

wheel is located on a drop frame located behind and below the rear-most axle of the power unit.

*Tandem axle weight.* The total weight transmitted to the road by two or more consecutive axles whose centers may be included between parallel transverse vertical planes spaced more than 40 inches and not more than 96 inches apart, extending across the full width of the vehicle. The Federal tandem axle weight limit on the Interstate System is 34,000 pounds.

*Terminal.* The term *terminal* as used in this regulation means, at a minimum, any location where:

Freight either originates, terminates, or is handled in the transportation process; or

Commercial motor carriers maintain operating facilities.

*Tractor or Truck tractor.* The noncargo carrying power unit that operates in combination with a semitrailer or trailer, except that a truck tractor and semitrailer engaged in the transportation of automobiles may transport motor vehicles on part of the power unit.

*Truck-tractor semitrailer-semitrailer.* In a truck-tractor semitrailer-semitrailer combination vehicle, the two trailing units are connected with a "B-train" assembly. The B-train assembly is a rigid frame extension attached to the rear frame of a first semitrailer which allows for a fifth wheel connection point for the second semitrailer. This combination has one less articulation point than the conventional "A dolly" connected truck-tractor semitrailer-trailer combination.

*Truck-trailer boat transporter.* A boat transporter combination consisting of a straight truck towing a trailer using typically a ball and socket connection. The trailer axle(s) is located substantially at the trailer center of gravity (rather than the rear of the trailer) but so as to maintain a downward force on the trailer tongue.

*Width exclusive devices.* Devices excluded from the measurement of vehi-

cle width. Such devices shall not be designed or used to carry cargo.

[49 FR 23315, June 5, 1984, as amended at 53 FR 2597, Jan. 29, 1988; 53 FR 12148, Apr. 13, 1988; 53 FR 25485, July 7, 1988; 53 FR 48636, Dec. 2, 1988; 55 FR 22762, June 1, 1990; 55 FR 32399, Aug. 9, 1990; 59 FR 30419, June 13, 1994; 63 FR 70652, Dec. 22, 1998; 64 FR 48959, Sept. 9, 1999; 67 FR 15109, Mar. 29, 2002]

#### § 658.7 Applicability.

Except as limited in § 658.17(a) the provisions of this part are applicable to the National Network and reasonable access thereto. However, nothing in this regulation shall be construed to prevent any State from applying any weight and size limits to other highways, except when such limits would deny reasonable access to the National Network.

#### § 658.9 National Network criteria.

(a) The National Network listed in the appendix to this part is available for use by commercial motor vehicles of the dimensions and configurations described in §§ 658.13 and 658.15.

(b) For those States with detailed lists of individual routes in the appendix, the routes have been designated on the basis of their general adherence to the following criteria.

(1) The route is a geometrically typical component of the Federal-Aid Primary System, serving to link principal cities and densely developed portions of the States.

(2) The route is a high volume route utilized extensively by large vehicles for interstate commerce.

(3) The route does not have any restrictions precluding use by conventional combination vehicles.

(4) The route has adequate geometrics to support safe operations, considering sight distance, severity and length of grades, pavement width, horizontal curvature, shoulder width, bridge clearances and load limits, traffic volumes and vehicle mix, and intersection geometry.

(5) The route consists of lanes designed to be a width of 12 feet or more or is otherwise consistent with highway safety.