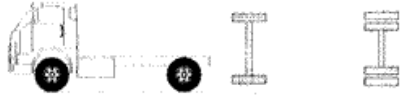
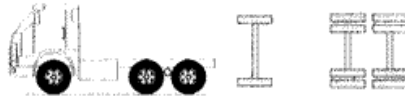
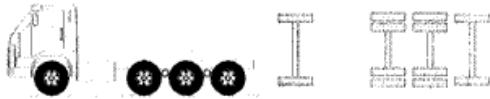
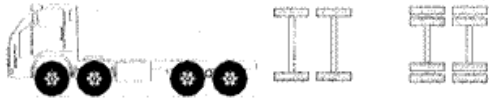
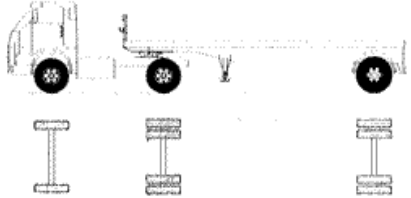
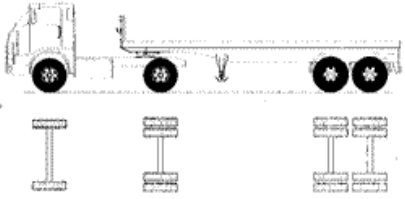
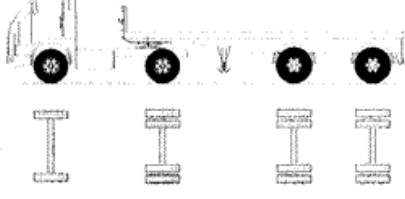
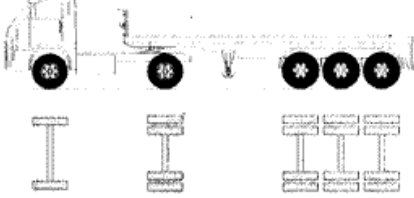
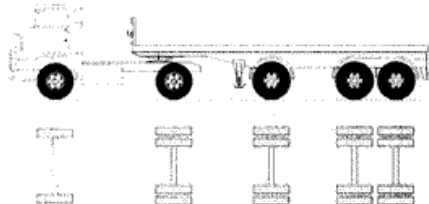
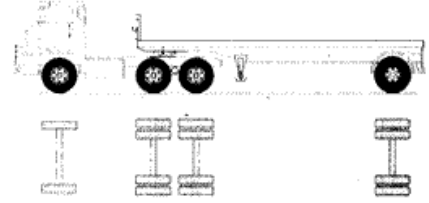
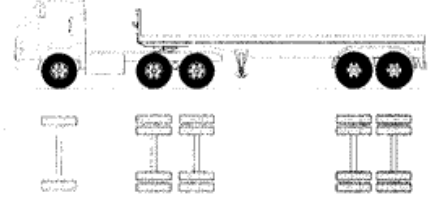
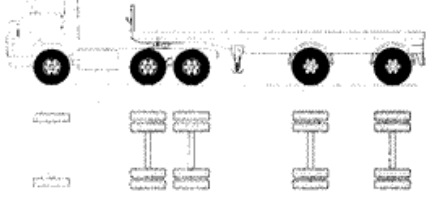
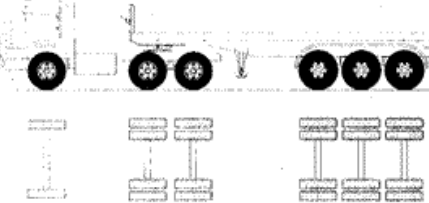
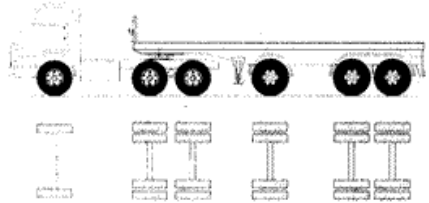
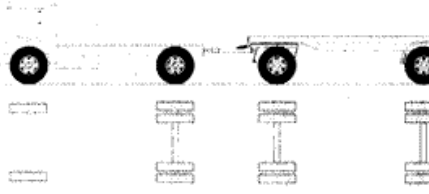


ANEXO IV: PESOS Y MEDIDAS

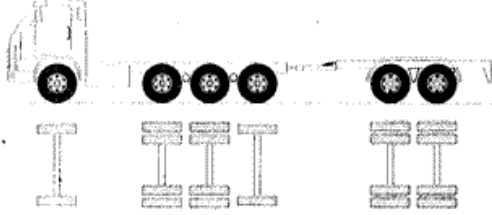
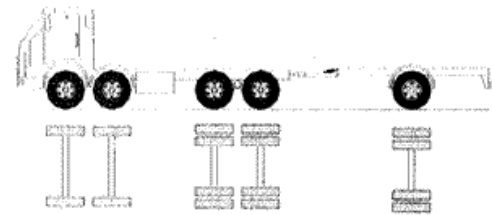
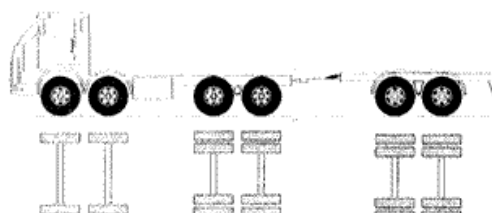
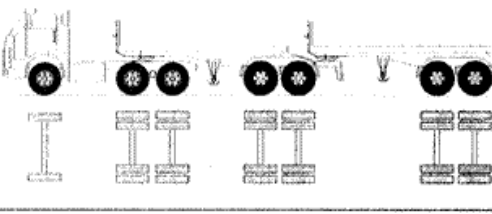
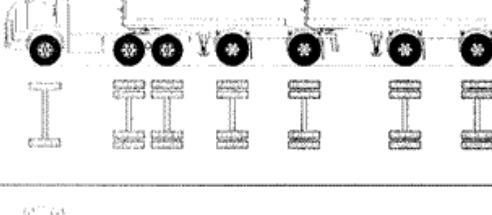
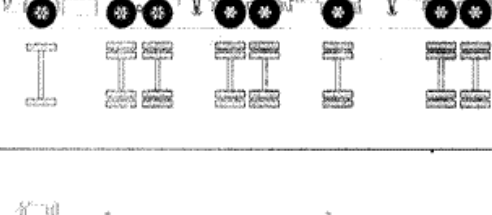
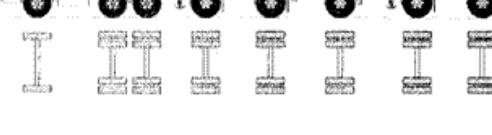
1. PESOS Y MEDIDAS MÁXIMAS PERMITIDAS

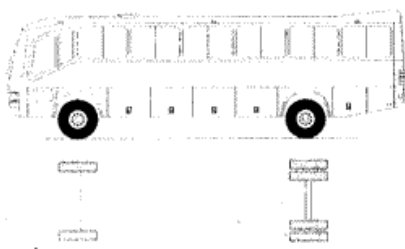
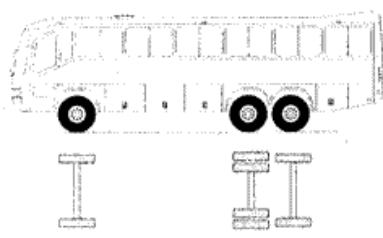
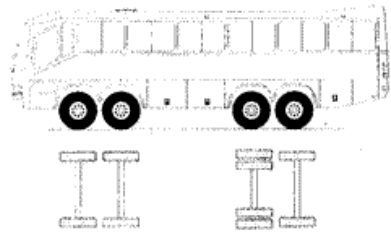
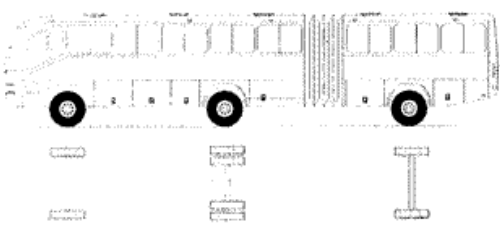
| TABLA DE PESOS Y MEDIDAS | | | | | | | | |
|--------------------------|-------------------------------------------------------------------------------------|----------------|--------------------|------------------------------|----|----|---------------------|----|
| Configuración vehicular | Descripción 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 ⁽¹⁾ | — | — | — | 30 |
| 8x4 |  | 13,20 | 7+7 ⁽⁵⁾ | 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 ⁽⁶⁾ | 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 ⁽²⁾ |
| T3Se3 |  | 20,50 | 7 | 18 | 11 ⁽⁶⁾ | 18 | — | 48 ⁽²⁾ |
| 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 ⁽²⁾ |
| C3R4 | | 23,00 | 7 | 18 | 18 | 18 | — | 48 ⁽²⁾ |
| C4R2 | | 23,00 | 7 | 23 ⁽¹⁾ | 11 | 11 | — | 48 ⁽²⁾ |
| C4R3 | | 23,00 | 7 | 23 ⁽¹⁾ | 11 | 18 | — | 48 ⁽²⁾ |
| 8x4R2 | | 23,00 | 7+7 ⁽³⁾ | 18 | 11 | 11 | — | 48 ⁽²⁾ |

| 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 ⁽¹⁾ | 18 | 11 | 18 | — | 48 ⁽²⁾ |
| 8x4R4 | | 23,00 | 7+7 ⁽¹⁾ | 18 | 18 | 18 | — | 48 ⁽²⁾ |
| 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 ⁽¹⁾ | 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 ⁽¹⁾ | 18 | — | — | 48 |
| 8x4 RB1 |  | 20,50 | 7+7 ⁽⁵⁾ | 18 | 11 | — | — | 43 |
| 8x4 RB2 |  | 20,50 | 7+7 ⁽⁵⁾ | 18 | 18 | — | — | 48 ⁽²⁾ |
| T3S2 S2 |  | 23,00 | 7 | 18 | 18 | 18 | — | 48 ⁽²⁾ |
| T3Se2 Se2 |  | 23,00 | 7 | 18 | 11 + 11 ⁽³⁾ | 11 + 11 ⁽³⁾ | — | 48 ⁽²⁾ |
| T3S2 S1S2 |  | 23,00 | 7 | 18 | 18 | 11 | 18 | 48 ⁽²⁾ |
| T3Se2 S1Se2 |  | 23,00 | 7 | 18 | 11 + 11 ⁽³⁾ | 11 | 11 + 11 ⁽³⁾ | 48 ⁽²⁾ |

| Configuración vehicular | Descripción gráfica de los vehículos | Long. Máx. (m) | Eje Delant | Peso máximo (t) | | | | Peso bruto máx. (t) |
|-------------------------|-------------------------------------------------------------------------------------|----------------|--------------------|------------------------------|----|----|----|-----------------------|
| | | | | 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 ⁽⁵⁾ | 16 | — | — | — | 30 |
| BA-1 |  | 18,30 | 7 | 11 | 7 | — | — | 25 |