

TRUCK SIZE AND WEIGHT, ROUTE DESIGNATIONS - LENGTH, WIDTH AND WEIGHT LIMITATIONS

State	Maximum Cont. Length (Pt. & Inc.)	20' Std.		45' HC.		40' Std.		40' HC.		Std Rf.		HC Rf.		Opentop. Alum.	Opentop. Steel	Flat Rack Steel	Flat Plat. Steel	Maximum Weight Legal Gross Weight	Legal Gross Weight W / Permit	Permit Cost	Comments
		Steel	Alum.	Steel	Alum.	Steel	Alum.	Steel	Alum.	Steel	Alum.	Steel	Alum.								
Alabama	53-6	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Variable	\$15	per dot and bridge				
Alaska	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit if cargo is divisible		see [11] below				
Arizona	57-6	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		permit within a county				
Arkansas	53-6	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit if cargo is divisible		see [11] below				
California	48-0*	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit	\$15 + \$5/axle					
Colorado	57-4	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Connecticut	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Delaware	53-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
District of Columbia	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Florida	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Georgia	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Hawaii	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Idaho	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Illinois	53-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [2.11] below				
Indiana	48-6**	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Iowa	53-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Kansas	57-6	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Kentucky	53-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Louisiana	59-6	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Maine	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Maryland	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Massachusetts	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Michigan	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Minnesota	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Mississippi	53-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Missouri	53-0	37,600	43,400	43,700	43,400	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Montana	53-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Nebraska	53-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Nevada	53-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
New Hampshire	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
New Jersey	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
New Mexico	57-6	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
New York	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
North Carolina	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
North Dakota	53-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Ohio	53-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Oklahoma	59-6	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Oregon	53-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Pennsylvania	53-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Puerto Rico	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Rhode Island	48-6	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
South Carolina	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
South Dakota	53-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Tennessee	50-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Texas	59-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Utah	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Vermont	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Virginia	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Washington	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
West Virginia	48-0	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Wisconsin	48-0***	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				
Wyoming	57-4	38,200	43,500	43,900	43,600	42,400	40,800	40,800	43,900	43,200	38,800	44,200	80,000	100,000	Will not Permit		sec [11] below				

TRUCK SIZE AND WEIGHT, ROUTE DESIGNATIONS -- LENGTH , WIDTH AND WEIGHT LIMITATIONS

Maximum Length notes:

- * Semitrailers up to 53 feet may operate without a permit by conforming to a kingpin-to-rear-most axle distance of 38 feet. Semitrailers that are consistent with 23 CFR 658.13(h) may operate without a permit provided the distance from the kingpin to the center of the rear axle is 46 feet or less.
- ** Semitrailers up to 53 feet in length may operate without a permit by conforming to a kingpin-to-rear-most axle distance of 40 feet 6 inches. Semitrailers that are consistent with 23 CFR 658.13(h) may operate without a permit, provided the distance from the kingpin to the center of the rear axle is 46 feet or less.
- *** Semitrailers up to 53 feet in length may operate without a permit by conforming to a kingpin-to-rear-most axles distance of 41 feet, measured to the center of the rear tandem assembly. Semitrailers that are consistent with 23 CFR 658.13(h) may operate without a permit provided the distance from the kingpin to the center of the rear axle is 46 feet or less.

[53] FR 2599, Jan. 29, 1988, as amended at 54 FR 1931, Jan. 18, 1989 and 62 FR 10181, March 5, 1997]

Maximum Weight notes:

- [1] Delaware will permit 90,000 for state roads only, at \$200.00 per year.
- [2] Illinois will permit on a sliding scale as follows
73281 lbs - 80,000 lbs
80,001 lbs - 88,000 lbs
- [3] Louisiana may permit weight to 100,000 and permits on a sliding scale as follows:
< 150 miles \$65
> 150 miles \$85
- [4] Maryland overweight containers must pass through Baltimore to be given permit.

[5] Load specific

[7] South Dakota will permit on a sliding scale as follows:

- < 85,000 lbs
- (formula) ex: 90,000 lbs @ 100 miles

[8] Vermont blanket permit for state roads only

[9] West Virginia will permit for loads originating or terminating in their state only. Cannot drive through

[10] Wisconsin permits on the following scale:

- < 90,000 lbs
- 90,001 - 100,000 lbs
- es 10,000 > 100,001 lbs

[11] This state does not provide overweight/over dimensional permits unless cargo is not able to be broken up (one solid unit), at which point, special arrangements have to be made with a specialized carrier.

80,000 is legal in AL, FL, GA, LA, MS, NC, SC, TN, VA; however, there may be issues with axle weights if not loaded correctly

!!! If permits are ordered through an agency, there may be additional administrative costs added to the cost of the permit.

Additional Weight Considerations:

As a general rule, gross weight (tractor/tare weight/cargo weight) for 40' equipment should be 80,000 lbs., with a cargo weight of 45,000 depending on tractor

Additional Weight Considerations (cont.):

40' reefer cargo weight should be between 39,000-40,000 cargo weight to stay under 80,000 lbs gross weight (tractor/tare weight/cargo weight)

In WA / OR / MT / ID - allow for use of super chassis/triaxle on 40' equipment at additional cost of \$130+ per load. Weights = 12,000; 34,000; 42,000; 88,000

Use of superchassis/triaxle will allow cargo weight in 40' reefers to go up to 47,000-48,000 lbs and still keep gross weight at 88,000 lbs.

Special arrangements can be made for use of 4 axle chassis which would allow total gross weight to reach 96,000 (12,000, 42,000, 42,000) but equipment rental expense is considerably more than standard or tri axle.

20' laws in all states are governed by new bridge law weight which took effect in 1998. Distance between wheel base determines actual weight per axle and gross weight. As a general rule, cargo weight should not surpass 39,000 lbs with a total gross weight (tractor/tare weight/cargo weight) of 68,000 lbs.

MAXIMUM BRIDGE LAWS (supersede all suggested weight laws!):

It is possible to be considered overweight in one or all of the following ways:

1. Gross weight
2. Axle weight
3. Bridge formula

1. Gross Weight:

Maximum allowable total gross weight for trucks on U.S. Interstates is 80,000 lbs, including tractor weight, chassis and container weight, cargo weight, etc. Off-interstate limits are typically lower. Please refer to the American Trucking Association's "Summary of Size and Weight Limits".

2. Axle Weight:

Allowable gross weight on a single or set of axles is regulated by individual states. States typically allow 34,000 lbs per tandem axle and 20,000 lbs per single axle. Please refer to the American Trucking Association's "Summary of Size and Weight Limits".

Note : Over 50% of all U.S. citations issued are for axle weight violations, usually the result of uneven distribution of the load inside the container.

2. Bridge formula:

This law sets maximum weights according to the distance between sets of axles.

"Inner Bridge" measurement = distance between axle 2 and axle 5

"Outer Bridge" measurement = distance between axle 1 and axle 5

To determine Inner Bridge compliance, measure distance from center of wheel of axle 2 to center of wheel of axle 5. Refer to "Summary of Size and Weight Limits" appropriate bridge chart (table A or B)

Find appropriate distance, follow row to 4 axes column to find maximum gross weight for 4 axes

To determine Outer Bridge compliance, measure distance from center of wheel of axle 1 to center of wheel of axle 5. Refer to "Summary of Size and Weight Limits" appropriate bridge chart (table A or B) Find appropriate distance, follow row to 5 axes column to find maximum gross weight for 5 axes.

example: a) Outer bridge = 37 ft

a) axle 1 weight = 10,900 lbs

axles 2 & 3 weight = 27,620 lbs

axles 4 & 5 weight = 27,500 lbs

66,020 lbs

Max. weight, according to chart for 37 ft. on 5 axes = 66,500 lbs, load is OK

b) axles 2 & 3 weight = 27,620 lbs

axles 4 & 5 weight = 27,500 lbs

55,120 lbs

Max. weight, according to chart for 22 ft. on 4 axes = 56,500 lbs, load is OK