

Trailer Summary:

Dimensions: Dimensions shall not exceed: a total length of 70 feet; a width of 102 inches; and a height of 14 feet.

Brakes: Every trailer with a gross weight in excess of 3,000 pounds must be equipped with brakes acting on all wheels and of such character as to be applied automatically and promptly, and remain applied for at least 15 minutes, upon breakaway from the towing vehicle. Every trailer operating upon a highway must be equipped with service brakes on all wheels.

Every trailer of 3,000 pounds or more gross weight or equaling more than 40 percent of the towing vehicle, must be equipped with brakes on at least two wheels.

Lighting/Reflectors: On every trailer or semitrailer 80 inches or more in overall width, there shall be the following: (a) On the front, two clearance lamps, one at each side. (b) On the rear, two clearance lamps, and three identification lamps meeting the requirements of subsection 8. (c) On each side, two side marker lamps, one at or near the front and one at or near the rear. (d) On each side, two reflectors, one at or near the front and one at or near the rear.

Every trailer and semitrailer 30 feet or more in overall length, there shall be, on each side, one amber side marker lamp and one amber reflector, centrally located with respect to the length of the trailer and semitrailer.

Hitch/Signals: Safety chains and cables required.

Mirrors: A motor vehicle must be equipped with a mirror that reflects to the driver a view of the highway for a distance of at least 200 feet to the rear of the motor vehicle.

Speed Limits: A speed limit on such highways not to exceed 80 miles per hour.

Towing: N/A

Other: N/A

<http://www.dmvnv.com/pdfforms/equipreqtr.pdf> - **Trailer Equipment Requirements**

Nevada Revised Statutes:

CHAPTER 484 - TRAFFIC LAWS

NRS 482.0435 “Full trailer” defined.

“Full trailer” means any commercial vehicle without motive power supported by front and rear axles and pulled by a drawbar.

NRS 482.110 “Semitrailer” defined.

“Semitrailer” means every vehicle of the trailer type so designed and used in conjunction with a motor vehicle that some part of its own weight and that of its own load rests upon or is carried by another vehicle.

NRS 482.125 “Trailer” defined.

“Trailer” means every vehicle without motive power designed to carry property or passengers wholly on its own structure and to be drawn by a motor vehicle.

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.

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.

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 driveway 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.

NRS 484D.140 Additional equipment for lighting required on certain vehicles.

1. In addition to other equipment required in chapters 484A to 484E, inclusive, of NRS, the following vehicles shall be equipped as stated in this section.

2. On every bus or truck 80 inches or more in overall width manufactured after January 1, 1970, there shall be the following:

(a) On the front, two clearance lamps, one at each side, and three identification lamps meeting the requirements of subsection 8.

(b) On the rear, two clearance lamps, one at each side, and three identification lamps meeting the requirements of subsection 8.

(c) On each side, two side marker lamps, one at or near the front and one at or near the rear.

(d) On each side, two reflectors, one at or near the front and one at or near the rear.

3. On every trailer or semitrailer 80 inches or more in overall width, there shall be the following:

(a) On the front, two clearance lamps, one at each side.

(b) On the rear, two clearance lamps, and three identification lamps meeting the requirements of subsection 8.

(c) On each side, two side marker lamps, one at or near the front and one at or near the rear.

(d) On each side, two reflectors, one at or near the front and one at or near the rear.

4. For the purposes of this section, "converter dolly" means a vehicle with a fifth wheel lower half or equivalent mechanism, the attachment of which converts a semitrailer to a full trailer. Each such dolly, when towed singly by another vehicle, and not as part of a full trailer, shall be equipped with one stop lamp, one tail lamp and two reflectors on the rear. No lighting devices or reflectors are required on the front or sides of any such dolly.

5. In addition to the requirements of subsection 3, on every trailer and semitrailer 30 feet or more in overall length, there shall be, on each side, one amber side marker lamp and one amber reflector, centrally located with respect to the length of the trailer and semitrailer.

6. On the front of every truck-tractor, there shall be two cab clearance lamps, one at each side, and if the truck-tractor is manufactured after January 1, 1970, three identification lamps meeting the requirements of subsection 8.

7. On every pole trailer, there shall be the following:

(a) On each side, one amber side marker lamp at or near the front of the load.

(b) On each side, one amber reflector at or near the front of the load.

(c) On the rearmost part of the load or the rearmost support for the load, one combination marker lamp showing amber to the front and red to the rear and side, mounted to indicate the maximum width of the pole trailer.

8. Identification lamps shall be grouped in a horizontal row, with lamp centers spaced not less than 6 nor more than 12 inches apart, and mounted on the permanent structure of the vehicle as close as practicable to the vertical centerline, except that where the cab of a vehicle is not more than 42 inches wide at the front roofline, a single identification lamp at the center of the cab shall be sufficient to comply with the requirements for front identification lamps.

9. On trailers designed to carry boats, front and rear clearance lamps may be located on each side of the trailer at or near the mid-point of the trailer between the front and rear of the trailer to indicate the extreme width of the trailer.

10. The provisions of this section shall not apply to a mobile home.

CHAPTER 481A - TRANSPORTATION ON HIGHWAYS (MULTISTATE AGREEMENT)

NRS 481A.010 Enactment and text of Agreement.

NRS 481A.020 Representatives designated to serve on cooperating committee.

NRS 481A.010 Enactment and text of Agreement. The Multistate Highway Transportation Agreement is hereby enacted into law and entered into with all jurisdictions legally joining therein, in the form substantially as follows:

ARTICLE I Findings and Purposes

Section 1. Findings. The participating jurisdictions find that:

- (a) The expanding regional economy depends on expanding transportation capacity;
- (b) Highway transportation is the major mode for movement of persons and goods in the western states;
- (c) Uniform application in the west of more adequate vehicle size and weight standards will result in a reduction of pollution, congestion, fuel consumption and related transportation costs, which are necessary to permit increased productivity;

(d) A number of western states have already, to the fullest extent possible, adopted substantially the 1964 Bureau of Public Roads recommended vehicle size and weight standards; and

(e) The participating jurisdictions are most capable of developing vehicle size and weight standards most appropriate for the regional economy and transportation requirements, consistent with and in recognition of principles of highway safety.

Sec. 2. Purposes. The purposes of this agreement are to:

(a) Adhere to the principle that each participating jurisdiction should have the freedom to develop vehicle size and weight standards that it determines to be most appropriate to its economy and highway system.

(b) Establish a system authorizing the operation of vehicles traveling between two or more participating jurisdictions at more adequate size and weight standards.

(c) Promote uniformity among participating jurisdictions in vehicle size and weight standards on the basis of the objectives set forth in this agreement.

(d) Secure uniformity insofar as possible, of administrative procedures in the enforcement of recommended vehicle size and weight standards.

(e) Provide a means for the encouragement and utilization of research which will facilitate the achievement of the foregoing purposes, with due regard for the findings set forth in section 1 of this article.

(f) Facilitate communication among legislators, state transportation administrators and commercial industry representatives in addressing issues relating to highway transportation in participating jurisdictions.

ARTICLE II Definitions

Section 1. As used in this agreement:

(a) "Cooperating committee" means the committee consisting of the designated representatives from all participating jurisdictions.

(b) "Designated representative" means a legislator or other person authorized pursuant to Article XI to represent the jurisdiction.

(c) "Jurisdiction" means a state of the United States or the District of Columbia.

(d) "Vehicle" means any vehicle as defined by statute to be subject to size and weight standards which operates in two or more participating jurisdictions.

ARTICLE III General Provisions

Section 1. Qualifications for Membership. Participation in this agreement is open to jurisdictions which subscribe to the findings, purposes and objectives of this agreement and will seek legislation necessary to accomplish those objectives.

Sec. 2. Cooperation. The participating jurisdictions, working through their designated representatives, shall cooperate and assist each other in achieving the desired goals of this agreement pursuant to appropriate statutory authority.

Sec. 3. Effect of Headings. Article and section headings contained herein shall not be deemed to govern, limit, modify or in any manner affect the scope, meaning or intent of the provisions of any article or section of this agreement.

Sec. 4. Vehicle Laws and Regulations. This agreement does not authorize the operation of a vehicle in any participating jurisdiction contrary to the laws or regulations of the participating jurisdiction.

Sec. 5. Interpretation. The final decision regarding interpretation of questions at issue relating to this agreement must be reached by a unanimous joint action of the participating jurisdictions, acting through the designated representatives. Results of all such actions must be placed in writing.

Sec. 6. Amendment. This agreement may be amended by a unanimous joint action of the participating jurisdictions, acting through the officials thereof authorized to enter into this agreement, subject to the requirements of section 4 of article III. Any amendment must be placed in writing and become a part of this agreement.

Sec. 7. Restrictions, Conditions or Limitations. Any jurisdiction entering into this agreement shall provide to each other participating jurisdiction a list of any restriction, condition or limitation on the general terms of this agreement, if any.

Sec. 8. Additional Jurisdictions. Additional jurisdictions may become members of this agreement by signing and accepting the terms of the agreement.

ARTICLE IV Cooperating Committee

Section 1. Each participating jurisdiction is entitled to select not more than two designated representatives. Pursuant to section 2 of article III, the designated representatives of the participating jurisdictions constitute a cooperating committee which may:

(a) Collect, correlate, analyze and evaluate information resulting or derivable from research and testing activities in relation to vehicle size and weight-related matters.

(b) Recommend and encourage the undertaking of research and testing in any aspect of vehicle size and weight or related matter when, in their collective judgment, appropriate or sufficient research or testing has not been undertaken.

(c) Recommend changes in law or policy with emphasis on compatibility of laws and uniformity of administrative rules or regulations which would promote effective governmental action or coordination in the field of vehicle size and weight-related matters.

(d) Recommend improvements in highway operations, vehicular safety and state administration of highway transportation laws.

(e) Perform any functions required to carry out the purposes of this agreement.

Sec. 2. Each designated representative of a participating jurisdiction is entitled to one vote only. No action of the committee may be approved unless a majority of the total number of votes cast by the designated representatives of the participating jurisdictions are in favor of the action.

Sec. 3. The committee shall meet at least once annually and shall elect, from among its members, a chairman, a vice chairman and a secretary.

Sec. 4. The committee shall submit annually to the legislature of each participating jurisdiction a report setting forth the work of the committee during the preceding year and including recommendations developed by the committee. The committee may submit such additional reports as it deems appropriate.

ARTICLE V Objectives of the Participating Jurisdictions

Section 1. Objectives. The participating jurisdictions hereby declare that:

(a) It is the objective of the participating jurisdictions to obtain more efficient and economical transportation by motor vehicles between and among the participating jurisdictions by encouraging the adoption of standards that will, as minimums, allow the operation of a vehicle or combination of vehicles in regular operation on all state highways, except those determined through an engineering evaluation to be inadequate, with a single-axle weight not in excess of 20,000 pounds, a tandem-axle weight not in excess of 34,000 pounds, and a gross vehicle or combination weight not in excess of that resulting from application of the formula:

$$W = 500 [LN / (N-1) + 12N + 36]$$

where W = Maximum weight in pounds carried on any group of two or more axles computed to nearest 500 pounds.

L = distance in feet between the extremes of any group of two or more consecutive axles.

N = number of axles in group under consideration.

(b) It is the further objective of the participating jurisdictions that the operation of a vehicle or combination of vehicles in interstate commerce according to the provisions of subsection (a) of this section be authorized under special permit authority by each participating jurisdiction if the vehicle or combination of vehicles weighs more than 80,000 pounds or exceeds the length prescribed by statute in the participating jurisdiction in which the vehicle or combination of vehicles is operated.

(c) It is the further objective of the participating jurisdictions to facilitate and expedite the operation of any vehicle or combination of vehicles between and among the participating jurisdictions under the provisions of subsection (a) or (b) of this section, and to that end the participating jurisdictions hereby agree, through their designated representatives, to meet and cooperate in the consideration of vehicle size and weight-related matters, including, but not limited to, the development of uniform enforcement procedures, additional vehicle size and weight standards, operational standards, agreements or compacts to facilitate regional application and administration of vehicle size and weight standards, uniform permit procedures, uniform application forms, rules and regulations for the operation of vehicles, including equipment requirements, driver qualifications, and operating practices, and such other matters as may be pertinent.

(d) It is further the objective of the participating jurisdictions that the cooperating committee may recommend that the participating jurisdictions jointly secure Congressional approval of this agreement and, specifically of the vehicle size and weight standards set forth in subsection (a) of this section.

(e) It is the further objective of the participating jurisdictions to:

(1) Establish transportation laws and regulations that satisfy regional and economic requirements and promote an efficient, safe and compatible network of transportation.

(2) Develop standards that facilitate the most efficient and environmentally sound operation of vehicles on highways, consistent with and in recognition of the principles of highway safety.

(3) Establish programs to increase productivity and reduce congestion, consumption of fuel and related costs of transportation and enhance the quality of air through the uniform application of state vehicle laws and regulations.

ARTICLE VI Entry Into Force and Withdrawal

Section 1. This agreement enters into force when enacted into law by any two or more jurisdictions. Thereafter, this agreement becomes effective as to any other jurisdiction upon its enactment thereof, except as otherwise provided in section 8 of article III.

Sec. 2. Any participating jurisdiction may withdraw from this agreement by cancelling this agreement, but such a withdrawal must not take effect until 30 days after the designated representatives of the withdrawing jurisdiction have given notice in writing of the withdrawal to all other participating jurisdictions.

ARTICLE VII Construction and Severability

Section 1. This agreement must be liberally construed to effectuate the purposes thereof.

Sec. 2. The provisions of this agreement are severable and if any phrase, clause, sentence or provision of this agreement is declared to be contrary to the constitution of any participating jurisdiction, or the applicability thereto to any government, agency, person or circumstance is held invalid, the validity of the remainder of this agreement must not be affected thereby. If this agreement is held to be contrary to the constitution of any jurisdiction participating herein, the agreement remains in full force and effect as to the remaining jurisdictions and in full force and effect as to the jurisdictions affected as to all severable matters.

ARTICLE VIII Filing of Documents

Section 1. A copy of this agreement, its amendments, and rules or regulations promulgated thereunder and interpretations thereof must be filed in the highway department in each participating jurisdiction and must be made available for review by interested parties.

ARTICLE IX Cooperation by State Governments With Cooperating Committee

Section 1. Within the limits of legislative appropriations, the departments, agencies and officers of each participating jurisdiction may cooperate with and provide assistance to the cooperating committee concerning any provision of this agreement.

ARTICLE X Funding

Section 1. Funds for the administration of this agreement, including participation in the cooperating committee and the actual authorized expenses of the designated representatives, must be budgeted from any fees collected for the highway fund of each participating jurisdiction.

ARTICLE XI Selection of Designated Representatives

Section 1. Each participating jurisdiction shall establish by law the procedure for selecting its designated representatives to serve on the cooperating committee.

(Added to NRS by 1975, 263; A 2001, 2683)

NRS 481A.020 Representatives designated to serve on cooperating committee.

The designated representatives of this State to serve on the cooperating committee established by Article IV of the Multistate Highway Transportation Agreement are:

1. The Chair of the Joint Interim Standing Committee on Growth and Infrastructure or a person designated by the Chair; and
2. The Vice Chair of the Joint Interim Standing Committee on Growth and Infrastructure or a person designated by the Vice Chair.

484D.250. Equipment required

1. Every motor vehicle, trailer, semitrailer, house trailer and pole trailer, and any combination of those vehicles operating upon a highway must be equipped with brakes in compliance with the requirements of this chapter.

2. Every such vehicle and combination of vehicles, except:

(a) Special mobile equipment towed by a motor vehicle at a speed of 20 miles per hour or less;

(b) Trailers, semitrailers and house trailers having a gross weight of 3,000 pounds or less, except as provided in subsection 6; and

(c) Pole dollies when used in the transportation of poles at a speed of 20 miles per hour or less by a public utility or agency engaged in the business of supplying electricity or telephone service, when the transportation is between storage yards or between a storage yard and a job location where the poles are to be used,

must be equipped with service brakes complying with the performance requirements of NRS 484D.255 and adequate to control the movement of and to stop and hold that vehicle under all conditions of loading, and on any grade incident to its operation.

3. Every such vehicle and combination of vehicles, except motorcycles or mopeds, must be equipped with parking brakes adequate to hold the vehicle or combination of vehicles on any grade on which it is operated, under all conditions of loading, on a surface free from snow, ice or loose material. The parking brakes must be capable of being applied in conformance with the foregoing requirements by the driver's muscular effort or by spring action or by equivalent means.

Their operation may be assisted by the service brakes or other source of power, provided that failure of the service brake actuation system or other power-assisting mechanism will not prevent the parking brakes from being applied in conformance with the foregoing requirements. The

parking brakes must be so designed that when once applied they remain applied with the required effectiveness despite exhaustion of any source of energy or leakage of any kind.

The same brake drums, brake shoes and lining assemblies, brake-shoe anchors and mechanical brake-shoe actuation mechanism normally associated with the wheel brake assemblies may be used for both the service brakes and the parking brakes. If the means of applying the parking brakes and the service brakes are connected in any way, they must be so constructed that failure of any one part will not leave the vehicle without operative brakes.

4. Every vehicle must be equipped with brakes acting on all wheels except:

(a) Trailers, semitrailers, house trailers or pole trailers, manufactured or assembled before July 1, 1975, having a gross weight of 3,000 pounds or less.

(b) Any vehicle being towed in driveaway or towaway operations, provided the combination of vehicles is capable of complying with the performance requirements of NRS 484D.255.

(c) Trucks and truck-tractors having three or more axles, which need not have brakes on the front wheels, except that when those vehicles are equipped with at least two steerable axles, the wheels of one steerable axle need not have brakes. However, those trucks and truck-tractors must be capable of complying with the performance requirements of NRS 484D.255.

(d) Special mobile equipment.

(e) Any vehicle with three wheels in contact with the ground, two of which are equipped with brakes if the vehicle is capable of complying with the performance requirements of NRS 484D.255.

5. Every trailer, semitrailer, house trailer and pole trailer equipped with air- or vacuum-actuated brakes and every trailer, semitrailer, house trailer and pole trailer with a gross weight in excess of 3,000 pounds, manufactured or assembled after July 1, 1969, must be equipped with brakes acting on all wheels and of such character as to be applied automatically and promptly, and remain applied for at least 15 minutes, upon breakaway from the towing vehicle.

6. Every trailer, semitrailer, house trailer or pole trailer of 3,000 pounds or more gross weight or equaling more than 40 percent of the towing vehicle, manufactured or assembled before July 1, 1975, must be equipped with brakes on at least two wheels.

7. Except as otherwise provided by law, every motor vehicle used to tow a trailer, semitrailer, house trailer or pole trailer equipped with brakes must be equipped with means for providing that, in case of breakaway of the towed vehicle, the towing vehicle will be capable of being stopped by the use of its service brakes.

8. Air brake systems installed on trailers must be so designed that the supply reservoir used to provide air for the brakes is safeguarded against backflow of air from the reservoir through the supply line.

9. Every motor vehicle, trailer, semitrailer, house trailer or pole trailer, manufactured or assembled after July 1, 1975, and operating upon a highway must be equipped with service brakes on all wheels of every vehicle, except:

(a) A trailer, semitrailer, house trailer or pole trailer of less than 1,500 pounds gross weight need not be equipped with brakes; and

(b) Three-axle trucks, trucks and truck-tractors need only be equipped with brakes on all wheels of the two rear axles.

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.

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 securement of loads for transportation over public highways by vehicles, except loads containing radioactive waste.

2. Safety chains and cables for combinations of vehicles.

484D.430. Mirrors on all motor vehicles

On and after January 1, 1970, every motor vehicle, operated singly or when towing any other vehicle, shall be equipped with a mirror so located as to reflect to the driver a view of the highway for a distance of at least 200 feet to the rear of such motor vehicle.

484B.613. Speed limit: Establishment for vehicles on highways constructed and maintained by Department of Transportation; additional penalty for violation committed in work zone

1. The Department of Transportation may establish the speed limits for motor vehicles on highways which are constructed and maintained by the Department of Transportation under the authority granted to it by chapter 408 of NRS.
2. Except as otherwise provided by federal law, the Department of Transportation may establish a speed limit on such highways not to exceed 80 miles per hour and may establish a lower speed limit:
 - (a) Where necessary to protect public health and safety.
 - (b) For trucks, overweight and oversized vehicles, trailers drawn by motor vehicles and buses.
3. A person who violates any speed limit established pursuant to this section may be subject to the additional penalty set forth in NRS 484B.130.