Alaska Administrative Code

Trailer Summary:

Dimensions: Dimensions shall not exceeded: a total length of 75 feet a; trailer length of 40 feet, a total width of 102 inches, a height of 14 feet.
Brakes: Vehicles that have a gross weight in excess of 5,000 lbs, then

- the towed vehicle must have operating brakes on at least two wheels on each side of a three axle vehicle, or one wheel on each side of a double or single axle vehicle;
- (2) the towed vehicle requiring brakes must be equipped with an operating, breakaway system capable of applying all required brakes in the event of separation from the towing vehicle; and

Hitch/Signals: Must be attached to towing vehicle by means of a safety chain, chains, cable or equivalent device, in addition to the regular hitch or coupling. Devices must be of sufficient strength to retain control of the towed vehicle in the event of failure. Connecting device must be connected in a manner which will prevent the drawbar or other rigid connecting device from dropping to the ground in the event of failure.

Lighting/Reflectors:

- Trailer, semitrailer, pole trailer, or vehicle drawn by another vehicle must be equipped with at least 1 tail lamp on rear that emits red light from a distance of 500 feet
- Trailer, semitrailer, or pole trailer with a gross weight of 3,000 lbs. or less must have 2 reflectors on the rear with 1 placed on each side.
- If load or trailer obscures stop light view of towing vehicle, stop light must be placed on towed vehicle.

Mirrors: Mirrors are required on all towing vehicles. the left side mirror is required, and 1 mirror may be an interior mirror. However, mirrors are required on both the left and right side of a vehicle when a motor vehicle towing another vehicle and the towed vehicle or its load obstructs the driver's view through the rear window.
Speed Limits:N/A
Towing: The drawbar or other connection may not exceed 15 feet in length from one vehicle to the other, except if the connection is between two vehicles.
Other: The towing vehicle must be of sufficient size and weight to safely control the towed vehicle.

Sec. 28.33.190. Definitions.

In this chapter,

(1) "alcoholic beverage" has the meaning given in AS 04.21.080 (b);

(2) "commerce" means

(A) any trade, traffic, or transportation within the jurisdiction of the United States between a place in a state and a place outside of the United States; and

(B) trade, traffic, and transportation in the United States that affects any trade, traffic, and transportation described in (A) of this paragraph;

(3) "commercial driver's license" means a license issued by a state or other jurisdiction, in accordance with the standards contained in 49 C.F.R. 383, to an individual authorizing the individual to operate a class of a commercial motor vehicle;

(4) "commercial motor vehicle" has the meaning given in AS 28.90.990 ;

(5) "controlled substance" means any substance listed as being controlled under AS 11.71 or 21 U.S.C. 812 - 813, or determined under federal regulations to be controlled for purposes of 21 U.S.C. 801 - 813 (Controlled Substances Act);

(6) "conviction" means an unvacated adjudication or conviction of guilt, or a determination that a person has violated or failed to comply with the law in a court of original jurisdiction or by an authorized administrative agency, an unvacated forfeiture of bail or collateral deposited to secure the person's appearance in court, a plea of guilty or nolo contendere accepted by the court, the payment of a fine or court cost, or violation of a condition of release without bail, regardless of whether the penalty is rebated, suspended, or probated;

(7) "disqualification" means a withdrawal of the privilege to drive a commercial motor vehicle;

(8) "disqualified" means that a person's privilege to drive a commercial motor vehicle has been withdrawn;

(9) "domicile" means a state of the United States where a person has the person's true, fixed, and permanent home and principal residence and to which the person has the intention of returning whenever the person is absent;

(10) "drive a commercial motor vehicle" means to affect the movement, attempt to affect the movement, or to be in actual physical control, of a commercial motor vehicle in motion, excluding slight motion incidental to loading, unloading, servicing, or inspecting the vehicle;

(11) "employer" means a person who

(A) provides compensation to a person who operates a commercial motor vehicle, including wages or other remuneration, whether through an employment relationship or by contract; or

(B) acts as an agent of someone who provides compensation to a person who operates a commercial motor vehicle, with authority to allow, require, permit, assign, or authorize the person being compensated to operate a commercial motor vehicle;

(12) "hazardous material" means any material that has been designated as hazardous under 49 U.S.C. 5103 and is required to be placarded under subpart F of 49 C.F.R. 172 or any quantity of a material listed as a select agent or toxin in 42 C.F.R. 73;

(13) "imminent hazard" means the existence of a condition that presents a substantial likelihood that death, serious illness, severe personal injury, or a substantial endangerment to health, property, or the environment may occur before the reasonably foreseeable completion date of a formal proceeding by the United States Department of Transportation begun to lessen the risk of that death, illness, injury, or endangerment;

(14) "operating a commercial motor vehicle" means

(A) to drive a commercial motor vehicle; or

(B) whether or not the vehicle is in motion, or is capable of being moved, to be in actual physical control, or to attempt to affect the movement, of a commercial motor vehicle;

(15) "out-of-service order" means an order issued under regulations adopted under AS 19.10.060 (c) or AS 28.05.011 that prohibits an owner or operator of a commercial motor vehicle from operating a commercial motor vehicle; and

(16) "serious traffic violation" means

(A) speeding 15 miles per hour or more above the posted limit;

(B) reckless or negligent driving, in violation of AS 28.35.400 or 28.35.410 or an ordinance with substantially similar elements;

(C) violation of a provision of this title, or a regulation adopted under this title, relating to improper lane changes or following too closely, or an ordinance with substantially similar elements;

(D) violation of a law or ordinance relating to traffic control, which was determined by the court by a preponderance of the evidence to have been a factor in causing physical injury to a person;

(E) driving a commercial motor vehicle without obtaining a license to drive a commercial motor vehicle;

(F) driving a commercial motor vehicle without a license to drive a commercial motor vehicle in the driver's possession; however, if an individual provides proof to the department by the date that the individual was required to appear in court or pay any fine for that violation that the individual held a valid license to drive a commercial motor vehicle on the date the citation was issued, the driving may not be considered as a serious traffic violation under this paragraph;

(G) driving a commercial motor vehicle without the proper class of license to drive a commercial motor vehicle and any required endorsements for the specific vehicle group being operated, or for the passengers or type of cargo being transported; or

(H) driving a commercial motor vehicle in violation of AS 28.35.161 .

13 AAC 04.275. Towed vehicles; connections and safety devices (a) A vehicle towed upon a street or highway must be coupled to its towing vehicle by means of a safety chain, chains, cable or equivalent device, in addition to the regular hitch or coupling. No additional connecting device may contain more slack than is necessary to permit proper turning of the vehicles connected, and the additional connecting safety devices must be connected to both the towing and the towed vehicles and to the drawbar or other rigid connecting device in a manner which will prevent the drawbar or other rigid connecting device from dropping to the ground in the event of its failure. The additional safety devices must be of sufficient strength to retain control of the towed vehicle in the event of failure of the rigid connecting device. (b) The requirements of (a) of this section do not apply to a towed vehicle which is connected to a towing vehicle by a connecting device composed of a fifth wheel and kingpin assembly. (c) Except as provided in (e) of this section, when one vehicle is towing another, the drawbar or other rigid connection must be of sufficient strength to pull all of the weight towed. The drawbar or other connection may not exceed 15 feet in length from one vehicle to the other, except if the connection is between two vehicles, one or both of which transports poles, pipes, machinery or other materials of a structural nature which cannot be readily dismembered. (d) Except for an implement of husbandry or a pole trailer, the drawbar or other connecting device must connect the towed vehicle to track within six inches of the immediately preceding vehicle to which it is connected. (e) When one vehicle is towing a disabled vehicle and, because of emergency or other extenuating circumstances, there is no rigid connecting device between a towing and a towed vehicle, there must be displayed upon the connection a white flag or cloth at least 12 inches square. (f) The provisions of this section do not apply to snowmobiles or other off-highway vehicles.

13 AAC 04.220. Mirrors (a) A motor vehicle must be equipped with a mirror mounted on the left side of the vehicle; every motor vehicle except a motor-driven cycle, bicycle, or off-highway vehicle, must be equipped with a mirror mounted either inside the vehicle approximately in the center, or outside the vehicle on the right side. (b) The following motor vehicles must be equipped with mirrors on both the left and right sides of the vehicle: (1) a bus or school bus; (2) a motor vehicle constructed, loaded or designed to be loaded in a manner which obstructs the driver's view through the rear window; or (3) a motor vehicle towing a vehicle when the towed vehicle or its load obstructs the driver's view through the rear window. (c) All mirrors required by this section must be maintained in good condition and located to reflect to the driver a view to the rear of the vehicle.

13 AAC 04.205. Brakes (a) Except as otherwise provided in this chapter, every motor vehicle and every combination of vehicles must have a service braking system which will stop the vehicle or combination of vehicles within 40 feet from an initial speed of 20 miles per hour on a level, dry, smooth, clear, hard surface, except that a passenger car or other single-unit vehicle

with a manufacturer's gross vehicle weight rating of 10,000 pounds or less must be able to stop within 25 feet from an initial speed of 20 miles per hour on a similar surface. (b) A motor vehicle or combination of vehicles, except a motor-driven cycle or bicycle, must have a parking brake system adequate to hold the vehicle or combination of vehicles on any grade on which driven under all conditions of loading, on a surface free from snow, ice, or loose material. (c) A motor vehicle or combination of vehicles must comply with applicable federal motor vehicle safety standards adopted by the United States Department of Transportation. (d) No driver may operate a motor vehicle on a public roadway or other vehicular way, towing a vehicle with a GVWR greater than 5,000 pounds, unless the following conditions are met: (1) the towed vehicle must have operating brakes on at least two wheels on each side of a three axle vehicle, or one wheel on each side of a double or single axle vehicle; (2) the towed vehicle requiring brakes must be equipped with an operating, breakaway system capable of applying all required brakes in the event of separation from the towing vehicle; and (3) the towing vehicle must be of sufficient size and weight to safely control the towed vehicle. (e) No person may operate a motor vehicle on the roadway towing more than one vehicle unless the towing vehicle weighs more than 15,000 pounds, has three or more axles, and is equipped with an air brake system for both the towing and towed vehicles. (f) In this section, "GVWR" means the gross vehicle weight rating as defined in AS 28.90.990(a).

17 AAC 25.013. Legal vehicle weight (a) Except as provided in 17 AAC 25.335, the weight of a vehicle or combination of vehicles, including load and equipment, operated or moved on the state highway system may not exceed a limit set out in this section. If more than one weight limit applies, the most restrictive limitation will be used to determine the maximum allowable weight, as follows: (1) the weight on a tire may not exceed 600 pounds per linear inch of tire width based upon the tire manufacturer's rating of nominal tire width; (2) repealed 4/12/2013; (3) repealed 4/12/2013; (4) except as provided in (5) of this subsection, for a vehicle or combination of vehicles, including load and equipment, the weight on axles or axle groups may not exceed, and the distance between axles may not be less than, the following:

Weight (pounds)	Distance
Single Axle 20,000	8 feet and 1 inch minimum spacing*
2-Axle Group 38,000	3 feet and 6 inches minimum spacing
3-Axle Group 42,000	3 feet and 6 inches minimum spacing
4-Axle Group 50,000	3 feet and 6 inches minimum spacing

* Any axle spaced less than 8 feet and 1 inch from any other axle, measured between the centers of the nearest axles, is considered as part of an axle group. In multi-axle groups, all axles must carry at least 6,000 pounds if the axle group weight is more than 50 percent of the legal group weight. Lift axles or variable suspension axles are allowed in the drive axle group of the power vehicle, but may not be used to determine the legal allowable vehicle gross weight prescribed by the Bridge Gross Weight Formulas in (a)(6) of this section.

(5) if the combination is a truck-tractor and single semitrailer combination where the length of the semitrailer is 48 feet or more, the weight on a three-axle group on the semitrailer may not exceed, and the distance between the axles may not be less than the following:

Weight (pounds):	Distance:

42,000 3 feet and 6 inches minimum spacing
43,500 5 feet minimum spacing
45,000 6 feet minimum spacing

(6) the maximum gross vehicle weight for a vehicle or vehicle combination may not exceed the amount prescribed by the following formulas, referred to as the Bridge Gross Weight Formulas:

(A) maximum gross vehicle weight for a vehicle with lift axles in the drive axle group may not be greater than the weight determined under the following formula:

$$W = 500 \left[\frac{LN}{N - 1} + 12N + 36 \right]$$

where W = the maximum gross vehicle weight to the nearest 500 pounds; L = the distance in whole feet, measured between the centers of the extreme axles for the vehicle or the vehicle combination; a measurement including a fractional portion of a foot is stated as the next higher whole number; and N = the number of axles on the vehicle or vehicle combination and does not include lift axles in the drive axle group of a power vehicle; (B) the maximum gross vehicle weight for a vehicle with no lift axles in the drive axle groups may not be greater than the weight determined under the following formula:

$$W = 500 \left[\frac{LN}{N - 1} + 12N + 36 \right] + 3{,}000$$

where W = the maximum gross vehicle weight to the nearest 500 pounds; L = the distance in whole feet, measured between the centers of the extreme axles for the vehicle or the vehicle combination; a measurement including a fractional portion of a foot is stated as the next higher whole number; and N = the number of axles on the vehicle or vehicle combination. (b) In a combination of a power vehicle and two or more cargo-carrying vehicles consisting of trailers or semitrailers, the heavier cargo-carrying vehicle must be placed immediately behind the power vehicle when one cargo-carrying vehicle is more than 5,000 pounds heavier than any other cargo-carrying vehicle in the combination. The weight of the power vehicle and the first cargo-carrying vehicle in a combination with two or more cargo-carrying vehicles may not exceed the weight allowable in this section for a power vehicle and single cargo-carrying vehicle with the same axle configuration and of equal length, calculated without regard to the weight of the following cargo-carrying vehicles in the combination. (c) The weight carried by individual axle groups before or after pintle hooks or other connecting devices in vehicle combinations may not exceed the standards for axle group weights set out in this section. (d) Between October 1 and March 31, shifting of legal axle weights set out in (a)(4) and (5) of this section is allowed for one, two, and three drive axle groupings on power vehicles traveling on the Steese, Elliott, Dalton, and Richardson Highways between North Pole and Prudhoe Bay, or between North Pole and MP 30 of the Steese Highway. The shifted weight on these drive axle groupings may not

exceed 2,000 pounds per axle. The legal allowable gross weight on a vehicle or combination of vehicles may not exceed the maximum weight as determined by methods set out in this section. An overweight permit is not required for shifting additional weight to the drive axle group during the period defined. Traction weight shifting is not allowed for a power vehicle traveling under an overweight permit. Vehicle combinations operating with traction-weight shifting on the power vehicle will be allowed reasonable right of access to and from the Steese, Elliott, and Dalton Highways, when traveling between Fairbanks and Prudhoe Bay, to reach or return from terminals and facilities for food, fuel, and rest, if the vehicle uses the most direct truck route whenever possible and moves no farther than five miles from the most direct route between North Pole and Fox. All movement within organized municipalities and boroughs is subject to local ordinances in addition to the requirements of this chapter. (e) Except when an emergency requires immediate action, if the department determines that a highway may be damaged by a vehicle's weight, weight restrictions may be imposed after appropriate notice has been given to the public. When weight restrictions are imposed, they will be stated as a percentage of the legal allowable axle weights and applied to the maximum axle loading specified in this section. The weight on steering axles may not be restricted below 100 percent of the legal allowable axle weight. Unless approved by the department, a permit issued under 17 AAC 25.320 allowing overweight vehicles does not satisfy the requirements of this chapter in order to travel on weight-restricted highways during the period when weight restrictions are imposed. (f) For purposes of this section, "pounds per inch of tire width" is determined by dividing the sum of the tire width in inches for tires mounted on an axle group into the weight carried on that axle group in pounds. (g) A vehicle subject to the provisions of this section that uses an auxiliary power unit or an idle reduction technology unit in order to promote reduction of fuel use and emissions because of engine idling, will be allowed up to an additional 550 pounds total in power unit axle weights, gross vehicle weights, or bridge formula weight limits. Certification of the weight of the auxiliary power unit must be available to law enforcement officers if the vehicle is found in violation of applicable weight laws. The additional weight allowed may not exceed 550 pounds or the weight certified, whichever is less. To be eligible for this exception, the operator of the vehicle must be able to prove by (1) written certification, the weight of the auxiliary power unit or idle reduction technology unit; and (2) demonstration or certification, that the auxiliary power unit or idle reduction technology unit is fully functional at all times.

13 AAC 03.325. Special speed limitations (a) Reserved. (b) A person may not drive a commercial motor vehicle that is towing a mobile home at a speed greater than 45 miles per hour. (c) A person may not drive a commercial motor vehicle equipped with lighted headlights described in 13 AAC 04.020(g) at a speed greater than 20 miles per hour. (d) A person may not drive a commercial motor vehicle at a speed in excess of 20 miles per hour when passing a marked public school or playground crosswalk that is posted with an official school, school crossing or speed-control sign. A speed zone extends 300 feet in either direction from a marked school playground crosswalk. (e) A person driving a commercial motor vehicle that is passing a school bus displaying alternately flashing yellow lights in accordance with 13 AAC 04.097(b) may not exceed a speed of 20 miles per hour. (f) A person may not drive a commercial motor vehicle or a combination of vehicles over a bridge or other elevated structure or through a tunnel or underpass constituting a part of a highway, ferry facility, or city street at a rate of speed, with a gross weight, or of a size that is greater than the maximum speed, weight, or size identified by an official traffic-control device.

17 AAC 25.014. Allowable long combination vehicle length on certain routes (a) A long combination vehicle (LCV) with a cargo-carrying length that does not exceed 95 feet, measured from the front of the first cargo-carrying vehicle to the rear of the last cargo-carrying vehicle or load, including the connecting device, may operate upon the routes listed below, if individual trailers or semi-trailers in an LCV do not exceed 48 feet in cargo-carrying length: (1) the Sterling, Seward and Glenn Highways, Alaska Route 1 (AK-1), from Homer to the junction with the Palmer-Wasilla Highway in Palmer; (2) the Tok Cutoff, AK-1, from the junction with the Richardson Highway, Alaska Route 4 (AK-4), in Gakona Junction to the junction with the Alaska Highway, Alaska Route 2 (AK-2), in Tok; (3) the Alaska Highway, AK-2, from the Canadian border to the junction with the Richardson Highway, AK-4, in Delta Junction; (4) the Seward, Glenn, and Parks Highways, AK-1 and Alaska Route 3 (AK-3), from the Potter Weigh Station in Anchorage to the junction with the Parks Highway, AK-3, to the junction with the Richardson Highway, AK-2, in Fairbanks via the Mitchell Expressway; for purposes of this paragraph, the lead trailer in a truck tractor, two-trailer LCV may have a cargo carrying length of 53 feet, if the total cargo carrying length, including the connecting device, does not exceed 95 feet; (5) the Richardson Highway, AK-4 and AK-2, from the Alaska Marine Highway System ferry terminal in Valdez to the junction with the Mitchell Expressway, AK-3, in Fairbanks; (6) the Seward Highway, Alaska Route 9 (AK-9), from the junction with the Sterling Highway, AK-1, to Seward; (7) the Kenai Spur Highway, from the junction with the Sterling Highway, AK-1, to Nikishka Dock. (b) A long combination vehicle, consisting of a truck and one cargo-carrying vehicle whose overall length does not exceed 90 feet may operate upon the (1) Seward and Glenn Highways, AK-1, from the Potter Weigh Station in Anchorage to the junction with the Palmer-Wasilla Highway in Palmer; (2) Parks Highway, AK-3, from the junction with the Glenn Highway, AK-1, to the junction with the Richardson Highway, AK-2, in Fairbanks via the Mitchell Expressway; and (3) Richardson and Alaska Highways, AK-2, from the junction with Gaffney Road in Fairbanks to Milepost 1412 of the Alaska Highway, near Delta Junction. (c) A long combination vehicle, consisting of a truck and one cargo-carrying vehicle, a truck-tractor and one cargo-carrying vehicle, or a truck-tractor and two cargo-carrying vehicles, whose overall length does not exceed 95 feet may operate upon the (1) Haines Highway, Alaska Route 7 (AK-7), from the Alaska Marine Highway System ferry terminal in Haines to the Canadian border; (2) Glenn Highway, AK-1, from the junction with the Palmer-Wasilla Highway in Palmer to the junction with the Richardson Highway, AK-4, in Glennallen; (3) North Slope Haul Road between Fairbanks and Prudhoe Bay, consisting of the (A) Richardson Highway, Steese Expressway, and Elliot Highway, AK-2, from the junction with the Mitchell Expressway, AK-3, in Fairbanks to the junction with the Dalton Highway, Alaska Route 11 (AK-11); and (B) Dalton Highway, AK-11, from the junction with the Elliot Highway, AK-2, to Prudhoe Bay; and (4) Klondike Highway, Alaska Route 98 (AK-98), from the Alaska Marine Highway System ferry terminal in Skagway to the Canadian border. (d) A long combination vehicle configured in a truck-tractor and a triple cargo-carrying vehicle combination may operate only on the Glenn and Parks Highways, AK-1 and AK-3, between Anchorage and Fairbanks during the period from May 1 through September 30 of each year by permit issued under this chapter, with notice provided by the applicant to municipalities along the route, if (1) each combination, including load, does not exceed 120 feet in overall length; (2) each individual vehicle in the combination does not exceed 28.5 feet in length; (3) the power vehicle engine power rating is not less than 400 horsepower; and (4) except on the steering axle, each axle has four mounted tires or wide-

base single tires. (e) During movements, a long combination vehicle must (1) stop operations during inclement weather conditions; and (2) display an "oversize" or "long load" sign at the rear of the vehicle combination in accordance with Section 2.6 of the Administrative Permit Manual: Oversize and Overweight Permits, adopted by reference in 17 AAC 25.320(b). (f) A vehicle that meets the requirements of this section may move to or from routes specified in (a) - (d) of this section to access or return from terminals or facilities for fuel, servicing, delivering or receiving cargo, or food and rest for the vehicle's operator. A vehicle must use the most direct interconnecting truck route wherever possible when moving to or from the specified routes. Vehicle movement off the state highway system is subject to local ordinance. A vehicle moving to or from specified routes may not travel further than a five-mile distance from these routes, except if using the following roads: (1) Johnson Road, from where it intersects the Richardson Highway, AK-2, near Salcha; (2) Kalifornsky Beach Road; (3) Bridge Access Road, connecting Kalifornsky Beach Road and the Kenai Spur Road; (4) Dayville Road; (5) the Steese Highway, Alaska Route 6 (AK-6), from the junction with the Elliot Highway, AK-2, in Fox to Milepost 30; (6) the Palmer-Wasilla Highway extension, from the intersection with the Parks Highway, AK-3, to the intersection with Knik-Goose Bay Road; (7) Knik-Goose Bay Road, from the intersection with the Palmer-Wasilla Highway extension to the intersection with Point MacKenzie Road; (8) Point MacKenzie Road, from the intersection with Knik-Goose Bay Road to the intersection with South Don Young Road; (9) South Don Young Road, from the intersection with Point MacKenzie Road to Port MacKenzie; (10) a road other than one listed in (1) - (9) of this subsection, if the department determines that the (A) road will accommodate the necessary movement; (B) necessity for the use will exist for more than 30 days; and (C) frequency of the transits makes the issuance of overlength vehicle permits under this chapter impractical. (g) A vehicle authorized to operate under this section must operate with its headlights illuminated at all times. (h) Except as provided in this section, a long combination vehicle may not operate on any route on the state highway system without a permit issued by the department.

17 AAC 25.015. Specialized equipment (a) A rotating drum transit mix concrete truck with a booster axle or a lift axle, or both, may operate on the state highway system for the movement of specialty manufactured products or other loads if the gross weight of the vehicle and the axle weights are not greater than the standards set out in 17 AAC 25.013. Weight adjustment controls for the booster axle and the lift axle must be located outside the driver's compartment and not within reach of the driver while the truck is in motion. The up-and-down position control that controls the booster axle and the lift axle must be a single control, and may be located in the cab of the vehicle. The lift axle must be in the down position and engaged to carry a minimum of 6,000 pounds to be counted as a tridem axle group. (b) A saddlemount combination with an overall length not exceeding 97 feet may operate on the state highway system and may include one full mount in the combination. The saddlemount combination must be in compliance with 23 C.F.R. 658.13, revised as of April 1, 2017 and adopted by reference. (c) An automobile carrier may operate on the state highway system under the requirements of 23 C.F.R. 658.13, revised as of April 1, 2017 and adopted by reference. (d) A boat transporter may operate on the state highway system under the requirements of 23 C.F.R. 658.13, revised as of April 1, 2017 and adopted by reference. (e) A dry bulk tank products hauler may be used for the movement of products on the state highway system. Weight shifting may occur, if the legal gross weight of the vehicle is not exceeded and the weight shifted does not exceed 2,000 pounds per axle. (f) A jeep may be used if authorized in a permit issued under 17 AAC 25.320.

13 AAC 04.040. Additional lighting requirements (a) Buses, Trucks, Trailers, Mobile Homes, Motor Homes, and Motor Vehicles with Truck Camper. Except as otherwise provided in (g) of this section and in addition to other equipment required in this chapter, a bus, truck, trailer, mobile home, motor home, or motor vehicle in combination with a mounted truck-camper which is part of the permanent structure of the vehicle upon which it is mounted, which is 80 inches or more in overall width, must be equipped with (1) one clearance light on each side of the front for the display of yellow light, except as otherwise provided for boat trailers in (d) of this section; (2) one clearance light on each side of the rear for the display of red light; (3) two side marker lights on each side, one yellow light at or near the front and one red light at or near the rear; and (4) two reflectors on each side, one yellow reflector at or near the front and one red reflector at or near the rear. (b) Repealed 6/28/79. (c) Truck-tractors. Truck-tractors must be equipped on the front with two cab clearance lights for the display of yellow light, one at each side. Truck-tractors manufactured or assembled after January 1, 1966, must be equipped as provided in (g) of this section. (d) Boat Trailers. In addition to the provisions of (a)(1) of this section, a boat trailer 80 inches or more in overall length must be equipped on each side, at or near the midpoint, with one clearance light for the display of yellow light to the front and red light to the rear. (e) Trailers Exceeding 30 Feet in Length. Trailers 30 feet or more in overall length must be equipped on each side with one side marker light and one yellow reflector, centrally located with respect to the length of the vehicle. (f) Pole Trailers. Pole trailers must be equipped as follows: (1) one yellow side marker light on each side at or near the front of the load; (2) one yellow reflector at or near the front of the load; (3) on the side at the rear of the pole trailer at the rearmost support for the load, one combination marker light showing yellow to the front and red to the rear and side, mounted to indicate maximum width of the pole trailer; and (4) two red reflectors mounted on the rear, one on each side of the bolster or load. (g) Identification Lights. When required or permitted by this chapter, identification lights must be grouped in a horizontal row at the top, or as near as practicable to the top, of the permanent centerline, with the centers of the lights spaced not less than six or more than 12 inches apart. However, where the cab of a vehicle is not more than 42 inches wide at the front roof line, a single identification light at the center of the cab complies with the requirements for front identification lights. Identification lights must display yellow light to the front and red light to the rear. (h) Visibility and Mounting of Clearance, Identification, and Side Marker Lights. Front and rear clearance, identification, and side marker lights must be capable of being distinguished within 500 feet from the front, rear, and the side of the vehicle under normal atmospheric conditions. Clearance lights must, as far as practicable, be mounted on the permanent structure of the vehicle to indicate the height and width of the vehicle. Clearance lights on truck-tractors must be located to indicate the width of the truck-tractor cab. Clearance and side marker lights may be mounted in combination if they provide the illumination required in this section. A vehicle may be equipped with one or more side marker lights which may be flashed in conjunction with turn or vehicular hazard warning lights. (i) Obstructed Lights. When vehicles are driven in combination during the time that lights are required, a light need not be turned on which, by reason of its location, is obscured by another vehicle in the combination. (j) Lights or Flags on Loads Projecting to Rear of Vehicles. When the load upon a vehicle extends four feet or more beyond the rear bed or body of the vehicle, two red taillights and two red reflectors visible to the rear must be illuminated during the times specified in sec. 10 of this chapter, and located to indicate maximum width. On each side, one red light visible from a distance of at least 600 feet to the side and located so as to indicate

maximum overhang must also be illuminated. At all other times, red flags, at least 12 inches square, must be displayed marking the extremities of the load at each point where a light would otherwise be required by this section. (k) Lights or Flags on Loads Projecting to Sides of Vehicles. When the load upon a vehicle extends to the sides one foot or more beyond the bed or body of the vehicle, the devices required in (j) of this section must be displayed, except that a yellow light must be shown or reflected to the front of the vehicle and red light must be shown or reflected to the rear of the vehicle. When the load upon a vehicle extends so as to obscure the identification lights required in (g) of this section, the load must be illuminated to identify its height as provided in (j) of this section when the loaded vehicle is driven on a highway at a time when lights are required. (l) Motor Vehicles with Snow Plow or Similar Device. A motor vehicle with a snow plow or similar device attached to the front must be equipped with two auxiliary multiple-beam headlights located at a point above the uppermost position of the blade if the device, either in the raised or lowered position, obstructs the headlights of the vehicle. Lights may not be attached to a point higher than the cab top of the vehicle. The lights must be as widely spaced laterally on the vehicle as is practicable and must comply with the applicable requirements of sec. 20 of this chapter regarding the aim and intensity of headlights. (m) Lights or Flags on Blades of Public Snow Plows. A light or reflective device displaying yellow light for 100 feet in all directions must be located upon each upper corner of a blade used for snow removal on a publicly owned or maintained vehicle. The lights must be illuminated when the blade is being used to remove snow at the times specified in sec. 10 of this chapter, except that a red flag meeting the size and visibility requirements of sec. 240(a)(3) of this chapter may be substituted for the light or reflective device at other times. (n) Animal-drawn Vehicles. An animal-drawn vehicle must be equipped with the lights and reflectors required for bicycles. (o) Self-propelled Implements of Husbandry. A self-propelled implement of husbandry must be equipped with lights and reflectors as follows: (1) two headlights; (2) one red taillight mounted as far to the left of the center of the vehicle as practicable; (3) two red reflectors meeting the requirements of sec. 30 of this chapter; and (4) if manufactured or assembled after January 1, 1978, a vehicular hazard warning light as provided in sec. 95 of this chapter, which must be illuminated when the vehicle is driven on a highway. (p) Towed Implements of Husbandry. An implement of husbandry which is towed behind, or is pushed ahead of, a motor vehicle must be equipped as follows: (1) if the towed unit or its load extends more than four feet to the rear of the tractor or obscures a rear light on the tractor, the towed unit must be equipped on the rear with at least one red taillight meeting the requirements of sec. 25 of this chapter, mounted as far to the left of the center of the towed unit as practicable, and must be equipped with at least two red reflectors meeting the requirements of sec. 30 of this chapter; (2) if the towed or pushed unit extends more than four feet to the left of the centerline of the tractor, the towed unit must be equipped on the front with a yellow reflector meeting the visibility requirements of sec. 30 of this chapter and positioned to indicate, as nearly as practicable, the extreme left projection of the towed or pushed unit; (3) if the towed or pushed unit or its load obscures vehicular hazard warning lights on the motor vehicle, the towed unit must be equipped with a vehicular hazard warning light as required in sec. 95 of this chapter. (q) All Implements of Husbandry. The reflectors required in (o) and (p) of this section must be positioned to show from the rear, as nearly as practicable, the extreme width of the vehicle or combination of vehicles carrying them; however, if all other requirements are met, reflective tape or paint may be used instead of the reflectors required by (p) of this section.

17 AAC 25.016. Authorized experimental uses Repealed.
17 AAC 25.017. Supplemental axles (a) Unless a vehicle is authorized to use supplemental axles under a permit issued under 17 AAC 25.320, supplemental axles may be used on vehicles operating on the state highway system only as provided in this section. Supplemental axles must have a manufacturer's rating equal to the weight being carried on the axle, but no less than 10,000 pounds on the axle. (b) Supplemental axles may only be used on trailers and rotating drum transit mix concrete trucks for legal gross vehicle weight calculations. The weight adjustment controls for supplemental axles must be located outside the driver's compartment and not within reach of the driver while the vehicle is in motion. A rotating drum transit mix concrete truck with a lift axle must comply with 17 AAC 25.015(a). The up-and-down position controls for liftable belly axles may be located in the driver's compartment on bulk tank delivery vehicles, but these controls may only be activated when entering or exiting delivery terminals, including service stations. Adjustable air ride suspension systems may be used, if the tires are not lifted off the roadway. (c) Repealed 10/7/2001. (d) Belly axles may be used on trailers and semitrailers operating on the state highway system. A belly axle on vehicles first placed into service in this state after June 30, 1990 must be self-steering. The department will use the vehicle registration required by AS 28.10 as evidence of the date that the vehicle or trailer was placed in service in this state. (e) Repealed 10/7/2001.
17 AAC 25.020. Width of vehicles Repealed.
17 AAC 25.030. Height and length of vehicles and loads Repealed.
17 AAC 25.032. Weight distribution combination vehicles Repealed.
17 AAC 25.035. Reasonable access Repealed.
17 AAC 25.040. Confinement of loads Repealed.
17 AAC 25.050. Trailers and towed vehicles Repealed.
17 AAC 25.060. Allowable gross weights Repealed.
17 AAC 25.062. Lift axles Repealed 11/29/87.
17 AAC 25.063. Supplemental axles Repealed.
17 AAC 25.065. Specialty vehicles Repealed.
17 AAC 25.070. Enforcement Repealed 11/16/83.
17 AAC 25.080. Permits for excess size and weight Repealed 3/22/81.
17 AAC 25.090. Requirements for permits Repealed 11/16/83.