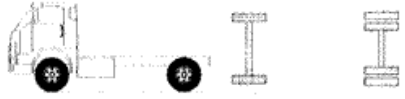
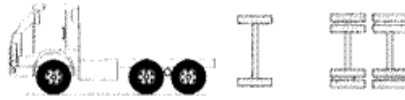
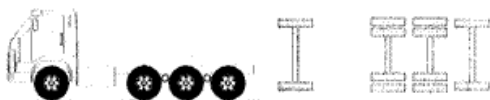
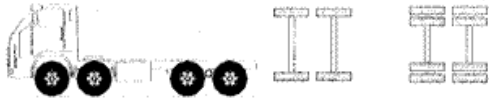
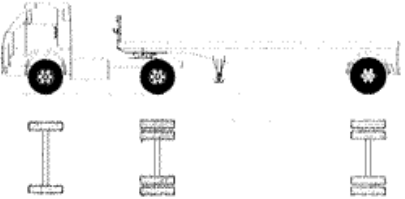
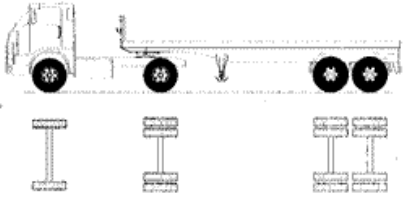
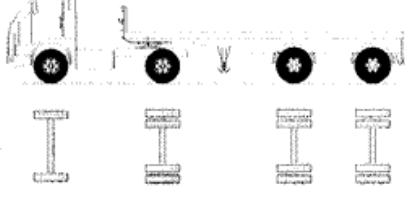
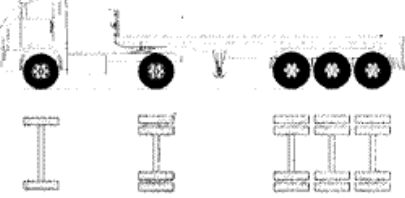
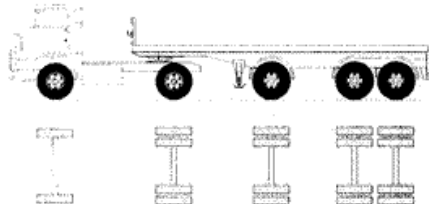
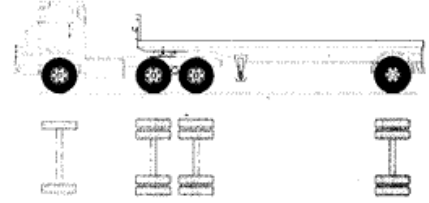
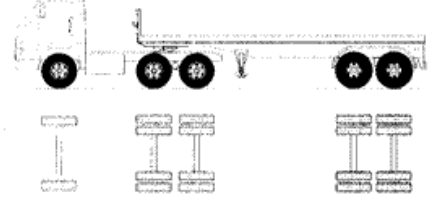
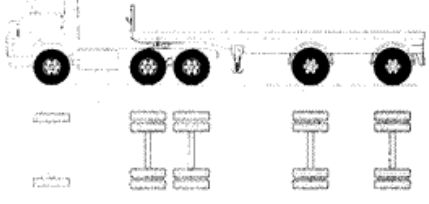
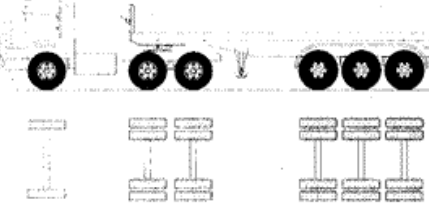
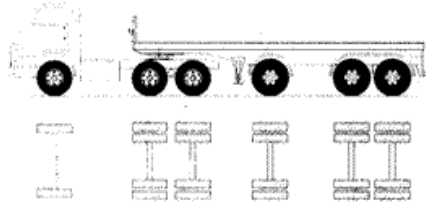
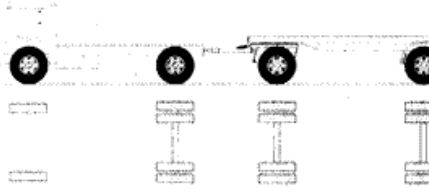
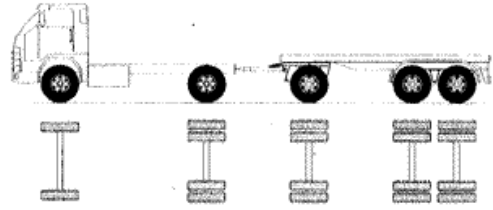
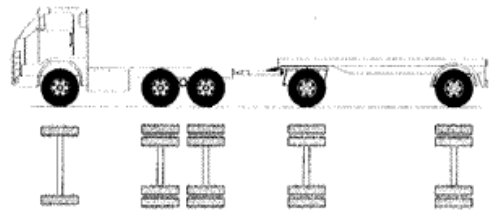
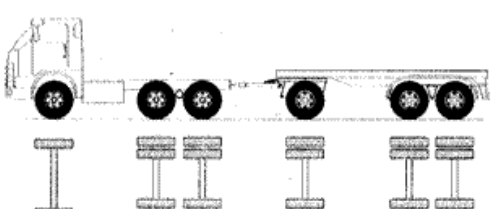
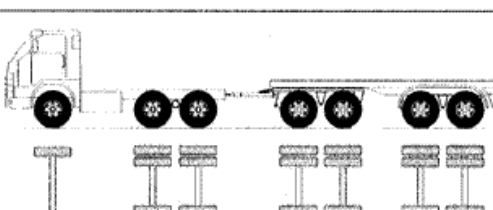
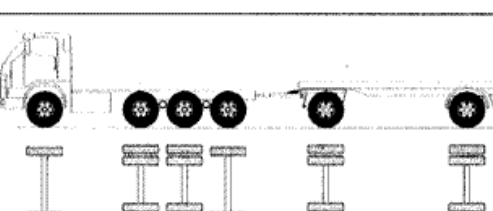
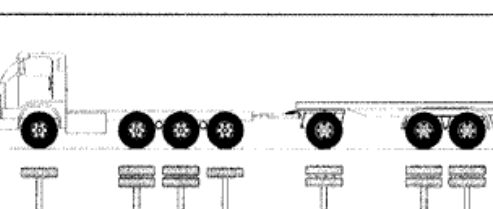
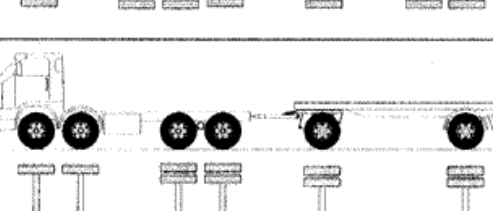


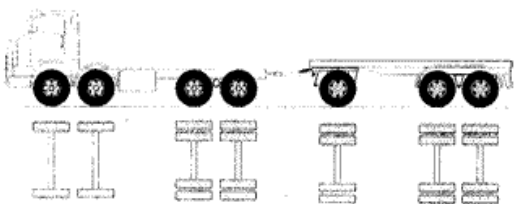
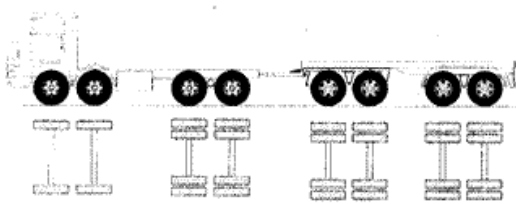

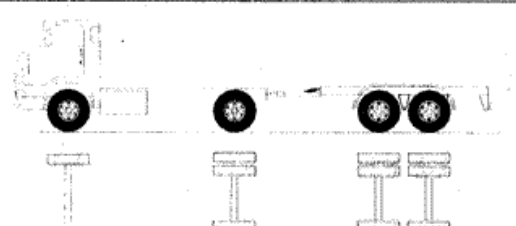
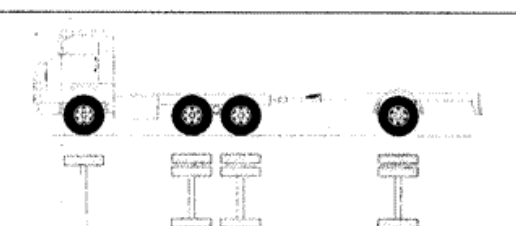
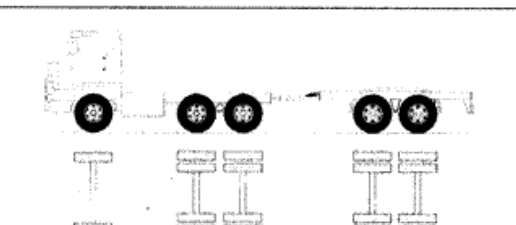
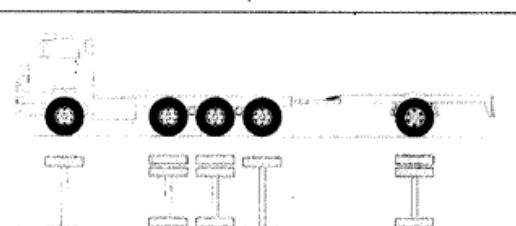
ANEXO IV: PESOS Y MEDIDAS

1. PESOS Y MEDIDAS MÁXIMAS PERMITIDAS

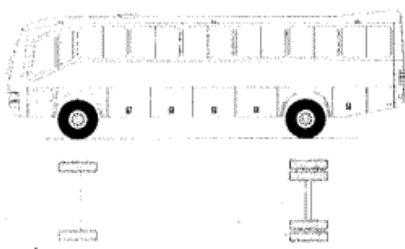
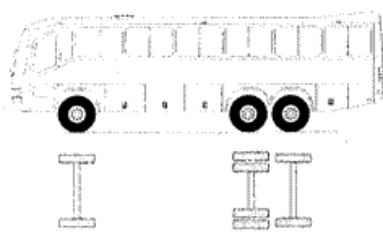
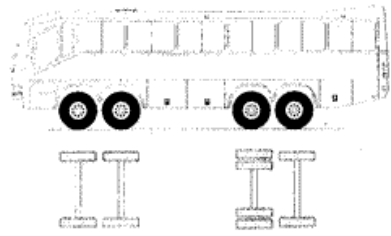
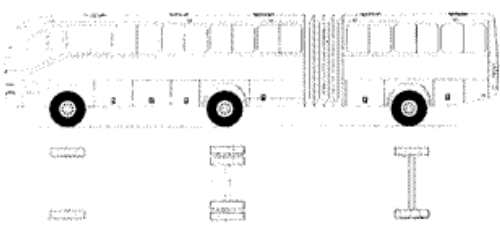
Configuración vehicular	Descripción gráfica de los vehículos	Long. Máx. (m)	Peso máximo (t)				Peso bruto máx. (t)	
			Eje Delant	Conjunto de ejes posteriores				
				1º	2º	3º		4º
C2		12,30	7	11	—	—	—	18
C3		13,20	7	18	—	—	—	25
C4		13,20	7	23 <sup>(1)</sup>	—	—	—	30
8x4		13,20	7+7 <sup>(5)</sup>	18	—	—	—	32
T2S1		20,50	7	11	11	—	—	29
T2S2		20,50	7	11	18	—	—	36
T2Se2		20,50	7	11	11	11	—	40
T2S3		20,50	7	11	25	—	—	43

Configuración vehicular	Descripción gráfica de los vehículos	Long. Máx. (m)	Peso máximo (t)				Peso bruto máx. (t)	
			Eje Delant	Conjunto de ejes posteriores				
				1ª	2ª	3ª		4ª
T2Se3		20,50	7	11	11 <sup>(6)</sup>	18	—	47
T3S1		20,50	7	18	11	—	—	36
T3S2		20,50	7	18	18	—	—	43
T3Se2		20,50	7	18	11	11	—	47
T3S3		20,50	7	18	25	—	—	48 <sup>(2)</sup>
T3Se3		20,50	7	18	11 <sup>(6)</sup>	18	—	48 <sup>(2)</sup>
C2R2		23,00	7	11	11	11	—	40

Configuración vehicular	Descripción gráfica de los vehículos	Long. Máx. (m)	Peso máximo (t)				Peso bruto máx. (t)	
			Eje Delant	Conjunto de ejes posteriores				
				1º	2º	3º		4º
C2R3		23,00	7	11	11	18	—	47
C3R2		23,00	7	18	11	11	—	47
C3R3		23,00	7	18	11	18	—	48 <sup>(2)</sup>
C3R4		23,00	7	18	18	18	—	48 <sup>(2)</sup>
C4R2		23,00	7	23 <sup>(1)</sup>	11	11	—	48 <sup>(2)</sup>
C4R3		23,00	7	23 <sup>(1)</sup>	11	18	—	48 <sup>(2)</sup>
8x4R2		23,00	7+7 <sup>(2)</sup>	18	11	11	—	48 <sup>(2)</sup>

Configuración vehicular	Descripción gráfica de los vehículos	Long. Máx. (m)	Peso máximo (t)				Peso bruto máx. (t)	
			Eje Delant	Conjunto de ejes posteriores				
				1º	2º	3º		4º
8x4R3		23,00	7+7 <sup>(1)</sup>	18	11	18	—	48 <sup>(2)</sup>
8x4R4		23,00	7+7 <sup>(1)</sup>	18	18	18	—	48 <sup>(2)</sup>
C2RB1		20,50	7	11	11	—	—	29
C2RB2		20,50	7	11	18	—	—	36
C3RB1		20,50	7	18	11	—	—	36
C3RB2		20,50	7	18	18	—	—	43
C4RB1		20,50	7	23 <sup>(1)</sup>	11	—	—	41

Configuración vehicular	Descripción gráfica de los vehículos	Long. Máx. (m)	Peso máximo (t)				Peso bruto máx. (t)	
			Eje Delant	Conjunto de ejes posteriores				
				1º	2º	3º		4º
C4RB2		20,50	7	23 <sup>(1)</sup>	18	—	—	48
8x4 RB1		20,50	7+7 <sup>(5)</sup>	18	11	—	—	43
8x4 RB2		20,50	7+7 <sup>(5)</sup>	18	18	—	—	48 <sup>(2)</sup>
T3S2 S2		23,00	7	18	18	18	—	48 <sup>(2)</sup>
T3Se2 Se2		23,00	7	18	11 + 11 <sup>(3)</sup>	11 + 11 <sup>(3)</sup>	—	48 <sup>(2)</sup>
T3S2 S1S2		23,00	7	18	18	11	18	48 <sup>(2)</sup>
T3Se2 S1Se2		23,00	7	18	11 + 11 <sup>(3)</sup>	11	11 + 11 <sup>(3)</sup>	48 <sup>(2)</sup>

Configuración vehicular	Descripción gráfica de los vehículos	Long. Máx. (m)	Peso máximo ( t )				Peso bruto máx. ( t )	
			Eje Delant	Conjunto de ejes posteriores				
				1º	2º	3º		4º
B2		13,20	7	11	—	—	—	18
B3-1		14,00	7	16	—	—	—	23
B4-1		15,00	7+7 <sup>(5)</sup>	16	—	—	—	30
BA-1		18,30	7	11	7	—	—	25