

US Domestic Overweight Equipment Restrictions Federal Motor Carrier Safety Administration

Trucks over 80,000 pounds on the interstate system and trucks over STAA lengths on the national network

This appendix contains the weight and size provisions that were in effect on or before June 1, 1991 (July 6, 1991 for Alaska), for vehicles covered by 23 U.S.C. 127(d) Licensed Commercial Vehicles (LCV's) and 49

U.S.C. app. 2311(j) (commercial motor vehicles (CMV's) with 2 or more cargo-carrying units). Weights and dimensions are "frozen" at the values shown here, which were in effect on June 1, 1991 (Alaska, July 6, 1991). All vehicles are listed by configuration type.

Trucks Over 80,000 Pounds on the Interstate System

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

Trucks Over STAA Lengths on the National Network

Listed for each State by combination type is either:

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

CMV's are categorized as follows:

1. A CMV combination consisting of a truck tractor and two trailing units.
2. A CMV combination consisting of a truck tractor and three trailing units.
3. CMV combinations with two or more cargo-carrying units not included in descriptions 1 or 2.

In the following table the left number is the maximum cargo-carrying length measured in feet from the front of the first cargo unit to the rear of the last cargo unit. This distance is not to include length exclusive devices which have been approved by the Secretary or by any State. Devices excluded from length determination shall only include items whose function is related to the safe and efficient operation of the semitrailer or trailer. No device excluded from length determination shall be designed or used for carrying cargo. The right number is the maximum gross weight in thousands of pounds that the type of vehicle can carry when operating as an LCV on the Interstate System. For every State where there is a length or weight number in the table that follows, additional information is provided.

Vehicle combinations subject to Pub. L. 102-240

State	1 Truck tractor and trailing units	2 Truck tractor and trailing units	3 other
Alabama	NO	NO	NO
Alaska	95'	110'	83'
Arizona	95'129K	95'129K	(1)
Arkansas	NO	NO	NO
California	NO	NO	NO
Colorado	111'110K	115.5'110K	78'
Connecticut	NO	NO	NO
Delaware	NO	NO	NO
Dist. of Columbia	NO	NO	NO
Florida	106'(2)	NO	NO
Georgia	NO	NO	NO
Hawaii	65'(2)	NO	NO
Idaho	95'105.5K	95'105.5K	(1)
Illinois	NO	NO	NO
Indiana	106'127.4K	104.5'127.4K	58'
Iowa	100'129K	100'129K	78'
Kansas	109'120K	109'120K	NO
Kentucky	NO	NO	NO
Louisiana	NO	NO	NO
Maine	NO	NO	NO
Maryland	NO	NO	NO
Massachusetts	104'127.4K	NO	NO
Michigan	58'164K	NO	63'
Minnesota	NO	NO	NO
Mississippi	65'(2)	NO	NO
Missouri	110'120K(4)	109'120K	NO
Montana	93'137.8K	100'131.06K	(1)
Nebraska	95'95K	95'(2)	68'
Nevada	95'129K	95'129K	98'
New Hampshire	NO	NO	NO

New Jersey	NO	NO	NO
New Mexico	86.4K(3)	NO	NO
New York	102'143K	NO	NO
North Carolina	NO	NO	NO
North Dakota	103'105.5K	100'105.5K	103'
Ohio	102'127.4K	95'115K'	NO
Oklahoma	110'90K	95'90K	NO
Oregon	68'105.5K	96'105.5K	70'5"
Pennsylvania	NO	NO	NO
Puerto Rico	NO	NO	NO
Rhode Island	NO	NO	NO
South Carolina	NO	NO	NO
South Dakota	100'129K	100'129K	(1)
Tennessee	NO	NO	NO
Texas	NO	NO	NO
Utah	95'129K	95'129K	(1)
Vermont	NO	NO	NO
Virginia	NO	NO	NO
Washington	68'105.5K	NO	68'
West Virginia	NO	NO	NO
Wisconsin	NO	NO	NO
Wyoming	81'117K	NO	(1)

(1) State submission includes multiple vehicles in this category - see individual State listings.

(2) No maximum weight is established as this vehicle combination is not considered an "LCV" per the ISTEAD definition. Florida's combination is not allowed to operate on the Interstate System, and the combinations for Hawaii, Mississippi, and Nebraska are not allowed to exceed 80,000 pounds.

(3) No maximum cargo-carrying length is established for this combination. Because State law limits each trailing unit to not more than 28.5 feet in length, this combination is allowed to operate on all NN routes under the authority of the STAA of 1982, regardless of actual cargo-carrying length. The maximum weight listed is New Mexico's maximum allowable gross weight on the Interstate System under the grandfather authority of 23 U.S.C. 127.

(4) These dimensions do not apply to the same combinations. The 110-foot length is limited to vehicles entering from Oklahoma, also limited to 90K gross weight. The 120K gross weight is limited to vehicles entering from Kansas, also limited to a cargo carrying length of 109 feet.

The following abbreviation convention is used throughout the narrative State-by-State descriptions for the captions OPERATIONAL CONDITIONS, ROUTES, and LEGAL CITATIONS: two letter State abbreviation, dash, "TT" for truck tractor, and 2 or 3 for two or three trailing units. For example, the phrase "Arizona truck tractor and 2 trailing units", would be noted as "AZ-TT2"; the phrase "Indiana truck tractor and 3 trailing units" would be noted as "IN-TT3", etc.