

# Caltrans Proposal Response

SUBJECT: Kingpin Allowance Uniformity

DATE: February 19, 2004

POLICY: CTPAC WG7 111203-002

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Draft

**I. INDUSTRY PROPOSED REVISION - Authorize a less restrictive kingpin measurement for specialized low-bed trailers that is uniform with other States.**

**Caltrans Response:** *How was the proposed kingpin length arrived at? Will the proposed kingpin length be enough or will industry seek another KPRA length revision in the future?*

*Caltrans issues a permit for a qualifying load with an extra-legal kingpin if the load justifies it. This becomes an issue only when there is an application for a STAA vehicle on a non-STAA route. Typically, the permit writer considers overall vehicle length, the KPRA dimension and the load for justification of the transporting equipment. If the load can be hauled on California legal equipment, the application is denied for reducibility. Regardless of any Caltrans and industry agreement, statute and policy stipulate minimum dimensions and weight as well as just cause when analyzing whether or not a transportation permit is warranted.*

*Many transporters have asked if the kingpin safety issue can be mitigated with a pilot car. Current policy requires a pilot car for KPRA on a kingpin advisory route. Should Caltrans require pilot cars for STAA vehicles on non-STAA routes and not require the load to be hauled on California legal equipment?*

*As good as this all may be, any KPRA change would affect all STAA vehicles, not just extra-legal loads. In addition, this would require a change to the California Vehicle Code and may also be under Federal jurisdiction. Caltrans needs to confer with their legal division to determine the implications and effort of revising KPRA dimensions.*

*In the new TPMS system, trailer height will be considered when issuing an over height permit.*

*Finally, Caltrans does not think current policy should be change with respect to KPRA length of a STAA vehicle on a non-STAA route.*

**Caltrans Recommendation:** *Confer with legal and coordinate with industry regarding questions posed above and a KPRA revision.*