuant to [NRS 484A.703](#) to [484A.705](#), inclusive.

2. Any person operating or moving any vehicle or equipment described in [NRS 484D.615](#) or [484D.685](#) to [484D.725](#), inclusive, over any highway under the authorization of a permit for continuous use or multiple trips over a limited time and who violates any weight limitation in excess of the weight authorized by the permit must be punished, upon being found to have committed the violation, as provided in [NRS 484D.680](#).

[5:154:1951; A [1953, 360](#)](NRS A [1969, 1508](#); [1975, 1114](#); [1981, 208](#); [1987, 506](#); [2007, 2735](#); [2021, 3342](#), effective January 1, 2023)(Substituted in revision for NRS 484.769)

Regional Advisement in Counties Whose Population is 700,000 or More

NRS 484D.800 Regional advisory committee: Creation; matters subject to recommendation; membership; terms of members; vacancies; members serve without compensation.

1. There is hereby created in each county whose population is 700,000 or more a regional advisory committee to make recommendations to the Department of Transportation and to affected cities and counties, as applicable, regarding the movement of oversized or overweight vehicles in this State.

2. The membership of such a committee must consist of:

- (a) One member appointed by the Department of Transportation, who shall serve as the chair of the committee;
- (b) One member appointed by the board of county commissioners;
- (c) One member appointed by the city council of every incorporated city within the county;
- (d) One member appointed by the largest construction industry association in the county; and
- (e) One member appointed by the largest motor transport association in the county.

3. Each member of such a committee must be appointed for a term of 2 years. A vacancy in the membership of the committee must be filled in the same manner as the original appointment for the remainder of the unexpired term. A member who is appointed to fill a vacancy must possess the same general qualifications as his or her predecessor.

4. Members of such a committee shall serve without compensation.

(Added to NRS by [2007, 2732](#); A [2011, 1290](#))—(Substituted in revision for NRS 484.770)

NRS 484D.810 Duties of regional advisory committee; duties of Department of Transportation.

1. Each committee established by [NRS 484D.800](#):

(a) Shall recommend to the Department of Transportation and the affected cities and counties establishment of certain routes by which oversized or overweight vehicles may proceed through a city or county and any modifications to those routes; and

(b) Shall recommend regulations that the Department of Transportation may adopt to limit the movement of oversized or overweight vehicles to certain:

- (1) Routes;
- (2) Hours of the day; or
- (3) Days of the week,

↳ to ensure public safety.

2. The Department of Transportation and the affected cities and counties shall consider any recommendations concerning the movement of oversized or overweight vehicles made by a committee established by [NRS 484D.800](#).

(Added to NRS by [2007, 2732](#))—(Substituted in revision for NRS 484.7705)

Miscellaneous Provisions

NRS 484D.850 Load on vehicle.

1. No vehicle shall be driven or moved on any highway unless such vehicle is so constructed or loaded as to prevent any of its load from dropping, sifting, leaking or otherwise escaping therefrom, except that sand may be dropped for the purpose of securing traction, or water or other substance may be sprinkled on a roadway in cleaning or maintaining such roadway.

2. No person shall operate on any highway any vehicle with any load unless the load and any covering thereon is securely fastened so as to prevent the covering or load from becoming loose, detached or in any manner a hazard to other users of the highway.

[20.1:166:1925; added [1955, 186](#)]—(Substituted in revision for NRS 484.771)

NRS 484D.855 Regulations: Loading and securing loads; safety chains and cables for combinations of vehicles. The Department shall adopt reasonable regulations providing for:

1. Minimum requirements for binders to secure loads on vehicles against dangerous displacement and governing the loading and securing of loads for transportation over public highways by vehicles, except loads containing radioactive waste.

2. Safety chains and cables for combinations of vehicles.

[20.2:166:1925; added [1955, 186](#)]—(NRS A [1957, 616](#); [1969, 1220](#); [1979, 836](#); [1981, 234](#); [1985, 1956](#))—(Substituted in revision for NRS 484.773)

NRS 484D.860 Display of red lights or flag on load. The driver of every vehicle operating a half hour after sunset to a half hour before sunrise and carrying a load extending 4 feet or more beyond the end of the vehicle shall attach at the extreme end of the load two red lights plainly visible under normal atmospheric conditions from a distance of not less than 500 feet from the rear and sides. At any other time the driver shall attach at the extreme end of such load a red flag or cloth at least 16 inches square.

[19:166:1925; NCL § 4368] + [Part 19 1/2:166:1925; added [1927, 78](#); NCL § 4369]—(NRS A [1963, 746](#); [1969, 1221](#))—(Substituted in revision for NRS 484.775)



Nevada Department of
Public Safety
 Highway Patrol

Colonel John O'Rourke, Chief

555 Wright Way
 Carson City, Nevada 89711
 (775) 687-8346

MEMORANDUM

June 21, 2019

TO: All Sworn Personnel/Commercial Vehicle Inspectors
 DPS/ Highway Patrol Division

FROM: Colonel John O'Rourke 

SUBJECT: OFF LOADING OF OVER WEIGHT VEHICLES

The purpose of this memorandum is to provide guidance related to off-loading a vehicles which are overweight and in violation of State law(s). Inspectors are encouraged to exercise their discretion to determine if, when and where a vehicle in violation will be off-loaded. If possible, a supervisor should be contacted to assist in the decision making process.

Per N.R.S 484D.675 **Enforcement by law enforcement agencies; weighing; requiring removal of excess load; penalty**

(3) An officer of the Nevada Highway Patrol, a category I peace officer or an inspector upon weighing a vehicle and load as provided in subsection 2 who determines that the weight is unlawful **may require the driver to stop in a suitable place and remove such portion of the load as may be necessary to reduce the gross weight of the vehicle to those limits permitted under NRS 484D.630 to 484D.680, inclusive.** All materials so unloaded must be cared for by the carrier of the material and at the carrier's expense. The officer of the Nevada Highway Patrol, category I peace officer or inspector **may allow the driver of the inspected vehicle to continue on his or her journey if any overload does not exceed by more than 5 percent the limitations prescribed by NRS 484D.630 to 484D.680, inclusive,** but the penalties provided in NRS 484D.680 must be imposed for the overload violation.

The above NRS gives the authority to the inspector to make the determination whether a load needs to be off-loaded, or if the vehicle can safely continue, if less than 5% overweight.

An Inspector should consider the following when determining whether a vehicle will require off-loading:

1. **Whether or not the vehicle can safely continue its journey without off-loading.**
2. **Whether or not the content of the load is perishable or of such a nature that off-loading will create a greater risk to the public; or if it is better to allow the overweight vehicle to safely continue to a safer location/destination before off-loading.**
3. **Whether the location is safe to off-load and will not create a hazard for the motoring public.**

Consideration to the best interest of the public and the preservation of the highway should always be kept in mind when making the decision to off-load a vehicle. I understand each situation can be variable and determining the best option may be difficult. However, if inspectors weigh every option available based on the individual circumstances, I am confident they will make the best possible determination.

If you have any questions regarding this matter, please contact Lieutenant Don Plowman at 775- 687-8346.

cc: Department of Transportation Traffic Information Division

SIZE, WEIGHT AND LOAD

Combination of Vehicles

484D.300	Definitions.
484D.305	“Cargo body” defined.
484D.310	“Cargo carrying unit length” defined.
484D.315	“Cargo unit” defined.
484D.320	“Combination of vehicles” defined.
484D.325	“Converter gear dolly” defined.
484D.330	“Current medical certificate” defined.
484D.335	“Department” defined.
484D.340	“Highway” defined.
484D.345	“Semitrailer” defined.
484D.350	“Trailer” defined.
484D.355	“Truck” defined.
484D.360	“Truck-tractor” defined.
484D.365	“Vehicle” defined.
484D.370	Transfer of special permit for operation of combination in excess of 70 feet in length.
484D.375	Suspension of permit for violations of condition or restriction.
484D.380	Maximum cargo carrying unit length.
484D.385	Maximum number and placement of cargo units.
484D.390	Maximum length of trailer or semitrailer.
484D.395	Use of converter gear dolly.
484D.400	Transportation of forklifts.
484D.405	Brakes; type of hitch.
484D.410	Vehicles required to track in straight alignment.
484D.415	Requirements for power.
484D.420	Emergency and safety equipment.
484D.425	Restrictions on operation.
484D.430	Operators: General requirements.
484D.435	Operators: Current medical certificate required.
484D.440	Current medical certificate: Possession of copy at principal place of business and by operator.
484D.445	Insurance required.
484D.450	Additional requirements.
484D.455	Determination of maximum gross load; distribution of maximum weight.

SIZE, WEIGHT AND LOAD

Combination of Vehicles

NAC 484D.300 Definitions. ([NRS 484D.615](#)) As used in [NAC 484D.300](#) to [484D.455](#), inclusive, unless the context otherwise requires, the words and terms defined in [NAC 484D.305](#) to [484D.365](#), inclusive, have the meanings ascribed to them in those sections.

(Supplied in codification; A by Dep't of Transportation by R053-05, 9-7-2005) — (Substituted in revision for NAC 484.300)

NAC 484D.305 “Cargo body” defined. ([NRS 484D.615](#)) “Cargo body” means the part of the body of a vehicle which is used to haul cargo.

[Dep't of Transportation, Combination of Vehicles § 2, eff. 5-13-82] — (Substituted in revision for NAC 484.305)

NAC 484D.310 “Cargo carrying unit length” defined. ([NRS 484D.615](#)) “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.

(Added to NAC by Dep't of Transportation by R053-05, eff. 9-7-2005) — (Substituted in revision for NAC 484.307)

NAC 484D.315 “Cargo unit” defined. ([NRS 484D.615](#)) “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.

[Dep't of Transportation, Combination of Vehicles § 3, eff. 5-13-82] — (NAC A by R053-05, 9-7-2005) — (Substituted in revision for NAC 484.310)

NAC 484D.320 “Combination of vehicles” defined. ([NRS 484D.615](#)) “Combination of vehicles” has the meaning ascribed to it in [NRS 484A.050](#).

[Dep't of Transportation, Combination of Vehicles § 4, eff. 5-13-82] — (NAC A by R053-05, 9-7-2005) — (Substituted in revision for NAC 484.315)

NAC 484D.325 “Converter gear dolly” defined. ([NRS 484D.615](#)) “Converter gear dolly” has the meaning ascribed to it in [NRS 706.056](#).

[Dep't of Transportation, Combination of Vehicles § 5, eff. 5-13-82] — (Substituted in revision for NAC 484.320)

NAC 484D.330 “Current medical certificate” defined. ([NRS 484D.615](#)) “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.

(Added to NAC by Dep't of Transportation by R053-05, eff. 9-7-2005) — (Substituted in revision for NAC 484.322)

NAC 484D.335 “Department” defined. ([NRS 484D.615](#)) “Department” means the Department of Transportation.

[Dep’t of Transportation, Combination of Vehicles § 6, eff. 5-13-82] — (Substituted in revision for NAC 484.325)

NAC 484D.340 “Highway” defined. ([NRS 484D.615](#)) “Highway” has the meaning ascribed to it in [NRS 484A.095](#).

[Dep’t of Transportation, Combination of Vehicles § 7, eff. 5-13-82] — (Substituted in revision for NAC 484.330)

NAC 484D.345 “Semitrailer” defined. ([NRS 484D.615](#)) “Semitrailer” has the meaning ascribed to it in [NRS 484A.235](#).

[Dep’t of Transportation, Combination of Vehicles § 8, eff. 5-13-82] — (Substituted in revision for NAC 484.335)

NAC 484D.350 “Trailer” defined. ([NRS 484D.615](#)) “Trailer” has the meaning ascribed to it in [NRS 484A.295](#).

[Dep’t of Transportation, Combination of Vehicles § 9, eff. 5-13-82] — (Substituted in revision for NAC 484.340)

NAC 484D.355 “Truck” defined. ([NRS 484D.615](#)) “Truck” has the meaning ascribed to it in [NRS 484A.305](#).

[Dep’t of Transportation, Combination of Vehicles § 10, eff. 5-13-82] — (Substituted in revision for NAC 484.345)

NAC 484D.360 “Truck-tractor” defined. ([NRS 484D.615](#)) “Truck-tractor” has the meaning ascribed to it in [NRS 484A.310](#).

[Dep’t of Transportation, Combination of Vehicles § 11, eff. 5-13-82] — (Substituted in revision for NAC 484.350)

NAC 484D.365 “Vehicle” defined. ([NRS 484D.615](#)) “Vehicle” has the meaning ascribed to it in [NRS 484A.320](#).

[Dep’t of Transportation, Combination of Vehicles § 12, eff. 5-13-82] — (Substituted in revision for NAC 484.355)

NAC 484D.370 Transfer of special permit for operation of combination in excess of 70 feet in length. ([NRS 484D.615](#)) The transfer of permits issued pursuant to [NRS 484D.615](#) 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;

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; and

7. The holder of an annual multiple-trip permit may transfer the original permit to a leased or rented vehicle with the vehicle combinations which are identified on the permit. The leased or rented vehicle must:

(a) Carry the original permit;

(b) Carry the original notarized lease agreement or the original customer copy of the rental agreement; and

(c) Be marked in accordance with 49 C.F.R. § 390.21.

(Added to NAC by Dep't of Transportation by R053-05, eff. 9-7-2005; A by R157-06, 11-13-2006) — (Substituted in revision for NAC 484.357)

NAC 484D.375 Suspension of permit for violations of condition or restriction. ([NRS 484D.615](#)) If drivers employed by a permittee or by a company under contract to a permittee receive citations on three separate occasions within a period of 6 months for violations of a condition or restriction on the permit, the Department may suspend all permit privileges of the permittee for up to 30 days.

(Added to NAC by Dep't of Transportation by R053-05, eff. 9-7-2005; A by R156-06, 11-13-2006) — (Substituted in revision for NAC 484.358)

NAC 484D.380 Maximum cargo carrying unit length. ([NRS 484D.615](#)) No person may operate on any highway of Nevada a combination of vehicles which, when coupled together, has a cargo carrying unit length of more than:

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.

[Dep't of Transportation, Combination of Vehicles § 13, eff. 5-13-82] — (NAC A by R053-05, 9-7-2005) — (Substituted in revision for NAC 484.360)

NAC 484D.385 Maximum number and placement of cargo units. ([NRS 484D.615](#))

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 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.

[Dep't of Transportation, Combination of Vehicles §§ 14 & 16, eff. 5-13-82] — (NAC A by R053-05, 9-7-2005) — (Substituted in revision for NAC 484.365)

NAC 484D.390 Maximum length of trailer or semitrailer. ([NRS 484D.615](#))
A trailer, a semitrailer or a semitrailer converted to a trailer by the use of a converter gear dolly must not have a body for cargo which is more than 48 feet long if it is operated in a combination of vehicles consisting of more than one unit for cargo. A trailer or semitrailer which is 48 feet in length may not be used in combination with another trailer or semitrailer which is more than 42 feet in length.

[Dep't of Transportation, Combination of Vehicles § 15, eff. 5-13-82] — (NAC A 10-17-86) — (Substituted in revision for NAC 484.370)

NAC 484D.395 Use of converter gear dolly. ([NRS 484D.615](#)) 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 separating from the vehicle which is pulling it if the hitch on the dolly fails.

[Dep't of Transportation, Combination of Vehicles § 17, eff. 5-13-82] — (NAC A by R053-05, 9-7-2005) — (Substituted in revision for NAC 484.375)

NAC 484D.400 Transportation of forklifts. ([NRS 484D.615](#))

1. A 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 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, 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:
 - (a) Transported behind or on 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 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 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 transporting it.
6. If a forklift is transported after dark, it must have 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. If a forklift is transported by towing, a pressure hitch is not required to couple 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.
[Dep’t of Transportation, Combination of Vehicles § 18, eff. 5-13-82] — (NAC A by R053-05, 9-7-2005) — (Substituted in revision for NAC 484.380)

NAC 484D.405 Brakes; type of hitch. ([NRS 484D.615](#))

1. All systems and components used for braking a combination of vehicles must be in compliance with all state and federal laws and regulations, including laws and regulations relating to the installation and maintenance of systems for normal braking, for automatic braking upon the unexpected separation of vehicles, for parking brakes and for warning devices.
2. Except as provided in subsection 8 of [NAC 484D.400](#), hitches which couple and lock under pressure, for example, under pneumatic pressure or pressure exerted by a spring, must be used to couple any two vehicles in a combination of vehicles.
[Dep’t of Transportation, Combination of Vehicles §§ 19 & 20, eff. 5-13-82] — (Substituted in revision for NAC 484.385)

NAC 484D.410 Vehicles required to track in straight alignment. ([NRS 484D.615](#)) All vehicles in a combination of vehicles and all devices used to couple vehicles in the combination must be designed, constructed and installed so that each towed vehicle follows the alignment of the towing vehicle, without shifting or swerving more than 3 inches to the right or left of that alignment when the combination is moving

in a straight line on a level, smooth, paved highway during calm, dry weather conditions.

[Dep't of Transportation, Combination of Vehicles § 21, eff. 5-13-82] — (Substituted in revision for NAC 484.390)

NAC 484D.415 Requirements for power. ([NRS 484D.615](#))

1. A combination of vehicles must, during calm, dry weather conditions, be capable of:

(a) Acceleration and operation on a level highway at speeds which are compatible with other traffic and the speed limit on the highway; and

(b) Maintaining a minimum speed of 20 miles per hour on any grade on which the combination is to be operated.

2. The operator of a towing vehicle used in a combination of vehicles shall maintain the engine and drive train of the towing vehicle to meet the requirements of this section.

[Dep't of Transportation, Combination of Vehicles § 22, eff. 5-13-82] — (Substituted in revision for NAC 484.395)

NAC 484D.420 Emergency and safety equipment. ([NRS 484D.615](#)) 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 95050-4169, 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, U.S. Government Printing Office, P.O. Box 979050, St. Louis, Missouri 63197-9000, or by toll-free telephone at (866) 512-1800.

[Dep't of Transportation, Combination of Vehicles § 23, eff. 5-13-82] — (NAC A by R053-05, 9-7-2005) — (Substituted in revision for NAC 484.400)

NAC 484D.425 Restrictions on operation. ([NRS 484D.615](#)) 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 [NAC 484D.430](#) shall wear properly prescribed glasses or contact lenses whenever he or she 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.

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 warning devices in the required manner.

7. The operator of a combination of vehicles must place warning devices if he or she stops the combination of vehicles on or adjacent to a highway during the hours of darkness.

[Dep't of Transportation, Combination of Vehicles § 24, eff. 5-13-82] — (NAC A 2-3-94; R053-05, 9-7-2005) — (Substituted in revision for NAC 484.405)

NAC 484D.430 Operators: General requirements. ([NRS 484D.615](#))

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 must be in good mental health and physical condition 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, U.S. Government Printing Office, P.O. Box 979050, St. Louis, Missouri 63197-9000, or by toll-free telephone at (866) 512-1800.

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

4. An operator 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.

[Dep't of Transportation, Combination of Vehicles § 25, eff. 5-13-82] — (NAC A by R053-05, 9-7-2005) — (Substituted in revision for NAC 484.410)

NAC 484D.435 Operators: Current medical certificate required. ([NRS 484D.615](#))

1. A person shall not operate a combination of vehicles unless he or she has a current medical certificate.

2. A person shall not require or allow any other person to operate a combination of vehicles unless that person has a current medical certificate.

[Dep't of Transportation, Combination of Vehicles § 26, eff. 5-13-82] — (NAC A 2-3-94; R053-05, 9-7-2005) — (Substituted in revision for NAC 484.415)

NAC 484D.440 Current medical certificate: Possession of copy at principal place of business and by operator. ([NRS 484D.615](#))

1. Every person who owns or manages a business which operates one or more combinations of vehicles shall keep at his or her 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 or her possession while operating the combination a copy of his or her current medical certificate.

[Dep't of Transportation, Combination of Vehicles § 27, eff. 5-13-82] — (NAC A by R053-05, 9-7-2005) — (Substituted in revision for NAC 484.420)

NAC 484D.445 Insurance required. ([NRS 484D.615](#)) Every operator of a combination of vehicles operated in this State shall procure and be covered by a policy of liability insurance which has limits for personal injury of at least \$100,000 per person and \$300,000 per accident and limits for damage to property of at least \$50,000.

[Dep't of Transportation, Combination of Vehicles § 28, eff. 5-13-82] — (Substituted in revision for NAC 484.425)

NAC 484D.450 Additional requirements. ([NRS 484D.615](#))

1. The Department may impose additional restrictions and requirements not set forth in [NAC 484D.300](#) to [484D.455](#), inclusive, as a condition for the operation of combinations of vehicles over particular highways or sections of particular highways in this State.

2. The Department will revoke or amend a decision to allow the operation of a combination of vehicles on any highway of this State if changed circumstances or conditions render the operation of the combination of vehicles impracticable or unsafe.

[Dep't of Transportation, Combination of Vehicles § 30, eff. 5-13-82] — (Substituted in revision for NAC 484.435)

NAC 484D.455 Determination of maximum gross load; distribution of maximum weight. ([NRS 484D.615](#)) 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 484D.635](#):

	Maximum Load in Pounds Carried on any Group of Consecutive Axles.							
	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 or More 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	40,000	44,500						
12	40,000	45,000	50,000					
13	40,000	46,000	50,500					
14	40,000	46,500	51,500					
15	40,000	47,500	52,000					
16	40,000	48,000	52,500	58,000				
17	40,000	49,000	53,500	58,500				
18	40,000	49,500	54,000	59,500				
19	40,000	50,500	54,500	60,000				
20	40,000	51,000	55,500	60,500	66,000			
21	40,000	52,000	56,000	61,000	66,500			
22	40,000	52,500	56,500	62,000	67,000			
23	40,000	53,500	57,500	62,500	68,000			
24	40,000	54,000	58,000	63,000	68,500	74,000		

Distance in ft. Between
the Extremes of any
Group of Consecutive
Axles.

Maximum Load in Pounds Carried on any Group of
Consecutive Axles.

	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 or More Axles
25	40,000	55,000	58,500	63,500	69,000	74,500		
26	40,000	55,500	59,500	64,500	69,500	75,000		
27	40,000	56,500	60,000	65,000	70,000	76,000		
28	40,000	57,000	60,500	65,500	71,000	76,500	82,000	
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
41	40,000	60,000	69,500	73,500	78,500	84,000	89,500	95,000
42	40,000	60,000	70,000	74,500	79,000	84,500	90,000	95,500
43	40,000	60,000	70,500	75,000	80,000	85,000	90,500	96,000
44	40,000	60,000	71,500	75,500	80,500	85,500	91,000	97,000
45	40,000	60,000	72,000	76,000	81,000	86,500	91,500	97,500
46	40,000	60,000	72,500	77,000	81,500	87,000	92,500	98,000
47	40,000	60,000	73,500	77,500	82,000	87,500	93,000	98,500
48	40,000	60,000	74,000	78,000	83,000	88,000	93,500	99,000
49	40,000	60,000	74,500	78,500	83,500	88,500	94,000	99,500
50	40,000	60,000	75,500	79,500	84,000	89,000	94,500	100,000
51	40,000	60,000	76,000	80,000	84,500	90,000	95,000	100,500
52	40,000	60,000	76,500	80,500	85,000	90,500	95,500	101,500
53	40,000	60,000	77,500	81,000	86,000	91,000	96,500	102,000
54	40,000	60,000	78,000	82,000	86,500	91,500	97,000	102,500
55	40,000	60,000	78,500	82,500	87,000	92,000	97,500	103,000

Distance in ft. Between
the Extremes of any
Group of Consecutive
Axles.

Maximum Load in Pounds Carried on any Group of
Consecutive Axles.

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

Distance in ft. Between
the Extremes of any
Group of Consecutive
Axles.

Maximum Load in Pounds Carried on any Group of
Consecutive Axles.

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

Distance in ft. Between
the Extremes of any
Group of Consecutive
Axles.

Maximum Load in Pounds Carried on any Group of
Consecutive Axles.

	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 or More Axles
120	40,000	60,000	80,000	100,000	120,000	129,000	129,000	129,000

* 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.

[Dep't of Transportation, Combination of Vehicles, Procedure and Table of Axles, eff. 5-13-82] — (NAC A 10-17-86; R053-05, 9-7-2005) — (Substituted in revision for NAC 484.440)

Attachment #6

PERMIT RULES AND REGULATIONS HELPFUL TELEPHONE NUMBERS & WEB SITES

Over-dimensional Permits NDOT (775) 888-7410

OverDimensionalPermitsOffice@dot.nv.gov (Questions & Information only)

Amber Light and Hazardous Materials Permits NSP (775) 684-4622

DOT Carrier Number FHWA Traffic Safety (775) 687-5335

Temporary Trip & Fuel Permits Transceiver (800) 749-6058

Licensing DMV Motor Carrier Division (775) 684-4711 ext. 1

www.nevadadmvt.state.nv.us/mchome.htm#cdl

Nevada State Police Carson City (775) 684-4870

Las Vegas (702) 486-4100

Reno (775) 688-2500

Elko (775) 738-8035

www.nhp.nv.gov

NDOT District Offices and Major Maintenance Stations

Elko (775) 738-7284

Ely (775) 289-1666

Reno (775) 834-8300

Las Vegas (702) 385-6500

Tonopah (775) 482-2302

Winnemucca (775) 623-8000

