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A TRUCKING PRIMER
for the
PUBLIC WORKS COMMUNITY

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by

Robert R. Pete

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ABSTRACT

A TRUCKING PRIMER FOR THE PUBLIC WORKS COMMUNITY

by Robert R. Pete

Chair of the Supervisory
Committee

Professor J.P. Mahoney
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Those individuals who design, build and maintain our nation's highways understand how and why a pavement behaves as it does; however, they are often not overly informed about the characteristics of one of the largest users of highways.

This paper looks at one of the primary factors in pavement deterioration, trucks. It defines and explains several design parameters in truck construction and presents the design logic used with those parameters. A review of truck oriented legislation and an introduction to enforcement procedures as practiced by the Washington State Patrol is provided. Additionally, the results of a survey of northwestern truckers are presented.

Few conclusions are drawn in that the goal of this paper was to provide insight into the trucking industry. Opinions as to the future direction of both truck construction and legislation are included.

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My wife, Nancy was and is a constant help; she makes all of this worthwhile.

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INTRODUCTION

Many of our nations highways were and are designed using the American Association of State Highway and Transportation Officials (AASHTO) design equations developed in the early 1960's. In these equations, the controlling factor in the pavement thickness design is often the estimation of the truck traffic. The equations quantify, based on the data used to develop them, the deleterious effect this traffic will have. By determining the rate at which deterioration will occur, the design life of the pavement can be selected for a particular loading forecast.

The trucks in use today have undergone numerous changes since the design equations were developed. The intent of this paper is to provide an overview of trucks and tractor trailer operations. The decisions made in design and operation are driven by economic factors, (i.e., will this help to make a profit?). These decisions are strongly influenced, if not controlled, by the various regulations, taxes, fees and permits required by federal, state and local governments.

The people who devise these regulations, at the local, state and federal level, are competent, knowledgeable in their fields and have a clear understanding of what they want to accomplish. In some situations, however, the

decisions are made without a clear understanding of the fringe impacts implementation will have on the trucking industry as a whole. A form of 'technical tunnel vision' seems to come into play. In the eyes of the user, the preservation of the pavement seems to have become more important than its use as a tool.

A difficulty for government administrators is that of communicating the decision making process to the public user. In a situation where a tax or restriction is imposed, a potentially irate user may be appeased by understanding the options which were considered and discarded. Conversely, government administrators, charged with maintaining the highways, may become upset with actions taken by a user (a trucking company) in response to regulation because they do not understand the thought process involved in reaching an operating decision.

That is the goal of this paper; to present to the reader the information necessary to understand, in a limited sense, the decision making process in the trucking industry. If the reader is left with a better awareness of how and why the industry operates the way it does, then this paper will have served its intended purpose.

Chapter I

Trucking Terminology

In attempting to discuss the trucking industry, it is necessary to first establish a base line of common terminology. This chapter will serve to define some of the various parts of trucks, trailers and combinations. While the terms used are generally accepted, the vocabulary is constantly changing and subject to local usage.

Tractors

A truck or truck tractor is composed of numerous component parts, manufactured by various companies and all assembled by the truck manufacturer to function as a single unit. Most tractors and commercial trucks are constructed in response to a specific order; they are not built to a standard plan and shipped to dealers for stocking and retail sale. As a result, they can be accurately described as customized, if not actually custom built. In practice, the manufacturer provides the prospective purchaser with a series of choices for various components of the tractor. The manufacturers representative will then help the purchaser select appropriate components.

These selections will be driven by the intended use of the truck. Such factors as the payload weight, annual

mileage, percent grade of the intended roads, road surface type, operating speed, area of operations, cargo characteristics and local law enter into the process (Fitch, 1984). A detailed discussion of the construction of trucks is not within the scope of this paper; however, discussion of several components which have a direct impact on pavement loadings follows.

The pavement designer is typically concerned with the number of axle loads the pavement will experience over the design life. The spacing between axles, the type, number and inflation pressure of tires and the type of suspension are not directly considered in the design process. The axle loads imposed on the pavement, converted into 18,000 pound Equivalent Single Axle Loads (ESALs), are the load input criteria used (AASHTO, 1986).

Some studies have been done which suggest that these other factors play a role, perhaps a significant one, in pavement performance. Refer to Appendix A for additional details.

Axles

Axles are commonly rated by the load they are able to carry; for example, an axle might be rated at 10,000, 15,000 or 20,000 pounds. The load limits on the axle are selected at the time of manufacture and are operational constraints; they can not safely be exceeded.

The front most axle is the steering axle; its function

is to control the direction of the vehicle in response to the drivers steering. The steering axle is normally as close to the front of the vehicle as design, wheel and tire size permit. This maximizes the total distance between the frontmost and rearmost axles on the truck, thus allowing the greatest load under the bridge formula (Refer to Chapter III).

If the steering axle is moved back, it is referred to as 'set back'. The purpose of moving the steering axle back is to increase the load applied to the front axle and to increase the maneuverability of the rig as a whole. Moving the axle back will decrease the turning radius of the tractor (Truck & Bus Industry Glossary, 1988).

The trailing axles on the tractor may be one of several kinds. At least one, and often two, will be "drive" axles. These transmit the motive force (generated by the engine and transmitted to the axle through the transmission) through the wheels and tires to the pavement. The number of drive axles will be determined at the time the tractor is built and will be dependent on the end use of the tractor (Fitch, 1984).

When the axle is a drive axle, it is often referred to as 'live'; if it is not powered, it is termed 'dead'.

On some tractors, only one axle in a tandem set may be driven (live). If the rear axle is powered, the rear axle is called a pusher axle. If the front axle of the tandem is live, the rear (dead) axle is called a tag axle.

Axles may be further designated as lift or flip axles. In this configuration, the axle will be either pinned and hinged so it can be 'flipped' up off the pavement when it is not needed, or it will be air actuated such that the axle can be lifted off the pavement when it is not needed. These axles will be down on the pavement only when required because of a load being hauled. This type of arrangement is useful when heavy loads are hauled in one direction and a lighter or no load is carried back (Truck & Bus Industry Glossary, 1988). By getting the additional axle, and tire rubber, off the road, the truck will run more economically. Tire wear will be decreased, fuel efficiency will be increased and overall operating costs will improve (Fitch, 1984).

Neither lift or flip axles are live axles; that is, the sole purpose of the axle is to transmit load to the pavement. These axles would be used in specific applications where a truck operator was attempting to comply with the weight distribution limits imposed by the bridge formula.

Axles are placed on the tractor either singly or in groups. A single axle is called a single axle, while a pair of axles is called a tandem; three axles in a group are called a tridem. The minimum spacing between the axles is governed by the size of tires planned for the wheels and the bridge formula. The maximum spacing will be driven by the strength of the frame, maneuverability concerns, the bridge formula and legal limits.

Axles will still be considered tandem even if they are spread fairly far apart; although no hard and fast rule applies, the federal bridge formula treats axles under 8 feet separation as tandems for load limitations. Tandem axles usually have some type of load leveling or distribution system between the axles so neither axle can carry a disproportionate amount of the load ; this is usually incorporated into the suspension system by means of a leveling beam. As the two axles together are limited to a total load, and as each individual axle is limited to a lower individual load, the use of a leveling or distribution beam on tandem axle suspensions is universal (Pederson, 1989; Zieleg, 1989).

When the axles are spread farther than tire size requires, the arrangement is called a spread tandem. This set up would be used to comply with the bridge formula, which restricts loads based on the number of axles, the separation of axles and the load . Figure 1 is an illustration of a spread tandem.

When discussing the drive system of a tractor or truck, it is common to hear phrases such as '4x4', '6x4', etc. The numbers refer to the total number of wheel locations versus the number of drive wheel locations. Wheel location ignores the number of tires, single or dual used on the vehicle. Thus, a '6x4' simply means 3 axles (6 wheel locations) with 2 axles driven (4 wheel locations); a '4x2' would refer to a 2 axle truck with a single drive

axle. The recreational '4x4' is a two axle, all wheel drive truck (four wheel drive).

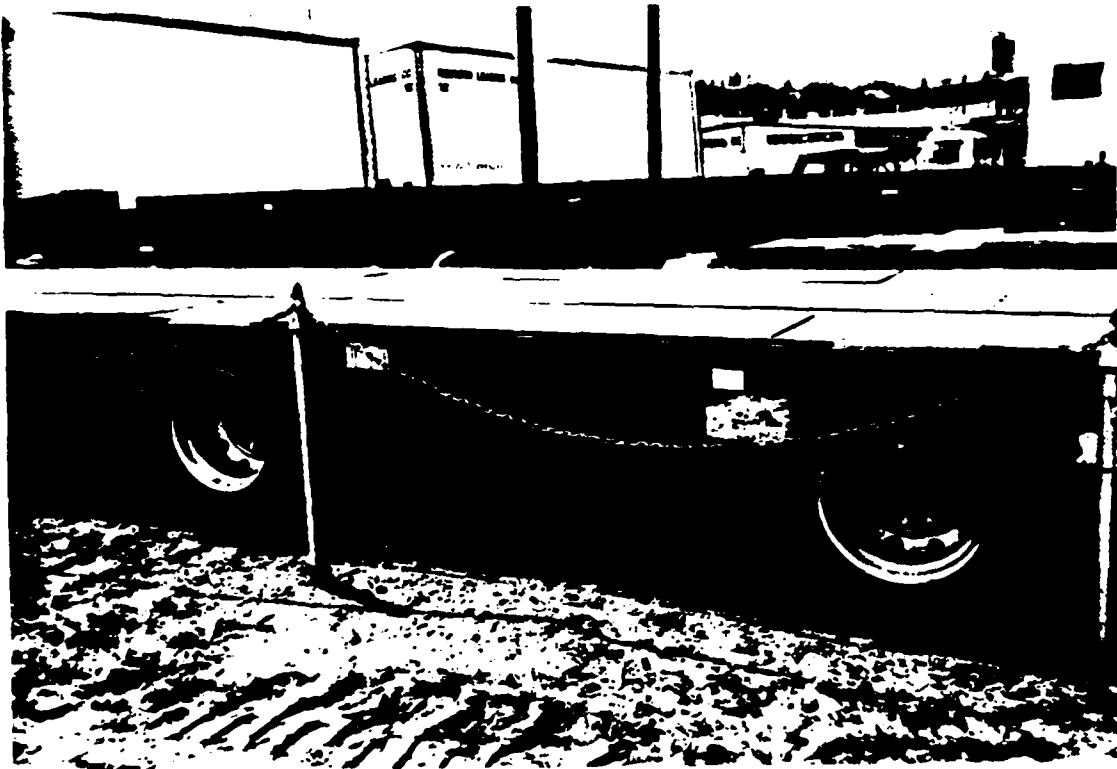


Figure 1. Spread Tandem

Suspensions

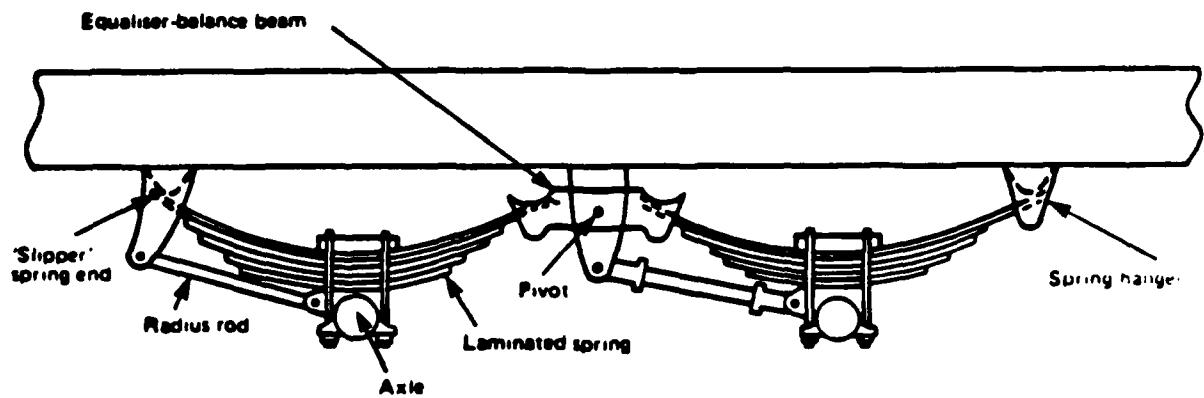
The purpose of the suspension is many fold. Among others, it must position and secure the axle to the frame, carry the load, provide resistance to side-sway and rollover, transfer driving and braking forces between the frame and the axles and provide suitable ride and cushioning properties. (Sternberg, 1976).

Depending on the axle location and the preference of the initial purchaser, several different suspensions may be employed. In general, three types of suspensions are in use on trucks today: the leaf spring, the walking beam and the air cushion; these are illustrated in Figure 2.

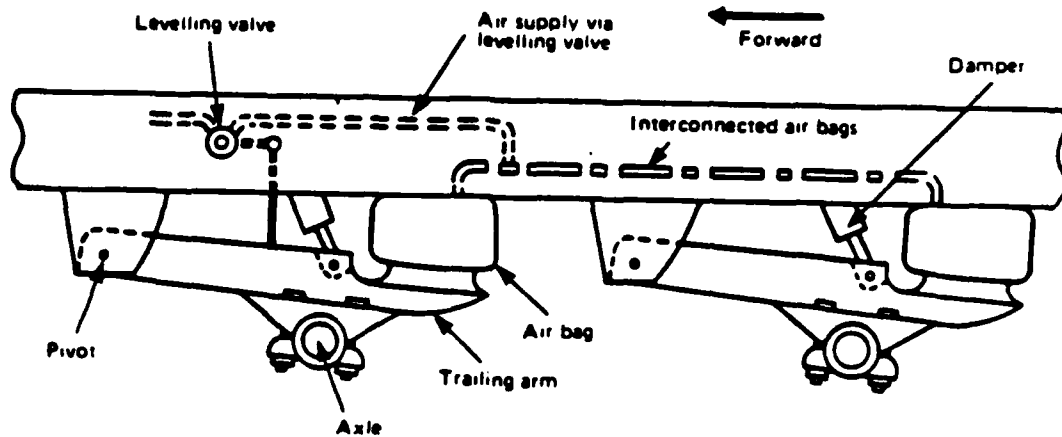
Each of these suspension types are available from several manufacturers; each manufacturer has made modifications to the suspension to individualize it. Although Figure 2 shows the basic form of these suspensions, one should be aware that numerous adaptations and permutations of these basic forms are in use today.

It should be noted that Figure 2 shows suspensions for tandem axles; each of these suspensions may also be constructed for single axle applications.

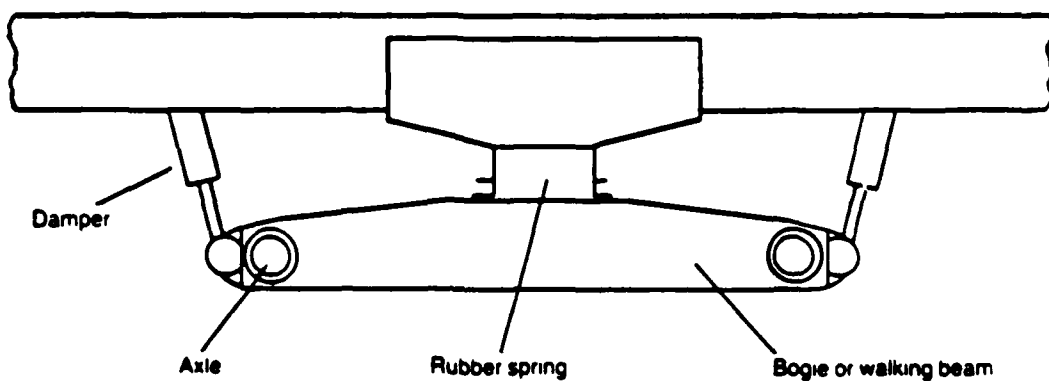
The front axle has a unique space constraint, as it is usually placed as far forward as possible to allow for the maximum spacing between axles to ensure compliance with the bridge formula. Ride characteristics and, to a lesser degree, load carrying capability are the concerns in selecting the suspension for this axle.



Leaf Spring



Air Cushion



Walking Beam

Figure 2. Three Types of Suspensions
Source: Mitchell and Gyenes, 1989.

The leaf spring is universally used on the steering axle. It is used almost by default; it has functioned so well for so long, and no new suspension (such as air cushion) has offered a clear improvement over leaf spring performance, that it appears it will remain the standard steer axle suspension for the foreseeable future (Ziebell, 1989).

The drive axles of a truck or tractor may have any of the three suspensions noted above. They are discussed more fully below.

The walking beam suspension functionally consists of a rigid frame connecting the axles to the frame. Rubber pads may be inserted into the frame to lessen the impact, but it provides minimal shock absorption. The full impact of dynamic loading is transmitted from the wheels to the frame of the truck. It is usually used in situations where loads are extreme and where the quality of the ride is not considered important. Common applications are off road applications, concrete mixers, and logging, garbage and dump trucks (Fitch, 1984).

The leaf spring is similar to the suspension system used on automobiles; it is composed of individual "leaves" of steel, banded together to provide a spring of differential stiffness depending upon its deflection.

It has become common to taper the leaves to reduce weight; this also produces a more predictable spring rate. Since internal friction between the leaves is reduced, a

better, smoother ride is provided, both loaded and empty, with a tapered leaf spring (Fitch, 1984).

The number of leaves in the spring, the thickness of each individual leaf and the stiffness of the spring rate are all calibrated for the planned load.

In a single axle application, the springs are oriented at right angles to the axle and are attached to the axle at the midpoint of the spring.

Helper arms on leaf spring suspensions allow for a two-step response. In practice, they allow the unloaded (light) frame to be suspended on the relatively limber portion of the spring. When the truck is loaded, the load will be imposed on the stiffer portion of the spring, providing a more controlled ride. This spring configuration is shown in Figure 3.

In a tandem suspension the springs are oriented and are fastened to the ends of the axles in a similar manner to the single axle. The springs are "tied together", however, to provide for and allow load transfer between them. This ensures neither axle will end up carrying the total load alone. A common method is to employ a short steel beam, often called an 'equalizer' beam. This is illustrated in Figure 2.

Air suspensions are relatively new, first coming into use in the mid 1960's. The system provides rubber air cushions, or bladders which are inflated with air pressure provided from the air compressor on the tractor. The

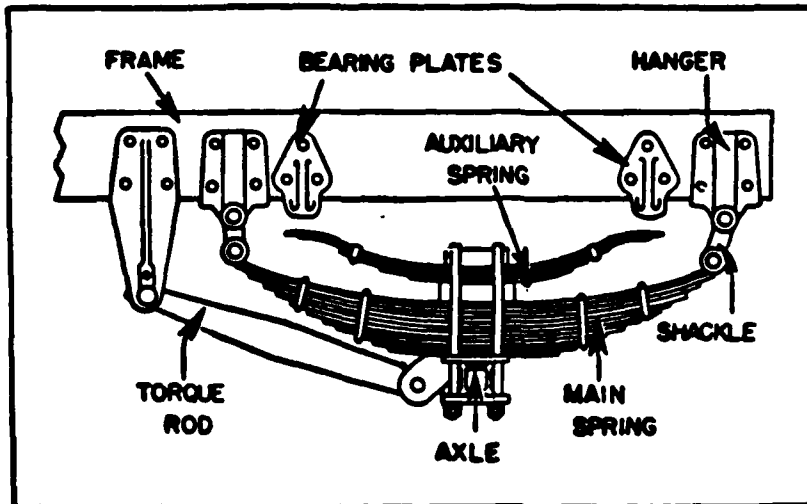


Figure 3. Helper Spring Suspension

frame is typically attached to the axle by a trailing arm of structural steel to resist braking and acceleration forces. The sideways and cushioning forces are supplied by the air bag (Fitch, 1984).

The system is heavier than a leaf spring system by about 100 pounds on tandem drive axles, and by about 300 pounds per dead axle on a trailer or semitrailer (Pederson, 1989; Ziebell, 1989). As a result, the truck will have a reduced payload capacity when compared to a leaf spring equipped truck.

Studies indicate that these suspensions produce different dynamic loads on pavements. Additional research is being done in this area to quantify and clarify the issue. Refer to Appendix B for details.

Tires

In selecting tires for a tractor, the operator faces many of the same concerns individual automobile owners face. Desirable traits will include a fuel efficient design, a high mileage rating, good handling on the road with dependable traction and certainly a comfortable ride. Additionally, a strong tire that will not prematurely puncture or wear from road hazards is important.

A separate concern that a trucker has is the number of tires to put on each axle. This will in some cases be governed by the loads to be carried on a given axle; it may be governed by safety considerations, by economic cal-

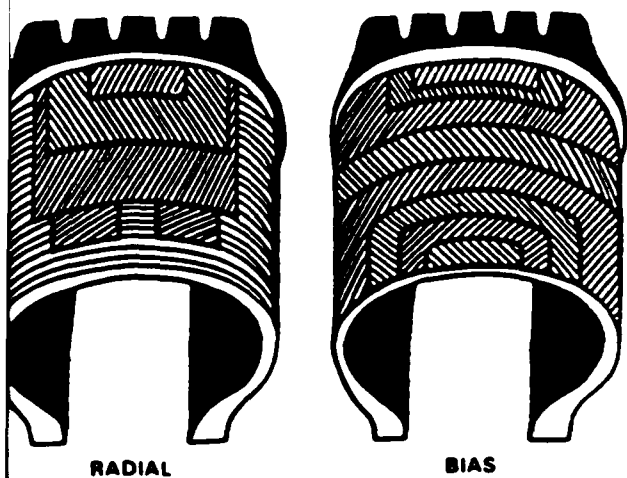
culations or (most likely) by some combination of all of these (Fitch, 1984; Ford and Charles, 1988).

A tire will be rated for a specific load carrying capacity at a particular inflation pressure at a given speed. Accordingly, the operator will select tires based on the intended load and speed, but the physical size of the tire must also be considered. A tire may satisfy all the performance criteria, but be too large to fit under the frame and within the suspension of a particular truck (Michelin, 1988).

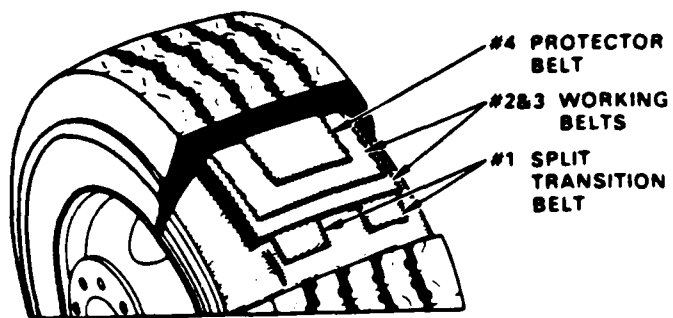
Truck tires available today include bias belted tires, radial tires, low profile radials and the super-single radial tire. Each of these tires may be purchased with a plethora of tread types.

Finally, each of these tires may be recapped, meaning that additional rubber with new tread may be added to the tire once it has reached the limit of its original tread life. Thus a tire, with recapping, may be used several times over its original rated mileage. Recapping a tire is much less expensive than purchasing new tires; a recap costs about one third of a new tire (Michelin, 1988).

The bias ply or cross belted tire refers to a tire which is constructed by wrapping plies or belts diagonally, crisscrossing each other as shown in Figure 4. The number of plies required in a bias ply tire to carry a particular load results in a fairly stiff sidewall. This adversely affects the tires ability to perform, both in on



Radial v. Bias Construction



Typical Radial Construction

Radial Tire Cross- Section

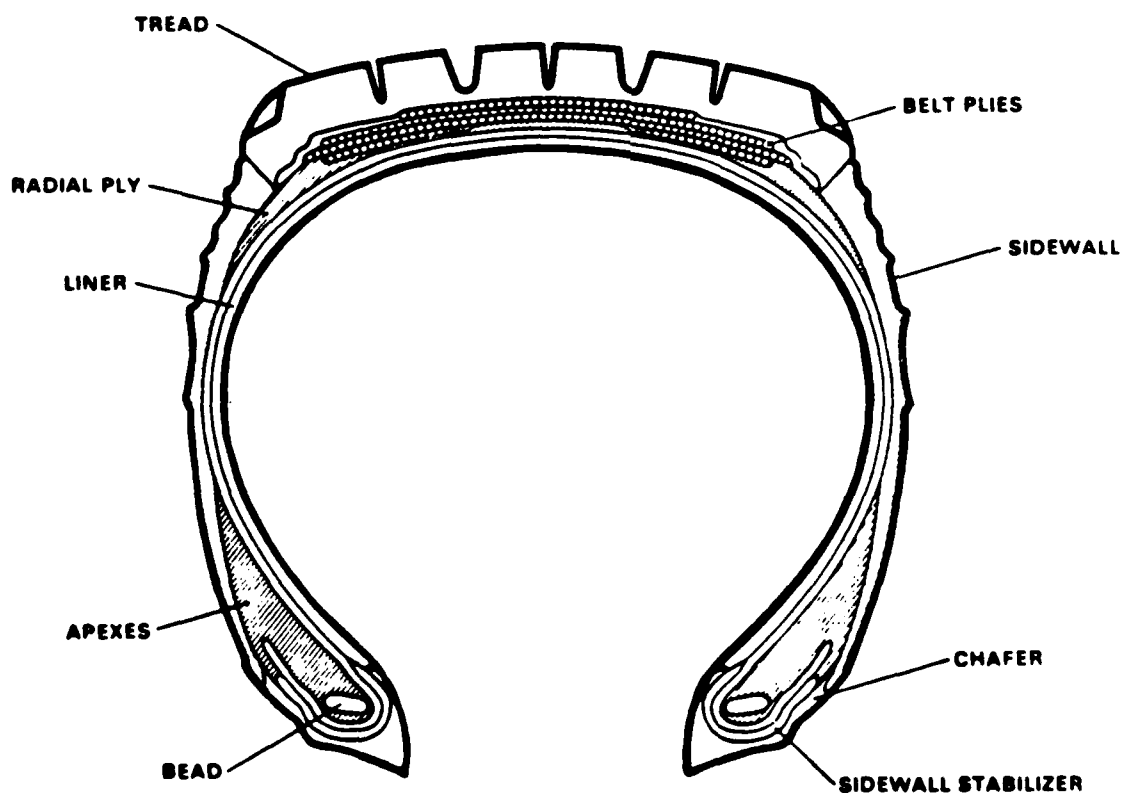


Figure 4. Radial and bias Belted Tire Construction
Source: Ford and Charles, 1988.

road traction and tread life.

In a radial tire, the plies are laid radially; this results in a more flexible sidewall, which provides improved performance and durability (Ford and Charles, 1988; Michelin, 1988).

A low profile radial, commonly abbreviated LP, is simply a smaller diameter tire with the equivalent load capacity of a larger tire. As a general rule, LP tires are lighter than full size tires.

As trucks are restricted by weight, heavier tires detract from the pay load they can carry. Accordingly, LP radials allow a higher payload while providing the benefits of radials (Michelin, 1988; Pederson, 1989).

An additional tire currently available, but not widely used is the super single radial. As may be gathered from its name, this tire is designed to replace a dual tire arrangement, with a single tire. The tire is usually narrower than a set of equivalent dual tires, about 70 percent of the dual width, and has an inflation pressure of about 120 psi versus non super single radial inflation pressures of about 100 psi (Michelin, 1988).

In a dual tire arrangement, when (or if) a flat tire occurs the remaining tire of the dual set is capable of carrying the load for a short time. The truck can be driven to a truck service center and the flat tire replaced or repaired. Minimal time is lost, and the driver can resolve the problem with no additional help or expense

other than the actual tire repair cost.

A single tire, such as a super single, will halt a truck if it deflates. No additional tire is available to allow the truck to 'limp' in for repairs. Because of the larger size of the super single compared to a regular tire, it is difficult for a single person to change. A tow or repair truck is usually required and must be dispatched. Any economy which is realized from operational savings may be quickly lost (Pederson, 1989; Ziebell, 1989).

In deciding on tires, the trucker will first look to the steering axle. Single tires are used due to the light (usually 12,000 pounds) loads imposed on this axle and because of handling characteristics (Michelin, 1988; Ziebell, 1989).

Because a flat tire on this axle would cause severe steering and safety problems, only new tires (as opposed to recapped tires) are used as an industry norm (Michelin, 1988; Pederson 1989; Ziebell, 1989).

Table 1 is an example of a tire selection table for a 22.5 inch diameter rim. (This table is a partial listing of MICHELIN brand radial truck tires). Some basic tread patterns for these tires are shown in Appendix C.

As an example of tire selection, if plans call for a maximum speed of 65 mph with a load on the front axle not to exceed 12,000 pounds, all of the tires available from this table may satisfy this performance criteria.

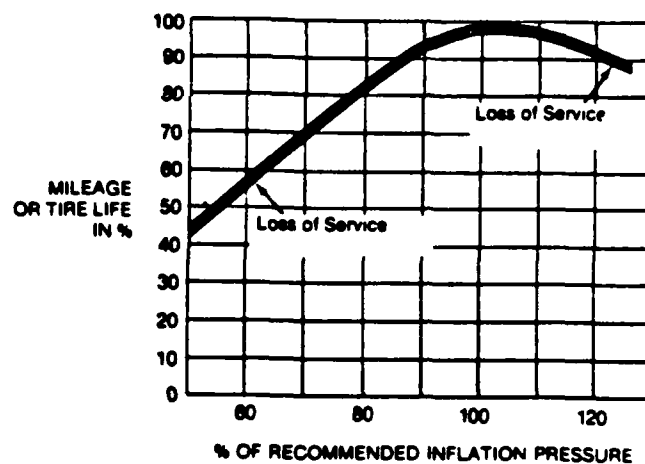
Notice the overall diameter ranges from 40.2 inches up to 44.5 inches. These dimensions would be checked against the clearances available on the chassis where the tires will be installed. While perhaps obvious, the tire must be free to rotate at all times; a large tire may rub against suspension components, the underpart of the body, against steering rods or against a dual tire in a tight turn or when going over a bump. Enough space must also be allowed for cooling of the tire to occur while it is in operation (Michelin, 1988).

An inflation pressure must also be selected. In this particular case, available pressures for a 12,000 pound axle load at 65 mph range from 70 psi to 100 psi depending on the tire selected (Table 1).

Note, however, that by increasing the tire inflation pressure on any particular tire the rated load may be increased. Higher pressures should only be used if the higher load is actually applied, however; Figure 5 illustrates the effect of inflation pressure on tire life. Both over inflation and under inflation have an impact on service life; tire inflation pressures should be adjusted according to the actual load being carried (Michelin, 1988; Ford and Charles, 1988).

The initial cost, tire weight, performance considerations and manufacturers warranty would all be considered by a trucker before purchasing tires. Tires range in price from about \$240 for an LP trailer tire to as much as

EFFECTS OF INFLATION PRESSURE ON TIRE LIFE



% Rated Inflation	% Expected Mileage
110	105
100	100
90	95
80	84
70	67
60	43

Figure 5. Inflation Pressure Effects
Source: Ford and Charles, 1988.

\$500 for a super single, with drive tires being, in general, more expensive than others. Fleet owners will attempt to standardize as much as possible the inventory they must carry (Fitch, 1984).

On the non-steer axles, (the drive and/or dead axles), an identical process is followed with the exception that dual tires may be used on the axle. A review of Table 1 indicates that, at a given inflation pressure, dual tires almost double the load capacity allowed.

The reason the load is not exactly twice the single tire rating is based on the unequal loading the two tires will receive due to the crown in the road. The crown will impart a slight tilt to the truck; as a result, the weight of the truck will be unequally distributed between the ends of the axle and also between the tires. The lower limit on the dual tires may be thought of as a safety factor to prevent overloading of an individual tire (Ford and Charles, 1988).

Miscellaneous Terms

The tractor exists as a means to haul around a trailer or semitrailer; these hook up to the tractor by means of several different pieces of specialized equipment.

On the rear of the tractor, located above the drive axle(s), is the 'fifth wheel', shown in Figure 6.



Semitrailer Kingpin

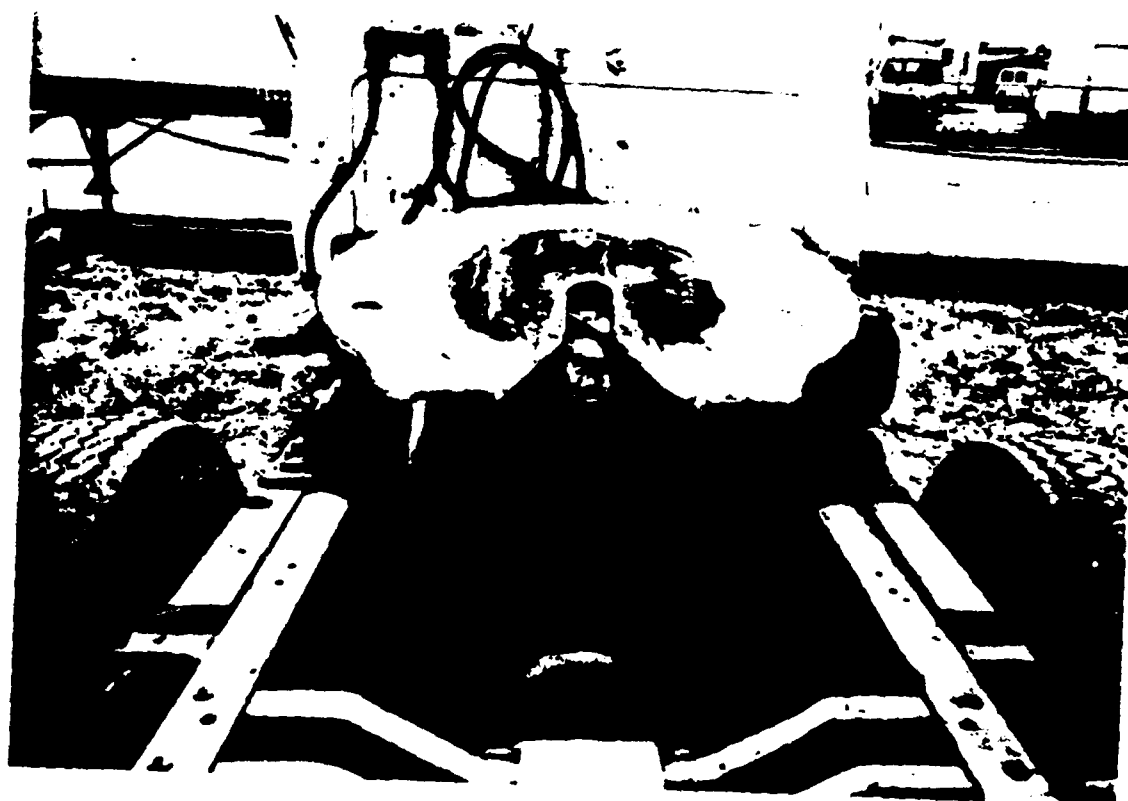


figure 6. Fifth Wheel

It is not a wheel in the round rolling sense, but a:
"...plate type device, carried by the tractor with jaws which lock onto a pin mounted on a trailer so the trailer can be towed by the tractor..." (Truck & Bus Industry Glossary, 1988).

The fifth wheel functions both as a bearing plate for a semitrailer to transfer load to the tractor and as a coupling device to tow the semitrailer.

Additionally, the fifth wheel, although locked in place during operations, may be slid forward or backward on its mounting tracks. By moving the fifth wheel forward or backward, the load from the semitrailer passed to the tractor axles, in particular the steering axle, may be changed. Moving the fifth wheel back will lighten the front axle load (and increase the drive axle load), while moving it forward will increase the front axle load (Pederson, 1989).

If an operator was in a situation where the drive axle(s) were overloaded, by moving the fifth wheel forward some of the load would be transferred to the steering axle. Conversely, if steering became difficult because of too much load on the steering axle, or if weigh scales showed the front axle overloaded, the fifth wheel could be moved to redistribute the load without physically moving or repacking the actual cargo itself.

Trailer connections will be discussed under trailers.

The cab of a tractor or truck has two basic options, conventional and cab over engine (COE). While each design has advantages, the COE allows a greater percentage of overall length to be devoted to payload than conventional design. As overall length is a restricted dimension on some state highways, this may translate directly into additional capacity (Fitch, 1985). These cab variations are illustrated in Figure 7.

Trailers

Trailers may be grouped into two major categories; semitrailers and "true" trailers. As discussed, semitrailers have no axle in the front portion of their length; they depend on something else to support them. When hooked to a tractor, this is the fifth wheel. When a semitrailer is unhooked, a set of drop down supports, called landing gear, are used.

Trailers have an axle, or axles, located at each end and are self supporting. They are generally hooked up to the truck or tractor by means of a tow or pull bar which fastens to a pintle hook. Figure 8 is an example of a trailer hookup.



Cab Over Engine v. Conventional
Source: MVMA, 1984.



Cab Over Engine
Source: Fitch, 1984.



Conventional
Source: Fitch, 1984.

Figure 7. Cab Variations



Figure 8. Irailer Connection Point

Axles

Although similar in most respects to tractor axles, trailer axles are not powered. They function strictly as load carriers. Accordingly, the number and location of axles is strictly a function of projected load and complying with regulations such as the bridge formula.

Trailer axles may, however be either fixed or steering axles. A steering axle in this case does not mean actively steered by the driver. The basic difference is whether the tires and wheels are free to move in a direction other than parallel to the direction of travel (i.e. to 'turn'). These are most useful in long combinations and are discussed in more detail under "trains".

Tires

A similar process to tractor or truck tire selection occurs with trailer selection. The tread pattern is usually different from that selected for the steering or drive axles, and recapped tires will often be used (Pederson, 1989). The rating of the tire for load, speed and inflation pressure is the same.

An additional benefit of LP radials so far as trailer applications are concerned is their smaller diameter. Truck trailers are subject to a physical limitation on their height. In addition to stability/safety concerns, the vehicle must be able to physically fit under bridges, lights, signs or other overhead obstructions on the haul

route. By lowering the vehicle, the LP tire allows a taller trailer with additional capacity, but the same absolute height.

Suspensions

The suspensions used on trailers are the same types (walking beam, leaf spring and air cushion) which trucks and tractors use. They are sized for a particular axle load rating, but function in the same manner as on tractors discussed above.

Industry sources (Pederson, 1989; Kantor, 1989) disagree on the most common suspension type. In general, the author feels that the leaf spring is the most common for over-the-road applications, while the walking beam is most common for off road or mixed applications. Air cushion suspension use is increasing, but will take a while to capture a sizable market segment due to the longevity of existing equipment (Sullivan, 1988; Ziebell, 1989).

The suspension used on the trailer need not be the same as that used on the tractor. For example, a tractor with an air suspension may pull a trailer with a walking beam suspension. The motion of the trailer, however will have a large influence on the quality of the ride of the tractor (Pederson, 1989; Ziebell, 1989).

Miscellaneous Terms

In hooking a semitrailer to a tractor, a pin attached to the semitrailer protrudes down through the jaws on the fifth wheel, which grasp and hold it. This pin is called the kingpin. The purpose of the kingpin is to transfer horizontal force; the vertical support of the trailer load is provided by the bearing plate of the fifth wheel (Truck & Bus Industry Glossary, 1988).

Operating Configurations

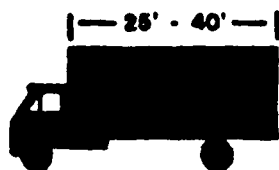
Figure 9 differentiates between a truck, a tractor - semitrailer and a tractor-trailer.

A truck is a single unit, combining both powerplant and payload capability within the same frame. A tractor is simply a power plant with no intrinsic payload capability; it must be hooked up to a trailer or semitrailer in order to haul goods.

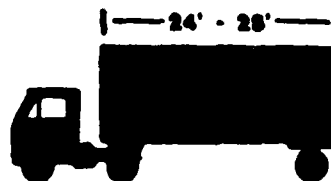
The semitrailer has no axles up front, and normally one, two (tandem) or three (tridem) axles in the back. The semitrailer is hooked to the tractor by means of a fifth wheel and kingpin; it is designed so that a substantial part of its own weight and of its load rests on the other vehicle.

A trailer is freestanding and has axles at each end of its length. It is designed and constructed so that all of its load rests upon its own wheels. The trailer is attached to the tractor by means of a drawbar.

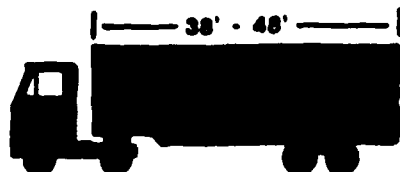
STRAIGHT TRUCK



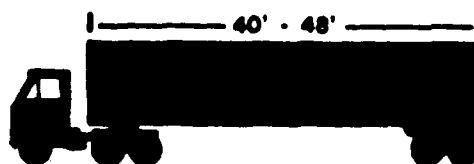
3-AXLE TRACTOR SEMITRAILER



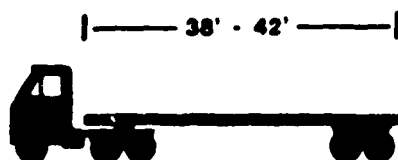
4-AXLE TRACTOR SEMITRAILER



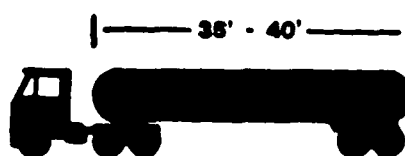
5-AXLE TRACTOR SEMITRAILER



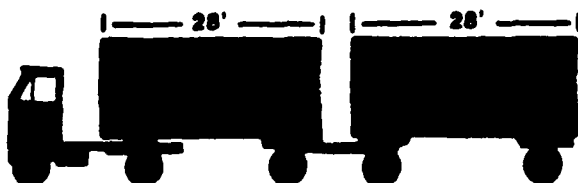
5-AXLE TRACTOR FLATBED TRAILER



5-AXLE TRACTOR TANK TRAILER

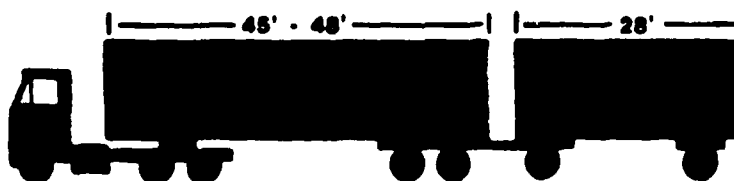


TWIN TRAILER OR "DOUBLES"



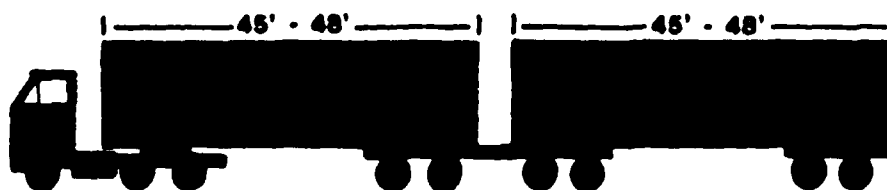
ROCKY MOUNTAIN DOUBLES

(operated only in certain states)



TURNPIKE DOUBLES

(operated only in certain states)



**LENGTHS SHOWN ARE TYPICAL; SHORTER OR LONGER LENGTHS
ARE POSSIBLE DEPENDING ON CARRIERS' NEEDS AND STATE LAWS.**

Figure 9. Truck Configuration Types
Source: American Trucking Association, 1989.

The twin trailer, or 'doubles', is a tractor unit pulling a semitrailer and a full trailer coupled together.

Both Rocky Mountain doubles and turnpike doubles are characterized by tractors pulling full semitrailers, but in turnpike doubles the trailing component is a full size trailer, while the Rocky Mountain double is brought up by a shorter (28 foot) trailer.

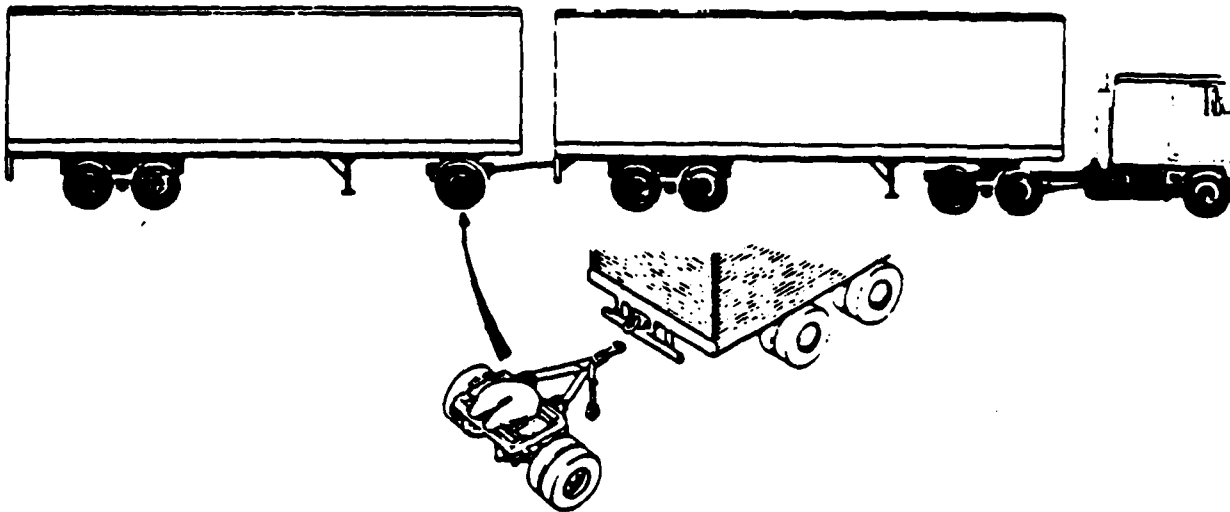
Trains

In some cases, two semitrailers may be hauled by one tractor (as opposed to a semitrailer and a trailer). The resulting combination is called a "train". The type of connection between the two semitrailers determines what type of train (A train, B train or C train) will result; Figure 10 illustrates these trains.

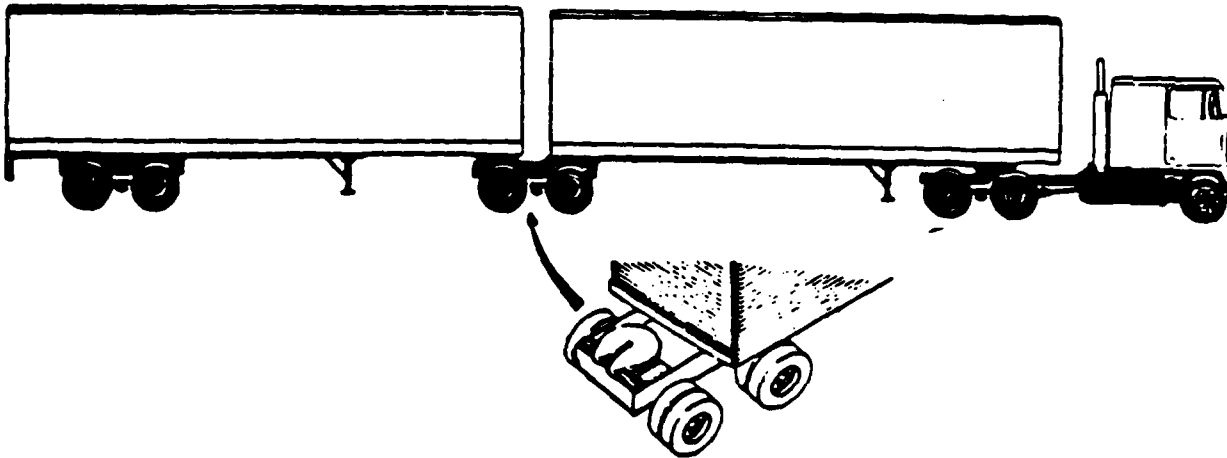
A semitrailer must be mounted on a fifth wheel, but the fifth wheel does not have to be on the tractor.

A semitrailer may be mounted on a converter-dolly so that it will function as a trailer. A converter-dolly is essentially a fifth wheel on wheels, with a means of attaching to the vehicle in front. Depending on the type of dolly, the resulting combination will have differing capabilities. For example, a dolly may have fixed wheels, the wheels may be free to turn (a steering dolly), and the dolly may be attached to the lead vehicle by means of either a single or double drawbar. Figure 11 illustrates these properties.

A - TRAIN



B - TRAIN



C - TRAIN

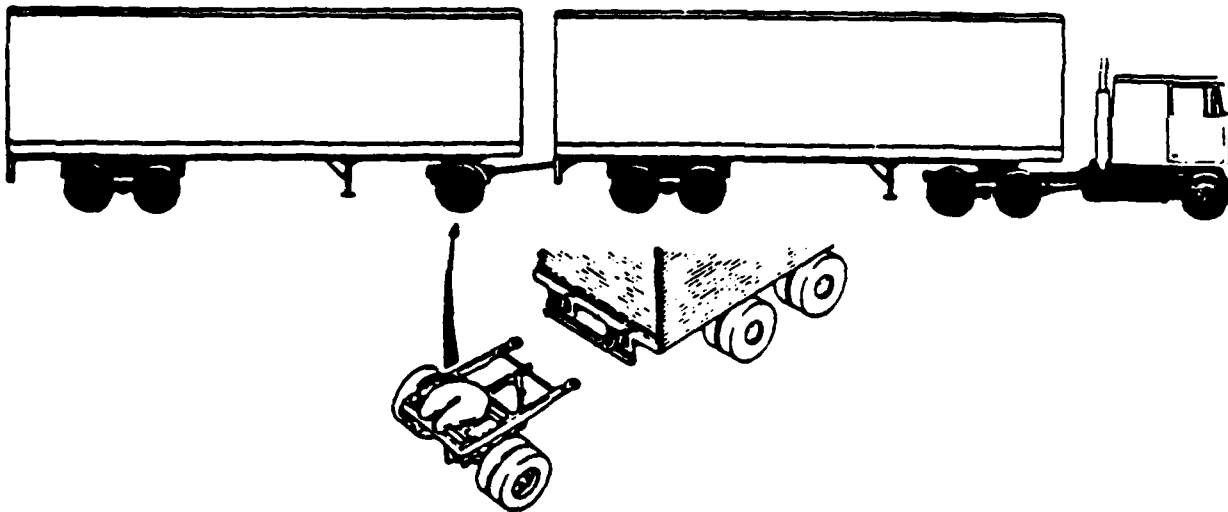


Figure 10. Train Types
Source: Woodrooffe, LeBlanc and El-Gindy, 1989.

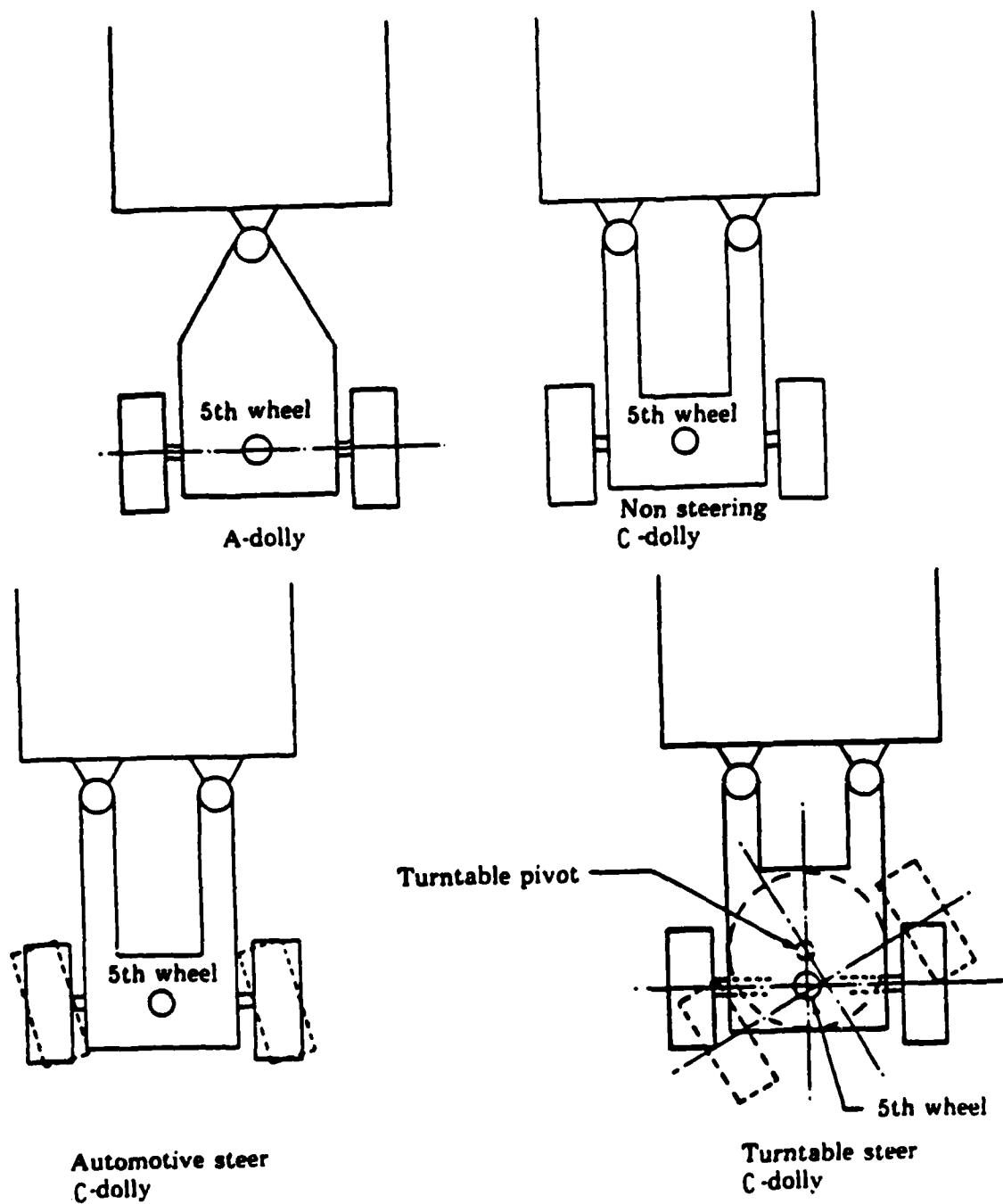


Figure 11. A-Dolly and C-Dolly Options
 Source Woodrooffe, LeBlanc and El-Gindy, 1989.

Trains have been defined as:

A-Train: An A-Train is a tractor pulling two semitrailers; the trailing semitrailer is mounted on a converter-dolly which is attached to the lead semitrailer by means of a single drawbar.

B-Train: A B-Train consists of a tractor pulling two semitrailers: the lead semitrailer has an extended sub-frame. On this extended frame, which sticks out behind the semitrailer, is mounted a fifth wheel. The fifth wheel is supported by the rear axle of a spread tandem on the first semitrailer. The trailing semitrailer mounts onto this fifth wheel.

C-Train: A C-Train also consists of a tractor pulling two semitrailers. It is similar to an A-Train except the converter-dolly has two drawbars; this eliminates one point of articulation from the ensuing combination.

The differing aspect is the means of hooking the second semitrailer to the first. Each train has significantly different handling characteristics. While each group has advocates, Canada has recently enacted legislation to encourage the use of B-trains. This legislation appears to be driven by safety and handling concerns (Nix, 1988).

Chapter II
The Trucking Industry

COMPOSITION

Trucks, tractors and trailers are a complex mix of equipment. The word truck itself can be accurately applied to everything from a light imported pickup truck to a concrete mixer to a massive transporter for the space shuttle. In order to differentiate between them, trucks have been divided into classes by gross vehicle weight (this rating system was developed by vehicle manufacturers in the 1940s). Gross vehicle weight is the weight specified by the manufacturer as the maximum loaded weight (truck plus cargo) of a vehicle. Tare weight, sometimes called curb weight, is the weight of a truck exclusive of a payload (Truck & Bus Industry Glossary, 1988).

These classes are:

<u>CLASS</u>	<u>GROSS VEHICLE WEIGHT (lb)</u>
1	6,000 or less
2	6,001 - 10,000
3	10,001 - 14,000
4	14,001 - 16,000
5	16,001 - 19,500
6	19,501 - 26,000
7	26,001 - 33,000
8	33,001 or more

The Motor Vehicle Manufacturers Association (MVMA) is a trade association formed to improve the design, manufacture and use of motor vehicles. It is composed of most of the major American truck manufacturers: Chrysler, Ford, General Motors, Honda of America, Navistar International, PACCAR Inc. and Volvo North America. They have grouped vehicles into classes by weight (MVMA, 1984). These classes are:

Light Trucks : Classes 1,2 and 3 (under 14,000 lbs.)

Medium Trucks: Classes 4,5,6 and 7 (14,001 to 33,000 lbs.)

Heavy Trucks : Class 8 (over 33,001 lbs.)

A rough breakdown of registrations shows that about 90 percent of all truck registrations are light, 6 percent are classified medium and 4 percent are classified heavy (with a total weight over 33,001 pounds) (Building the Tools, 1983; American Trucking Trends, 1989). Light trucks include pickups, vans and panel trucks.

The majority of heavy trucks are in fleets owned and operated by companies rather than individual owner-operators. Data collected by the American Trucking Association (American Trucking Trends, 1989) indicates that, in 1987, 1.4 million tractors and 3.5 million commercial trailers were registered; 100,000 to 150,000 owner-operators were registered.

As most owner-operators have a single rig, this would

indicate over 90 percent of the operating combinations are fleet owned.

Truck transportation is normally classified as either private or for-hire. Private carriers are those companies who use their own vehicles, either owned or leased, to move their own goods. The principle business of the corporation is not transportation. Examples of private fleets would be those owned by a department store, a bakery or a dairy.

A for-hire carrier is paid to move freight for someone else. For-hires are further classified either interstate, intrastate or local. Intrastate and local firms are regulated by local (state, county and/or city) authority, while interstate traffic is controlled by the Interstate Commerce Commission (ICC). The ICC further breaks down interstate trucking into common carriers, contract carriers and exempt carriers.

A common carrier is available to the general public to carry freight at a published rate between any points which the firm has the authority (granted by the ICC) to serve.

A contract carrier generally operates only under contract to one or a limited number of customers on a long term basis. Contract carriers must be permitted by the ICC.

Exempt carriers are in specific operations used for transporting particular items listed by law, such as agricultural commodities, newspapers, etc. and trucks used in

certain other limited fashion.

An independent trucker is simply a trucker who does not hold a certificate or operating permit from the ICC (Fitch, 1984).

Prior to 1980, interstate trucking was a highly regulated business, with routes and rates set by the ICC. The Motor Carrier Act of 1980, however deregulated the trucking business with much the same result which deregulation had on the airlines.

Revenues and Taxation

The industry as a whole earned about \$225 billion in 1987, representing 77 percent of the nations freight bill and 5 percent of the Gross National Product (ATA, 1989). The American Trucking Association estimates the relative share of the shipping market held by various modes; expressed in terms of revenue, trucks held 75 percent. The MVMA estimates the truck share, based on ton-miles, at 25 percent. In either case, the transport role played is a significant one.

Taxes are collected by federal, state and local governments. Appendix C contains tax charts illustrative of taxes incurred by various vehicles. On average, a 5 axle truck-semitrailer paid \$4,084 (state) + \$4,241 (federal) = \$8,325 in taxes to operate in 1987 (ATA, 1989). The amount of taxes paid is dependent upon the fuel type (gas versus diesel), the gross weight of the truck combination and the

total number of axles. These are all components which the initial purchaser of the vehicle may specify.

This information illustrates the size and complexity of the industry and the dollar value of commerce which is involved. It is a large, complicated and sophisticated industry.

The MVMA tracks trends in the industry. Some of the more interesting are presented here :

- The van has been the most popular trailer body type for the past five years, by a factor of about 8:1.

- Flat beds are second, followed by dump trucks, then tankers.

- Since 1977, the share of the transport market captured by trucking has hovered around the 25 percent mark. In 1987, 24.92 percent equated to 661 billion ton-miles of freight.

- In 1988, the balance in the highway trust fund, funded with user fees, totaled over fourteen billion dollars. The fund has been increasing in value for the past six years.

Chapter III

The Bridge Formula

When regulators initially began to restrict the loads which a truck could place on a road, they looked to what they considered the weak link: bridges. The concept of spreading the load by control of axle spacing was adopted with the intent of preventing overloading of the structural components of bridges. The results were codified in the bridge formula (FHWA, 1984).

The bridge formula is an equation which restricts the loads which may be placed on an axle or group of axles. The equation is:

$$W=500 * (LN / (N - 1) + 12N + 36)$$

Where:

W is the maximum weight (in pounds) which can be carried on any group of two or more axles, computed to the nearest 500 pounds

L is the distance in feet between the extremes of any group of two or more consecutive axles

N is the number of axles in the group under consideration (FHWA, 1984).

Table 2 is a tabulation of allowable loads computed by the bridge formula. Note the increasing loads both with increasing number of axles and/or increasing separation.

Table 2. PERMISSABLE GROSS LOADS

Source: Federal Highway Administration, 1984.

Tandem Axle Weight	Distance in feet between the extremes of any group of 2 or more consecutive axles	Minimum load in pounds carried on any group of 2 or more consecutive axles ¹							
		2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	9 axles
4		34,000							
5		34,000							
6		34,000							
7		34,000							
8 and less		34,000	34,000						
More than 8		38,000	42,000						
9		39,000	42,500						
10		40,000	43,500						
11			44,000						
12			45,000	50,000					
13			45,500	50,500					
14			46,500	51,500					
15			47,000	52,000					
16			48,000	52,500	58,000				
17			48,500	53,500	58,500				
18			49,500	54,000	59,000				
19			50,000	54,500	60,000				
20			51,000	55,500	60,500	66,000			
21			51,500	56,000	61,000	66,500			
22			52,500	56,500	61,500	67,000			
23			53,000	57,500	62,500	68,000			
24			54,000	58,000	63,000	68,500	74,000		
25			54,500	58,500	63,500	69,000	74,500		
26			55,500	59,500	64,000	69,500	75,000		
27			56,000	60,000	65,000	70,000	75,500		
28			57,000	60,500	65,500	71,000	76,500	82,000	
29			57,500	61,500	66,000	71,500	77,000	82,500	
30			58,500	62,000	66,500	72,000	77,500	83,000	
31			59,000	62,500	67,500	72,500	78,000	83,500	
32			60,000	63,500	68,000	73,000	78,500	84,500	90,000
33				64,000	68,500	74,000	79,000	85,000	90,500
34				64,500	69,000	74,500	80,000	85,500	91,000
35				65,500	70,000	75,000	80,500	86,000	91,500
36					70,500	75,500	81,000	86,500	92,000
37					71,000	76,000	81,500	87,000	93,000
38					71,500	77,000	82,000	87,500	93,500
39					72,500	77,500	82,500	88,500	94,000
40					73,000	78,000	83,500	89,000	94,500
41					73,500	78,500	84,000	89,500	95,000
42					74,000	79,000	84,500	90,000	95,500
43					75,000	80,000	85,000	90,500	96,000
44					75,500	80,500	85,500	91,000	96,500
45					76,000	81,000	86,000	91,500	97,500
46					76,500	81,500	87,000	92,500	98,000
47					77,500	82,000	87,500	93,000	98,500
48					78,000	83,000	88,000	93,500	99,000
49					78,500	83,500	88,500	94,000	99,500
50					79,000	84,000	89,000	94,500	100,000
51					80,000	84,500	89,500	95,000	100,500
52					80,500	85,000	90,500	95,500	101,000
53					81,000	86,000	91,000	96,500	102,000
54					81,500	86,500	91,500	97,000	102,500
55					82,500	87,000	92,000	97,500	103,000
56					83,000	87,500	92,500	98,000	103,500
57					83,500	88,000	93,000	98,500	104,000
58					84,000	89,000	94,000	99,000	104,500
59					85,000	89,500	94,500	99,500	105,000
60					85,500	90,000	95,000	100,500	105,500

¹ The permissible loads are computed to the nearest 500 pounds. The modification consists in limiting the maximum load on any single axle to 20,000 pounds.

² The following loaded vehicles must not operate over H15-44 bridges: 3-52 (5 axles) with wheelbase less than 36 feet; 3-51-2 (5 axles) with wheelbase less than 45 feet; 3-3 (6 axles) with wheelbase less than 45 feet; and 7-, 8-, and 9-axle vehicles regardless of wheelbase.

The Federal government, on the interstate system, limits single axle loads to 20,000 pounds, tandem axle loads to 34,000 pounds and the overall gross weight of the vehicle to 80,000 pounds (FHWA, 1984). These loads may legally be exceeded, but only by the purchase of an overload permit from the individual state(s) where the travel will take place (See Chapter V). Additionally, some states which had established higher limits prior to the federal standards were allowed to keep those limits under a "grandfather" clause. These are detailed in Appendix E.

As an example of the application of the bridge formula, suppose a 3 axle tractor is pulling a 2 axle semitrailer. Figure 12 defines this configuration; the dimensions between the axles are unknown, but will govern the legal load that may be carried. This design exercise will determine the dimensions required.

Looking first at the tandem axles on the rear of the semitrailer, the bridge formula shows that unless they are spread more than 8 feet, the total load on the two axles can not exceed 34,000 pounds, nor may the load on either axle exceed 20,000 pounds. The same analysis holds true for the tandem drive axles on the tractor.

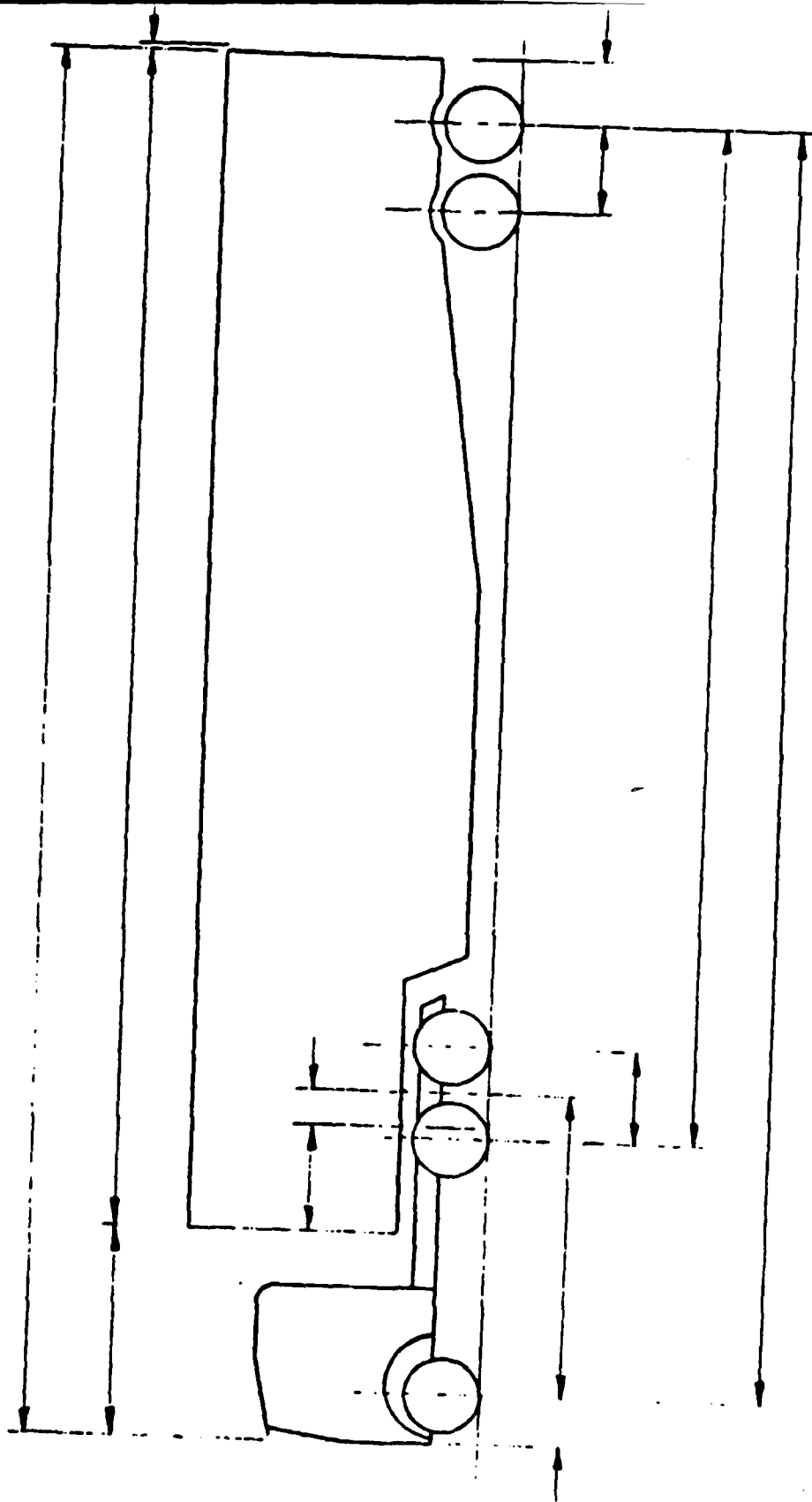


Figure 12. Truck Planning Schematic
Source: Pederson, 1989

However, looking at the 4 axles together (the two drive axles on the tractor and the two rear axles on the semitrailer), and assuming a total dimension between the frontmost axle and the rearmost of these tandems of, say 34 feet, the calculations at 34 feet and 4 axles indicate an allowable load of 64,500 pounds, some 3,500 pounds under the capacity of the two tandem axles loaded to 34,000 pounds each.

The distance between the first and last axle would have to increase to 39 feet to allow the use of the 34,000 pound allowable loads on each tandem axle.

A specific exception to the bridge formula, however allows:

"...Two consecutive sets of tandem axles to carry a gross load up to 34,000 pounds each providing the overall distance between the first and last axles...is 36 feet or more..." (FHWA, 1984).

The next check is to add the steering axle into the computations, which provides 5 axles. A possible dimension from steering axle to rearmost trailer axle is 58 feet; with a distance of 58 feet and five axles, an allowable weight of 84,000 pounds is computed. The Interstate system, however, is restricted to 80,000 pounds without special permits. As it is desirable to operate without special permits, it would be optimal to have 34,000 pounds, the legal limit, on each of our tandem axles and 12,000 pounds on the single steering axle.

This translates into a distance of not less than 51 feet between 5 axles with an 80,000 pound limit, not less than 36 feet separation for 4 axles and a 68,000 pounds limit and not less than a 4 foot separation for a tandem axle with a 34,000 pound limit.

Perhaps not surprisingly, these dimensions and limits are among the most common in use today. It must be emphasized, however, that permits may be purchased to exceed these limits.

The Surface Transportation Assistance Act of 1982 (Public Law 97-424) (STAA) required each state to adopt regulatory standards regarding vehicle width, length and weight on the Interstate and National Network. These standards are:

- not less than 102 inches wide

- not less than 48 feet long for a semitrailer in a tractor-semitrailer combination, or

- not less than 28 feet for a semitrailer in a tractor-semitrailer-trailer combination.

No overall length restriction on a combination is allowed to be set by the states on the interstate.

Note that, although this expressly permits doubles, it does not address triples (three trailers towed by a single tractor). Accordingly, this question has been left to the individual states.

Weights are limited to 20,000 pounds for a single axle, 34,000 pounds on a tandem axle and a maximum gross weight

of 80,000 pounds. Overall weight and axle loadings are subject to the bridge formula.

State Restrictions

The bridge formula presented above is the Federal Bridge Formula, applicable to the interstate system; individual states may adopt regulations either more or less restrictive for their roads. Additional restrictions on length, both of individual components and of overall combinations, exist and vary from state to state. Appendix E lists some of these restrictions by state.

The federal government, under the STAA, requires the states to provide reasonable access to service facilities off of the federal interstate system. The intent is to allow trucks to refuel, off-load or simply be parked for the night without subjecting the operators to charges of violating state restrictions. Most states restrict operations away from the interstate; Appendix E pertains.

An additional restriction which Washington state imposes on trucks is a tire width restriction. It is simple in concept and application; one inch of tire section width must be in contact with the road for each 600 pounds of load. For example, if a four tire axle carries 10,000 pounds, the total lateral tire dimension for that axle must be at least $(10,000/600=)$ 16.6, say 17 inches.

A prospective purchaser of a new truck or trailer must accurately forecast the operating range (what states), the load at which the truck can operate profitably and the size the trailer must be to accommodate that minimum load. Then, the axle spacing must be calculated and the tire arrangement considered to ensure the rig can be legally operated.

The influence the bridge formula has in determining axle spacing and vehicle layout can not be over emphasized. It is the driving force. Any design must be checked against it; if the design does not comply, an illegal vehicle could be built, one that would not be allowed to operate over the highways.

The intent of the above discussion was to show the effect which regulations have in driving the thought process during selection of vehicle components.

Chapter IV

Northwestern Trucker Survey

The Vehicle Maintenance Management Conference (VMMC) is held annually; it attracts a wide variety of trucking industry representatives from the northwest and Canada. The 1989 conference, held at the University of Washington, was the 38th conference.

The results of a survey done in 1988 were made available to the author; the author prepared a similar but modified survey for the 1989 conference. Appendix F contains a copy of both surveys and a summary of the responses summarized in this chapter.

In analyzing the results of the surveys, it is appropriate to first describe the respondents. They cannot be considered a representative cross-section of the industry; they were included only if they attended the conference and only if they took the initiative to pickup and return the survey form.

The results are valid as a kind of 'snapshot' of the industry in the northwest at the time of the surveys. The results presented below should be reviewed with these qualifiers in mind.

In the 1988 survey, the respondents broke into two major groups - those with over 100 vehicles in their fleets and those with under 100 vehicles; in 1989, the number

responding with over 100 vehicles was negligible (1). Accordingly, the data was blocked into three discrete sets: 1988 (over 100 vehicles), 1988 (under 100 vehicles) and 1989.

Because many of the responses were incomplete, the number of responses varies for each question. The number of surveys returned is helpful in evaluating the data. In 1988, 25 responses were returned by people with over 100 vehicles, 34 responses with under 100 vehicles; 1989 responses totaled 24.

As may be seen in Figure 13, straight trucks (no trailers) represent the largest single category (27 percent to 47 percent) of the respondents in both years. Trucks pulling trailers were also a common group (about 20 percent), although semitrailer combinations were a bit more popular (about 25 percent). The majority of the "other" category consists of buses and special use trucks (mostly municipal vehicles), as opposed to any type of train configuration.

It is interesting to note that the larger (>100) fleets consisted mostly of trucks and 'other', while the smaller fleets appear more evenly divided among the various types.

The great majority of the respondents in both years operate locally (Figure 14), although about a fifth operate regionally, hauling, say timber or seafood along the coast.

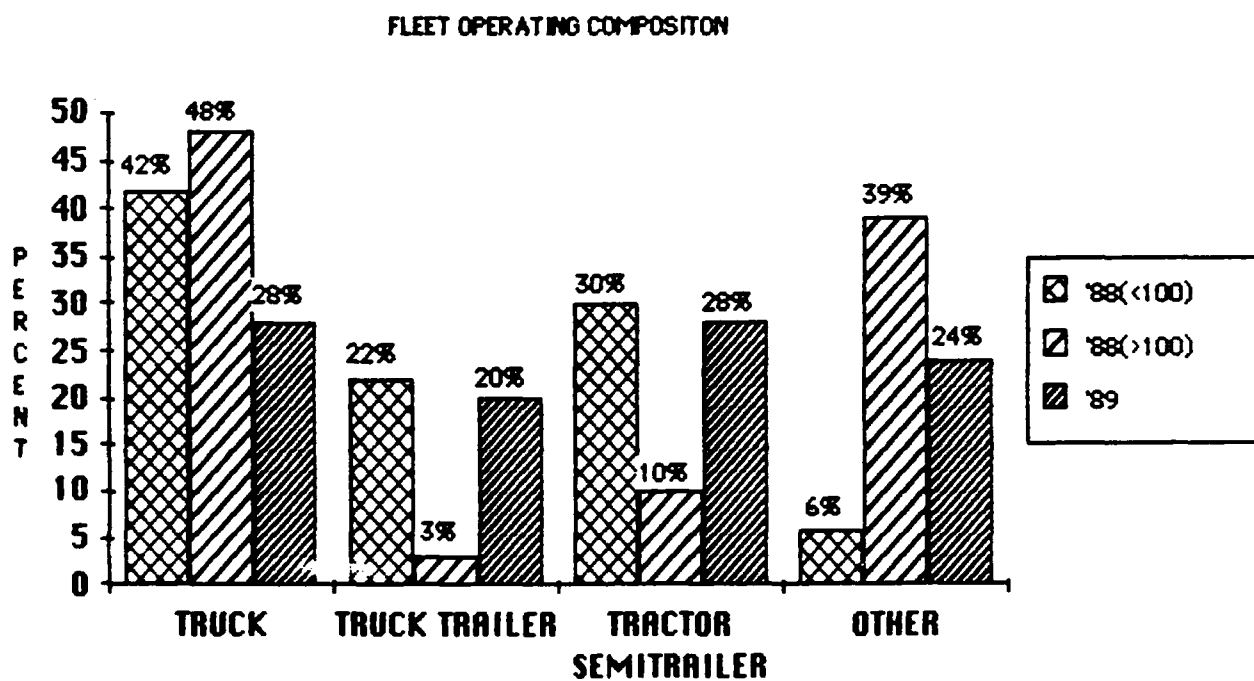


Figure 13. Operating Configuration

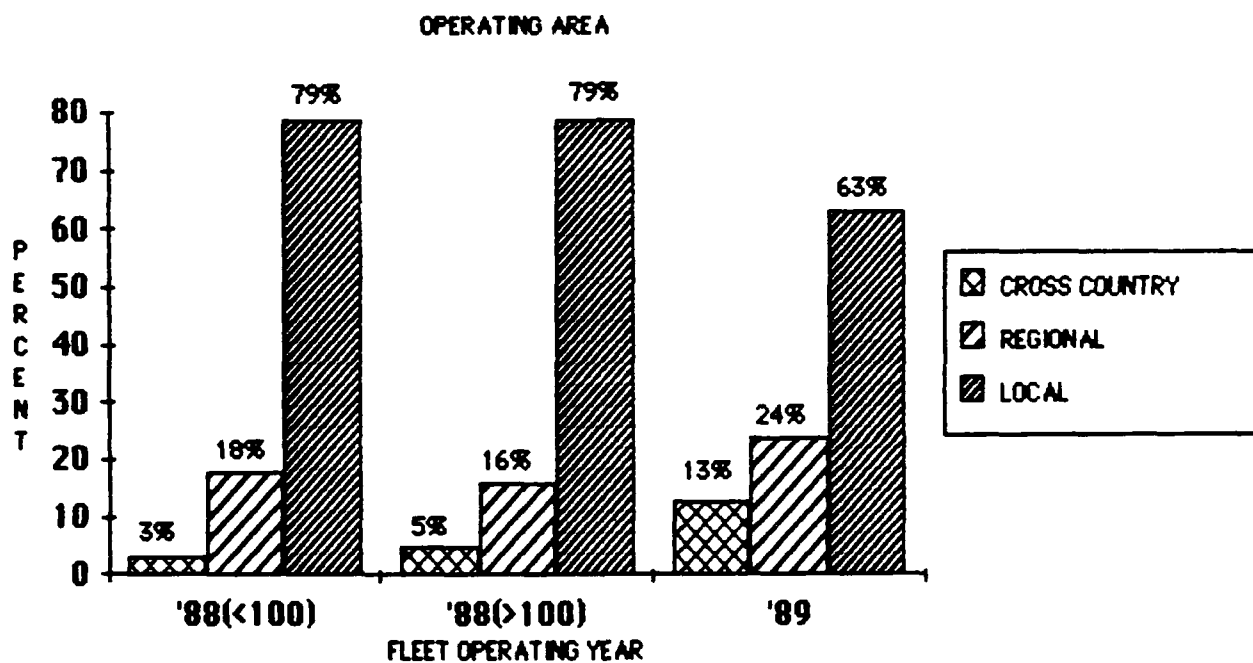


Figure 14. Operating Area

Less than 10 percent of the respondents operate cross country. This may be why the number of straight trucks is so high as opposed to semitrailer rigs, which offer greater cargo capacity.

In 1988, fleet size had little impact on the type of road the trucks were driven on (Figure 15). Urban and rural roads dominated, with about 25 percent of the travel over interstates. In 1989, however interstate and rural driving increases pushed urban travel down to about 25 percent of the total.

In the type of tire used, Figure 16 indicates an almost total switch to radial tires, with few bias ply users left.

Although the data suggests larger fleets are using bias plies often, on the related question "What will you do when it is time to buy new tires?", no one indicated a desire to switch to bias. The vast majority (Appendix F) intended to stay with the same type tire, and 6 of 21, just under 30 percent in the 1988>100 group indicated they would change to radials when their current tires needed to be replaced. A small group indicated an intention to try low profile radials, and a single respondent planned to try super single radials.

Suspension systems on trucks or tractors (Figure 17) emphasized the influence of the logging industry in the survey, with the walking beam being most popular in two out of three of the survey categories. As noted

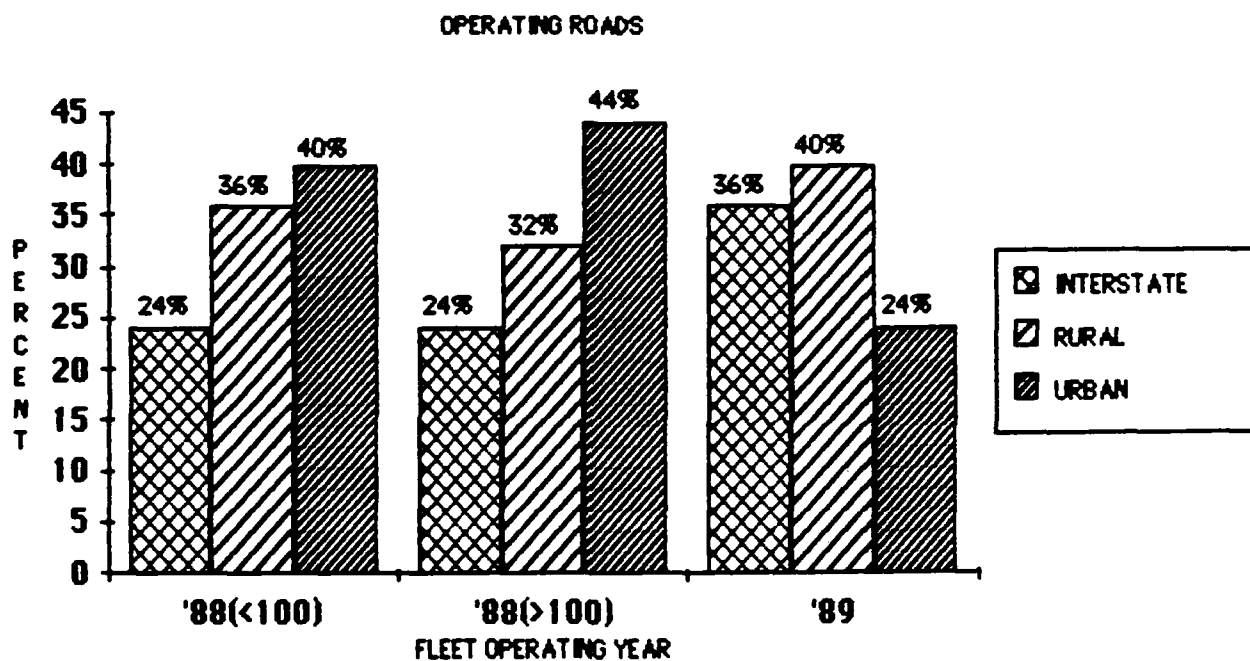


Figure 15. Operating Roads

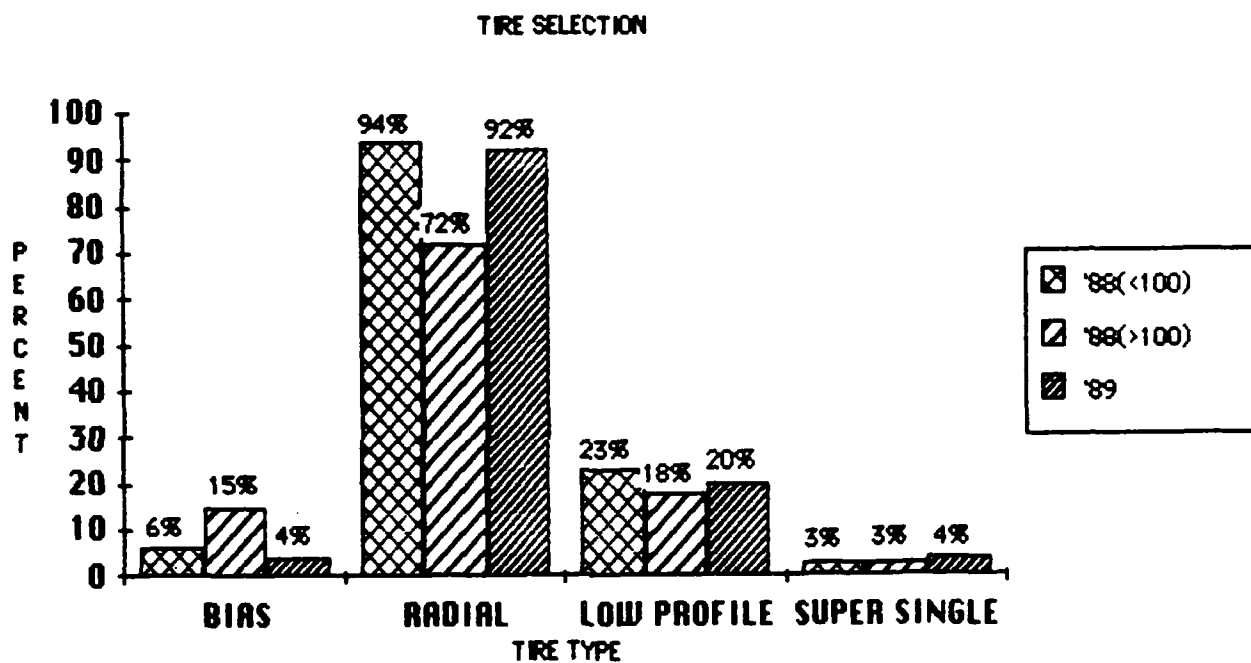


Figure 16. Tire Selection

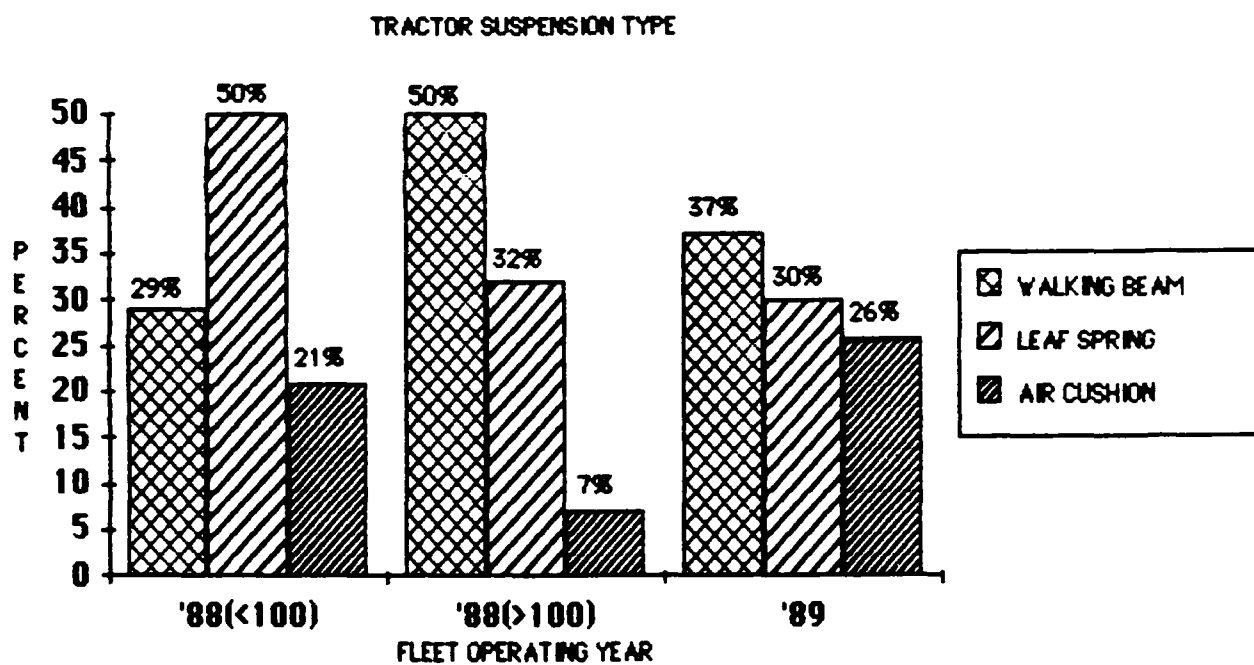


Figure 17. Tractor Suspension Type

previously, the walking beam is often used in on/off road applications, where the quality of the ride is not critical to the cargo (in this case, logs).

Leaf spring suspensions, combining a softer ride with a reasonable service record and no significant weight penalty, were the clear favorite with small fleets in 1988 and, while not the majority in >100 1988 or 1989, held a respectable 30 percent of the market.

Air suspensions, which carry a weight penalty of several hundred pounds compared to other suspensions, were a distant third (about 5 percent) with large fleets. Smaller fleets, perhaps more concerned with comfort, used significantly more air suspensions (20-25 percent).

In looking at trailer suspensions (Figure 18), the leaf spring is the clear choice. In the larger fleets, the leaf spring beat out walking beams by about 10 percent (50 percent to 40 percent) while smaller fleets, perhaps not so dominated by logging, used leaf springs over 70 percent of the time.

This is supported by the industry opinion (Pederson, 1989) that leaf spring suspensions are far and away the dominant suspension for over the road (as opposed to off road) trailers.

Air cushion, while increasing in 1989 over 1988, is still very much in the minority. Air suspensions weigh about 100 pounds more than a leaf spring suspension for a tractor tandem drive axle suspension, about 300 pounds per

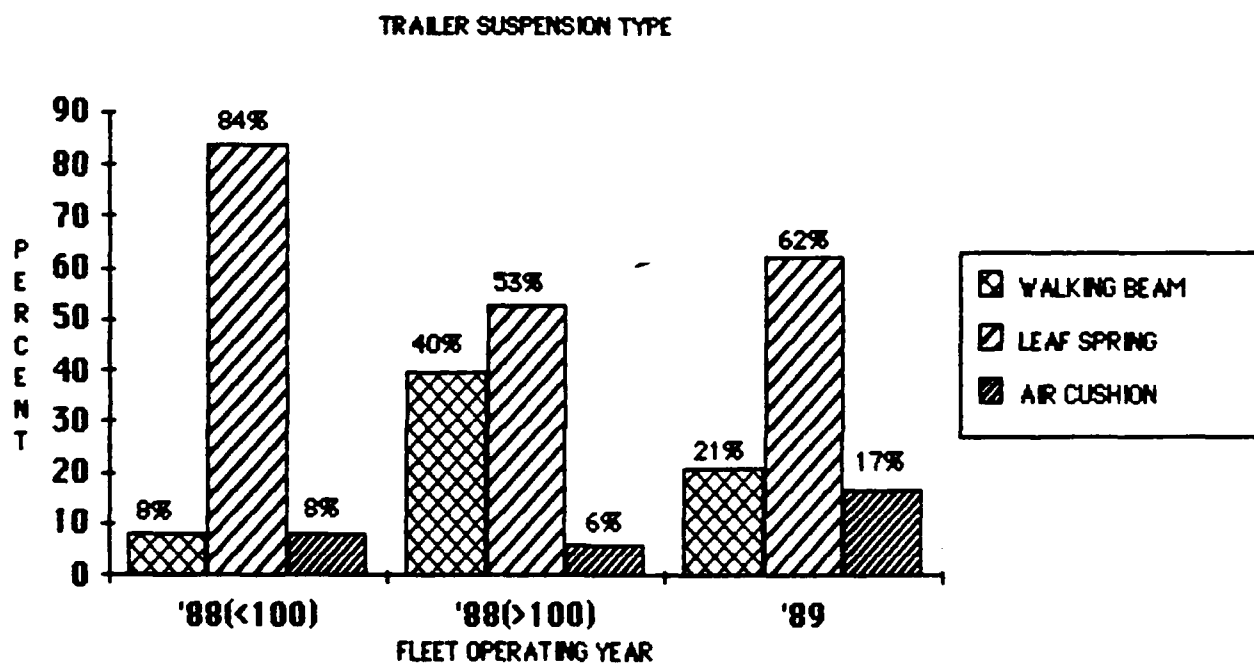


Figure 18. Suspension System Distribution - Trailers

axle more in a trailer application (Pederson, 1989; Ziebal, 1989). As noted earlier, if the operator tends to gross out his vehicle, this weight penalty becomes an on-going income penalty. Viewed another way, the owner pays for the air suspension every time a load is hauled - in lost payload and thus in lost income.

In looking at the response to the gross out/cube out question, about 60 to 70 percent of the fleet grossed out before they cubed out (Figure 19). Accordingly, the lack of air suspensions in the response is not surprising. About 20 percent in 1988 (both groups) and only about 5 percent in 1989 cubed out, while 10 to 20 percent each year did not gross or cube out. This says that 80 to 90 percent of the trucks operating were "filled", either by volume or weight when they were hauling a load.

This lead to the question; "How often are the trucks actually hauling a load?" In response to the question "What percent of time do your trucks operate empty?", about 35 percent of the respondents claimed less than 10 percent of the time (Figure 20). This was consistent across fleet size and year. A similar result is seen in the midrange (10-20 percent and 20-30 percent).

The over 30 percent category, however, shows a clear breakout. The smaller fleets in 1988 spent more time empty than the larger fleets.

As a general statement, 1989 fleets spent less time empty and more time full than the 1988 fleets.

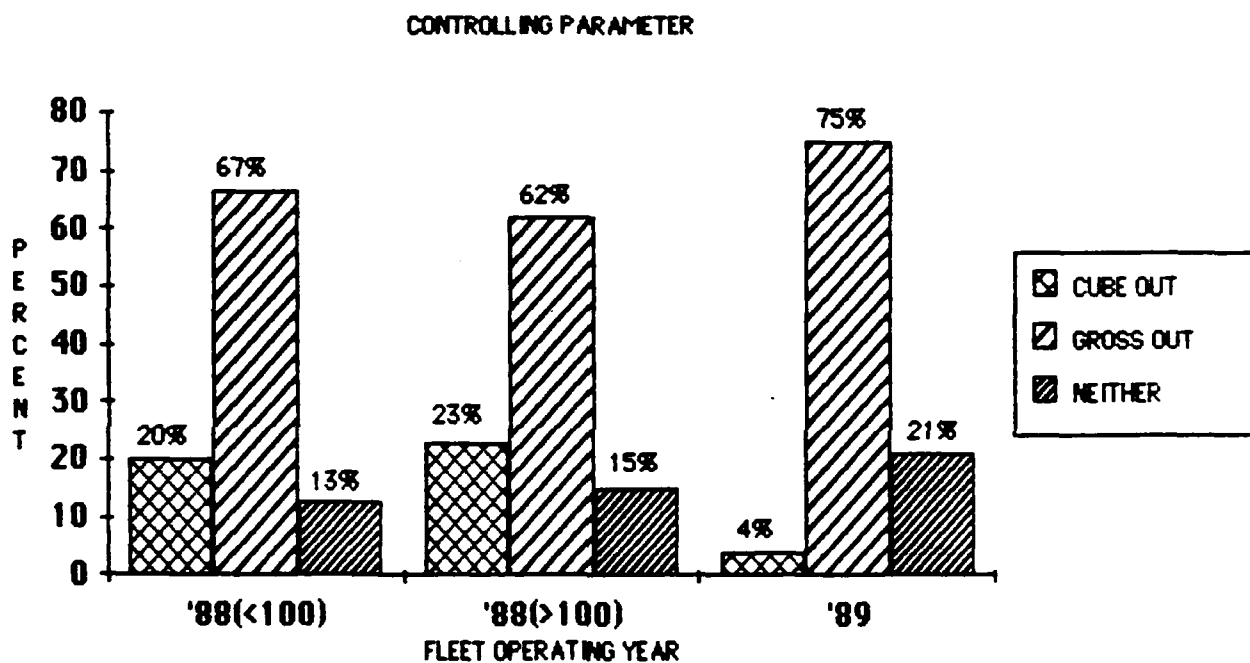


Figure 19. Controlling Parameter

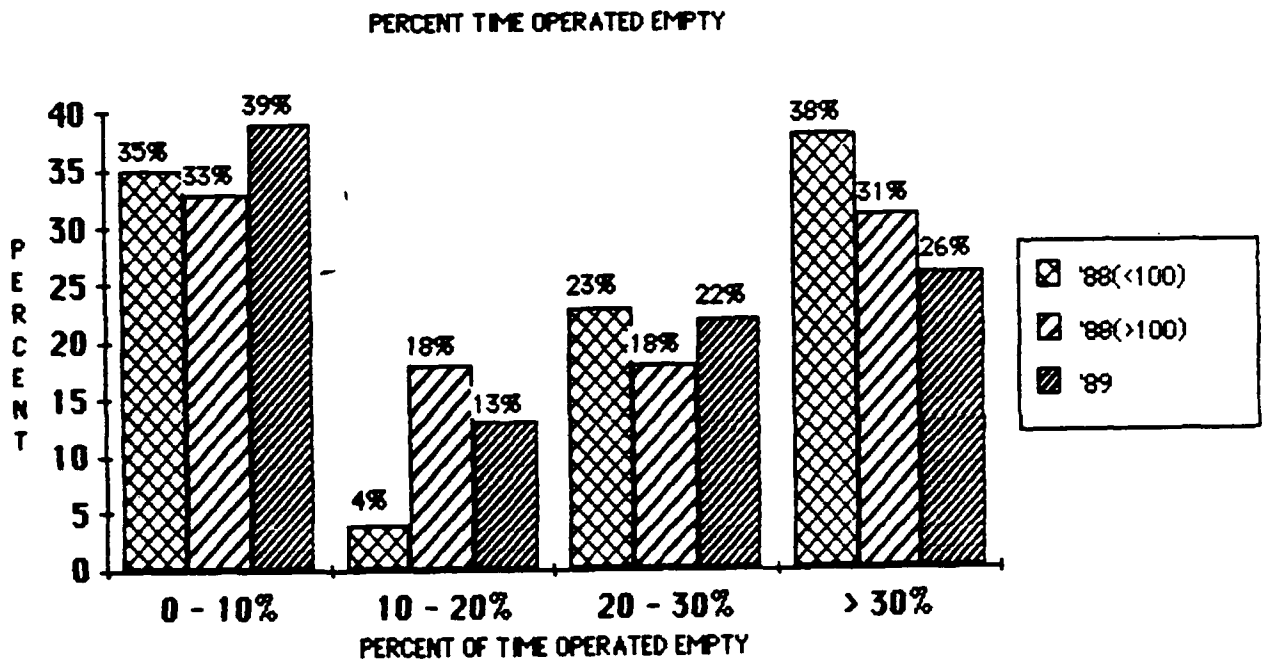


Figure 20. Unloaded Operations

As a truck generates profits only when loaded, it would be nice to conclude that truckers are getting more efficient over time; this may be true. However, because of the nature of the data, this may represent an abundance of truckers in 1988 who rarely carry a return cargo, or it may represent an abundance of shippers in 1989 who do carry return cargo. The sample size is not large enough to draw supportable conclusions.

Several questions in the 1989 survey dealt with ride quality. Asphalt pavement was preferred over concrete by 89 percent of the operators, while 90 percent of them felt their trucks rode "smoother" when loaded as opposed to empty. Speed was also a factor, with 70 percent feeling the ride was better at highway speeds of 55-60 mph rather than in the 30 mph range.

An attempt was made to determine if bias belted tires tracked differently than radial belted tires; 83 percent of the respondents had driven both kinds of tires. Figure 21 illustrates the response; 59 percent felt radials tracked better, while only 4 percent felt bias tires tracked better. Over a third, 37 percent, either had no opinion or did not notice a difference between the types.

As tracking may be greatly influenced by tire alignment, an attempt was made to determine the frequency that alignment was checked. Fully 87 percent check only "when I notice a problem"; 74 percent need alignment when the tires are checked.

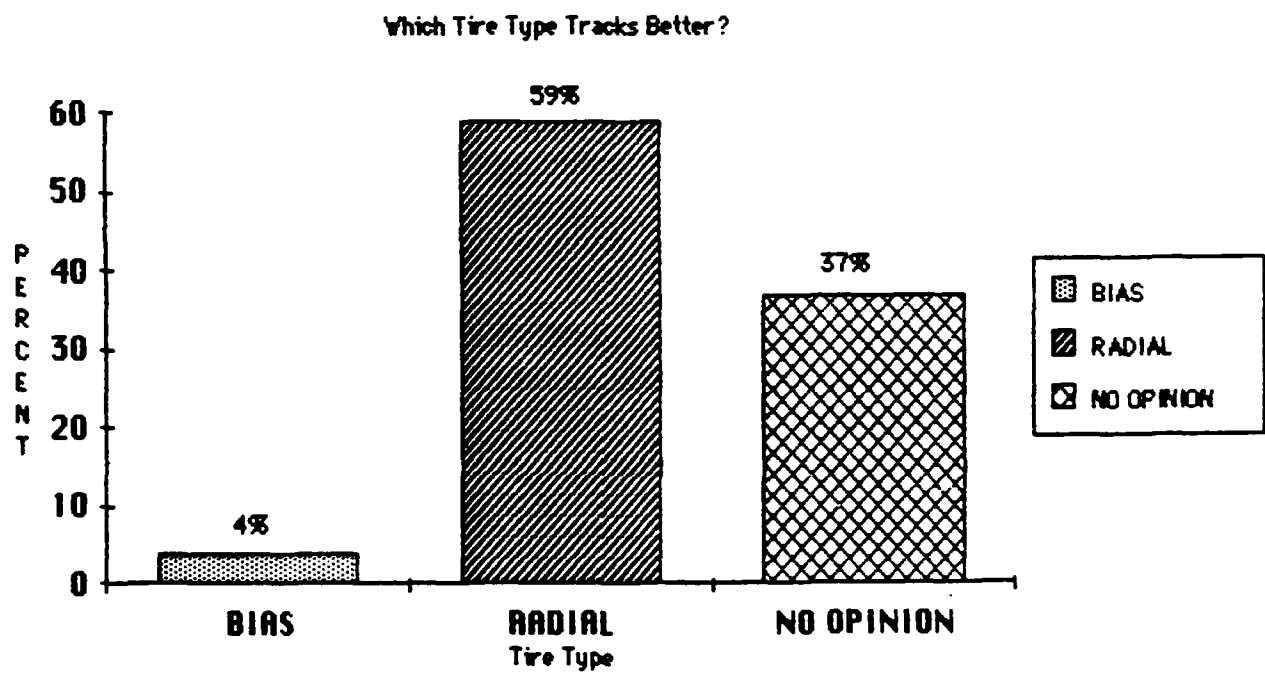


Figure 21. Tire Tracking

Proper inflation pressure is essential to long tire life; only 43 percent of the respondents maintain tire pressure at the maximum recommended pressure, but almost two thirds check pressures weekly.

This is perhaps explained by the finding that 80 percent of the respondents have noticed that ride is affected by inflation pressure; under inflation produces a softer ride, while over inflation produces a hard ride. A side effect of this, however may explain why only 45 percent of the respondents get the rated mileage from their tire tread. Of the "non-achievers", 9 of 9 cited poor driver habits and/or hard use; the "achievers" cited proper maintenance and proper inflation pressures, 7 out of 9 times.

One question asked how many hours per day the fleet trucks were in operation. Figure 22 details the response; over 40 percent (both 1988 and 1989 surveys) claimed to work in excess of 16 hours per day. Many of the responses indicated the trucks operate 24 hours per day. While this may indicate that the trucks sometimes operate for 24 hours at a stretch, the survey asked a simple question. It would be reading too much into it to call this a "bravado" response, but truckers have sometimes been described as "the last cowboys" (Ziebell, 1989). Driving and maintaining trucks is a hard job, requiring dedication and long, often irregular hours. It should not be surprising to find that many of the respondents think of themselves as "on duty" 24 hours a day.

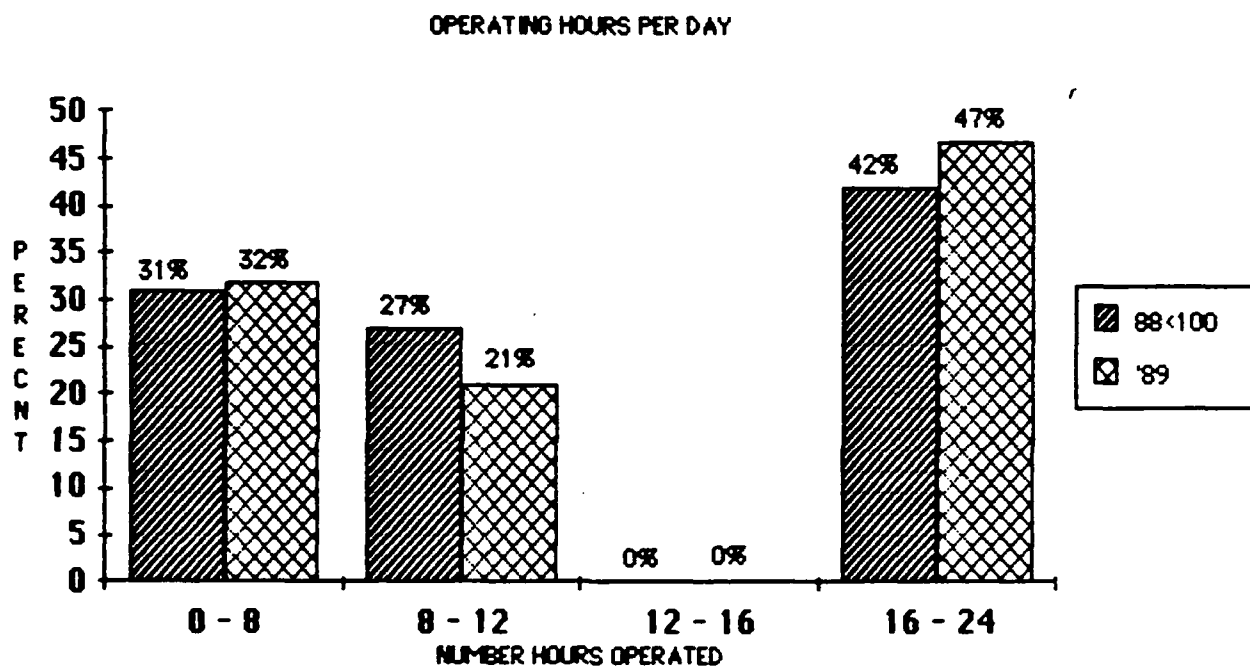


Figure 22. Working Hours

Summary

As a snapshot of the participants, the survey shows a remarkable similarity over the two years, even considering the differences in fleet sizes and individual attendance. Most of the vehicles are either straight trucks or tractors with a semitrailer. Most of the tractors have either walking beam or leaf spring suspensions, while a clear majority of the trailers have leaf springs. Radial tires are used almost exclusively; low profiles are beginning to be seen. Super singles do not seem to be a major factor in the industry, nor do they seem to be gaining. Bias belted tires are rare, and indications are they will get rarer.

Most of the driving is done locally, on both urban and rural roads, although interstate use increased in 1989. Generally, operators reached weight limits (grossed out) before they ran out of room (cubed out).

CHAPTER V

Weights, Dimensions and Enforcement

In any given state, a truck operator or trucking firm must comply with numerous regulations and restrictions. Licenses for the trailer, the tractor and the driver are required; a log must be kept detailing how many miles are driven on what days in which state so each state may collect the appropriate share of road use tax. A record of how much fuel was purchased and where must also be maintained so fuel taxes may be collected. The Interstate Commerce Commission becomes involved when a truck is available for hire - another license is required.

This process is replicated in each state the truck will operate in; a fifteen state operating area requires complying with fifteen separate state laws.

The intent of this section, however is not to focus on all operating permits, but to look at a very specific area of permits - the overload permit.

As noted earlier, it is common practice to design a pavement based on the equivalent number of 18,000 pound axle loads expected during the design period.

A simple relationship often cited between loads and pavement distress is the 4th power "law": any load in excess of 18,000 pounds per axle will cause damage not in a

linear fashion (i.e. - twice as heavy = twice as much damage), but in an exponential fashion (i.e. - a 36,000 pound axle will do $[36,000/18,000]^4 = (2)^4 = 16$ times the damage of an 18,000 pound axle) (AASHTO, 1986).

If the pavement is designed for some particular traffic which equals some number of ESALs, but the designer did not include a consideration of overloads, the pavement will reach the end of it's design life sooner than expected.

Although the Federal government has set a maximum allowable load, both for axle loads (20,000 pounds single, 34,000 pound tandem) and total truck weight (80,000 pounds) on the Interstate system, the states are free to issue permits to exceed these limits if they feel it is necessary. Additionally, any state which had higher loads allowed prior to the federal standards was "grandfathered" and allowed to keep the higher limits (FHWA, 1984).

While each state is different, Washington State law will be used as an illustrative example. The Washington State permit process recognizes the need in the permitting process:

"...To protect the public investment in the roadways and structures of the highway system, ... to protect the motoring public..., to assist haulers and individuals with transportation problems....and to generate revenue to defray...costs of maintaining the highway system..." (WSDOT, 1988).

Justification is required in order to obtain overweight permits; in general, the load must be reasonably nonreducible. Rates are as set by the state; currently, for a 3 axle tractor permitted to 105,500 pounds Gross Vehicle Weight (GVW), the additional tonnage will cost about \$940 a year.

Note that this charge is an annual fee, not based on mileage. A special "per mile" permit may also be purchased; this features a scale increasing with increasing weights.

The vehicle is still subject to the state bridge formula limits on axle weights, so most tractor - semitrailer rigs with overweight permits will have additional axles.

By looking at the bridge formula values for Washington state (Table 3) it is evident that additional axles must be added and the combination length must increase.

If a truck will exceed size restrictions in complying with the bridge formula weight restrictions, an oversize permit must be purchased. In Washington, the size restrictions are:

- 8 1/2 feet wide x 14 feet high x 40 feet (single unit) or

- 48 feet (single trailing unit) or
60 feet (two trailing units).

The same logic applies to size as to weight; the load must be reasonably nonreducible. If the load cannot reasonably be reduced, it may be transported even if the

Table 3. Washington State Vehicle Weight Limits
Source: "Overweight Permits", WSDOT, 1988.

VEHICLE WEIGHT TABLE

Section 46.44.041
 As Last Amended by HB No. 1470, 1988 Session

No vehicle or combination of vehicles shall operate upon the public highways of this state with a gross load on any single axle in excess of twenty thousand pounds, or upon any group of axles in excess of that set forth in the following table, except that two consecutive axle loads may carry a gross load of thirty-four thousand pounds each, if the overall distance between the first and last axle of such consecutive axle loads is thirty-six ft. or more.

Maximum load in pounds carried on any group of 2 or more consecutive axles

Distance in feet between the centers of any group of 2 or more consecutive axles	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	9 axles
4	34,000							
5	34,000							
6	34,000							
7	34,000							
8	34,000	42,000						
9	39,000	42,000						
10	40,000	43,000						
11	44,000	44,000						
12	45,000	45,000	50,000					
13	45,000	45,000	50,000					
14	45,000	45,000	51,000					
15	47,000	47,000	52,000					
16	48,000	48,000	52,000	52,000				
17	48,000	48,000	53,000	53,000				
18	48,000	48,000	54,000	54,000				
19	48,000	48,000	54,000	54,000				
20	51,000	51,000	55,000	55,000				
21	51,000	51,000	55,000	55,000				
22	52,000	52,000	55,000	55,000				
23	53,000	53,000	57,000	57,000				
24	54,000	54,000	58,000	58,000				
25	54,000	54,000	58,000	58,000				
26	55,000	55,000	58,000	58,000				
27	55,000	55,000	58,000	58,000				
28	57,000	57,000	60,000	61,000	61,000			
29	57,000	57,000	61,000	62,000	62,000			
30	58,000	58,000	62,000	63,000	63,000			
31	58,000	58,000	62,000	64,000	64,000			
32	58,000	58,000	63,000	65,000	65,000			
33		64,000	65,000	66,000	66,000			
34		64,000	67,000	67,000	67,000			
35		65,000	68,000	68,000	68,000			
36		65,000	68,000	68,000	68,000			
37		65,000	68,000	70,000	70,000			
38		67,000	72,000	72,000	72,000			
39		68,000	72,000	72,000	72,000			
40		68,000	73,000	73,000	73,000			
41		68,000	73,000	73,000	73,000			
42		70,000	74,000	74,000	74,000			
43		70,000	75,000	75,000	75,000			
44		71,000	75,000	75,000	75,000			
45		72,000	75,000	75,000	75,000			
46		72,000	75,000	75,000	75,000	80,000		
47		73,000	77,000	77,000	81,000	81,000		
48		74,000	78,000	78,000	82,000	82,000		
49		74,000	78,000	78,000	83,000	83,000		
50		75,000	79,000	79,000	84,000	84,000		
51		75,000	79,000	80,000	84,000	85,000		
52		75,000	80,000	80,000	85,000	85,000		
53		77,000	81,000	81,000	85,000	87,000		
54		78,000	81,000	81,000	86,000	88,000	91,000	91,000
55		78,000	83,000	83,000	87,000	89,000	92,000	92,000
56		78,000	83,000	83,000	87,000	90,000	93,000	93,000
57		79,000	83,000	83,000	88,000	91,000	94,000	94,000
58		80,000	84,000	84,000	89,000	92,000	95,000	95,000
59		80,000	85,000	85,000	90,000	93,000	96,000	96,000
60		80,000	85,000	85,000	90,000	94,000	97,000	97,000
61		80,000	86,000	86,000	91,000	95,000	98,000	98,000
62		80,000	86,000	86,000	91,000	95,000	98,000	98,000
63		80,000	87,000	87,000	92,000	96,000	99,000	99,000
64		80,000	87,000	87,000	92,000	97,000	100,000	100,000
65		80,000	88,000	88,000	93,000	97,000	101,000	101,000
66		80,000	88,000	88,000	93,000	98,000	102,000	102,000
67		80,000	88,000	88,000	94,000	99,000	103,000	103,000
68		80,000	89,000	89,000	95,000	100,000	104,000	104,000
69		80,000	89,000	89,000	95,000	100,000	105,000	105,000
70		81,000	90,000	90,000	96,000	101,000	105,000	105,000
		82,000	90,000	90,000	96,000	101,000	105,000	105,000

The Gross Weight of vehicle and load shall not exceed 800 lbs. per inch width of tire.

The Overall Width of vehicle and load shall not exceed 8 feet 6 inches.

The Overall Height of vehicle and load shall not exceed 14 feet.

The Overall Length of any single vehicle shall not exceed 40 feet with or without load.

Single Trailer Length 40 feet.

Double Trailer Length 60 feet.

Truck & Trailer length 75 feet.

NOTE: It is unlawful to operate upon the public highways any single unit vehicle supported upon 3-axles or more with a gross weight including total in excess of 45,000 lbs. or any combination of vehicles having a gross weight in excess of 65,000 lbs. without first obtaining an additional license permit as provided for in RCW 46.44.025. PROVIDED: That when a combination of vehicles has purchased license coverage in excess of 72,000 lbs. as provided by RCW 46.44.025, such excess license coverage may be applied to the power unit and subject to limitations of RCW 46.44.042 and this table when such vehicle is operated without a trailer.

WHEN INCHES ARE INVOLVED: Under the inches take lower. On inches or over take higher.

The maximum load on any axle in any group of axles shall not exceed the single axle or tandem axle allowances as set forth above.

The maximum axle and gross weights specified in this table are subject to the loading requirements set up for the service trucks upon any motor vehicles as provided by law.

It is unlawful to operate any vehicle upon the public highways equipped with two axles spaced less than seven feet apart, unless the two axles are an intermediate and required that the difference in weight between the axles does not exceed three thousand pounds. However, vehicles with axles spaced from this requirement. For purposes of this statute, a "vehicle with axle" is an axle that may be fixed to the chassis, surface, whether by air, hydraulic, mechanical, or any combination of these means. The weight allowed on the axle is governed by RCW 46.44.042 and this section.

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legal limits are exceeded if certain conditions are met.

In Washington, those conditions are:

Weight on a single axle: < 22,000 pounds.

On a tandem axle: < 43,000 pounds.

Weight on any series of axles is subject to the following restrictions:

Distance Btwn. Axles (feet)	Weight Allowed
0 - 10	Feet x 6500
10 - 30	Feet plus 20 x 2200
Over 30	Feet plus 40 x 1600

The lesser of these governs. This is less restrictive (allows more weight) than the bridge formula and is used for loads up to 200,000 pounds.

As an example of the permitting process, assume a load of 67,000 pounds (say a precast concrete bridge beam) which is 80 feet long. Assume a vehicle tare weight of 30,000 pounds, and assume the load will be evenly distributed over the axles, with the exception of the steering axle, which will carry 12,000 pounds.

With a GVW of (67,000 + 30,000) 97,000 pounds, an overweight permit will be required. In order to carry this load, the total length will need to be at least 54 feet with 8 axles, or 45 feet with 9 axles. As the cargo is 80 feet long, length will not be a limiting factor; an oversize permit will already be required.

Using the values in Table 3, various combinations of single, tandem and tridem axle solutions can be found.

One possible solution would be a tridem on the rear, spread over 12 feet (limit is 45,000 pounds), a lift axle added to the drive tandem, which creates another tridem (limit also 45,000 pounds) and 12,000 pounds on the drive axle. The rear tridem would need to be at least 52 feet away from the drive axle tridem ($97,000 \text{ total} - 12,000 \text{ (on the steering axle)} = 85,000 \text{ pounds on the two tridems}$). The limit on six axles at 85,000 pounds is 52 feet; Table 3).

Additionally, the steering axle must be at least 19 feet in front of the lead tridem ($42,500 \text{ (Tridem)} + 12,000 \text{ (Steering axle)} = 54,500 \text{ pounds on 5 axles}$. Table 3 yields 19 feet). As noted above, numerous axle combinations can be used in determining the most economical method of transporting the beams. Note that adding or deleting axles will alter the vehicle weight itself.

In those cases where a load is in excess of 200,000 pounds GVW, the process becomes more complicated. A special application must be made to WSDOT, which may allow or disallow on a case-by-case basis. The Washington law is exemplary in calling for case specific tests on the proposed route, including CBR tests, so the state can make an informed decision. It is important to note that loads of this size may move, but an informed decision can be made.

Current Washington state law (RCW 46.44.047) allows for special exemptions for the logging industry, although these exemptions do not impose exceptionally heavy loads

on the pavements. These exceptions do, however, point out the prospective role that local politics can play in allowing heavy loads which a designer may not have foreseen at the time of design. While perhaps necessary and desirable from a political or economic development standpoint, such practices must be made in an informed atmosphere.

Washington also has a "load per inch of tire width" limit; it is currently 600 pounds per lateral inch. In practice, this means a 20,000 pound axle load must have at least 34 lateral inches of tire on the road; a 12,000 pound load requires 20 inches. Although it is a simple, easily understood requirement, and would appear to make much sense as a means of spreading the load, just over half of the states (27) have such a requirement (ATA, 1989).

As in any restrictive program, some people will not comply at all, while others will comply only occasionally. Overweight trucks, some permitted, do operate on the highways. If pavements are not designed to take this into account, they will fail - not prematurely, but before anticipated. They will simply reach the design ESAL limit sooner than planned.

Washington State Patrol

The Washington State Patrol (WSP) is in the position of interpreting and enforcing the laws and regulations enacted by the federal and state governments in the field.

The WSP is empowered on all federal and state roads, and has authority on county and city roads if authorized by the county or city.

The patrol devotes a portion of itself to trucks, the "Commercial Vehicle Enforcement" section. The mission of this section is to ensure that trucks and operators are at all times in compliance with the law. Several different modes are used to accomplish this mission.

It should be noted that this chapter is the interpretation of the author of the role the State Patrol plays. While it is based on interviews, discussions, literature and field work with the patrol, it is not intended to be an official representation of their responsibilities.

Permanent Weigh Stations

The patrol operates 58 permanent weigh stations around the state, located as shown in Figure 23. The scales are located on major points of entry into the state and at strategic locations throughout the state. The intent is to filter the most truck traffic with the fewest scales. A WSP trooper from Commercial Vehicle Enforcement (CVE) observes the scales and detains overweight trucks for citation.

While the scales are open as much as possible, economics and labor restraints dictate the actual operating hours. The scales are open on a random basis, and all commercial trucks must stop if the scales are open.

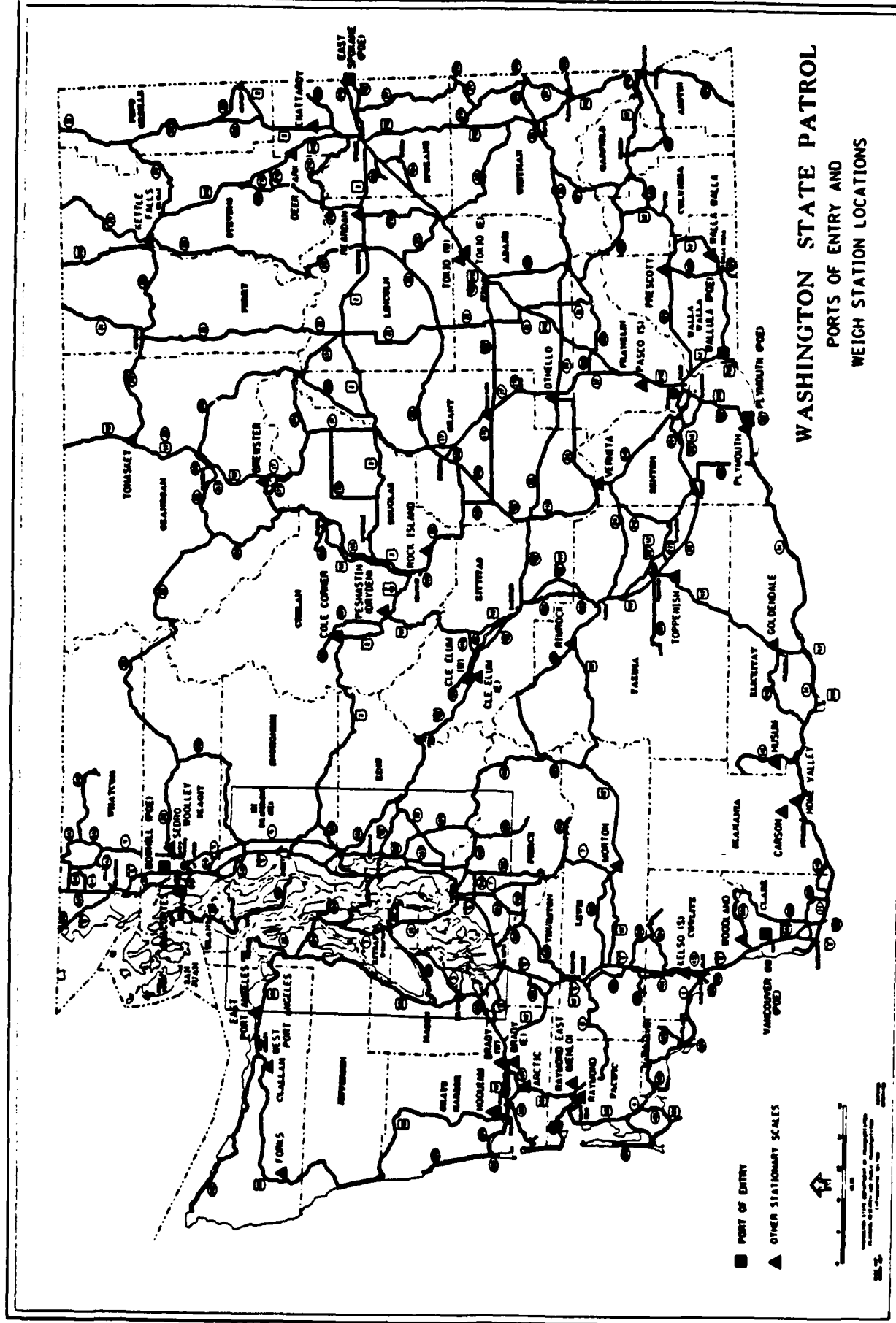


Figure 23. Washington State Patrol Weight Station Locations
 Source: Washington State Patrol

A commercial truck is defined as having a GVW in excess of 10,000 pounds. If a truck does not stop, that is in and of itself a violation of state law, even if the truck is legal in all other aspects.

Mobile Weigh Stations

Alternate routes around weigh stations exist, and if an operator has an overweight vehicle, an alternate route may be chosen.

The WSP has purchased several sets of portable scales, which are carried in WSP minivans. These mobile weigh stations randomly patrol roads around the state and (randomly) select trucks for checks. The checks performed are identical to those performed at a permanent weigh station. The patrol operates numerous mobile stations; they consist of a trooper, a set of scales for weighing, a measuring tape and toolbox for inspections and several radios for communications. These patrols operate throughout the state, attempting to target those areas which attract truck traffic. Trucks are stopped based on the troopers discretion and visual clues; a truck heaped high with top soil may not be overweight, while a truck partially loaded with concrete rubble may be well over a load limit.

In addition to weight checks, a visual inspection of the vehicle for safety violations is conducted; this includes looking for wheel cracks, bald tires, worn brakes, misaligned suspension springs and frame weaknesses. The

operators licence, registration and insurance is checked, as is his medical card (a card from a physician stating the operator is physically fit to operate a truck).

Enforcement Action

The trooper on duty has a large amount of discretion in deciding on the appropriate action to take if an infraction is found. The trooper can issue warnings, either verbal or written, or citations. Citations carry a fine and a court date, while warnings carry neither.

In extreme situations, either of safety or weight violations, a trooper may detain a vehicle on the spot until it can be brought into compliance through on-the-spot correction. Correction can range from shifting cargo inside the trailer (to unload an overloaded axle) to moving the fifth wheel (if it is moveable) to calling for another truck so cargo can be transferred.

In the event a load is permitted but is so heavy as to be in violation of the permit, the patrol may revoke the permit (RCW46.44.105, WASHDOT Permits, 1988).

Of vital importance to the operators, safety citations issued by the WSP are counted as moving violations by both the state licensing department and insurance companies. Drivers who have never had an accident, but have been operating an unsafe vehicle several times could lose their insurance or have large premium increases. Safety violations also carry a \$45 fine (Fouty, 1989; WSDOT, 1988).

Overweight violations, while not a moving violation for insurance or licence purposes, carry a substantial fine. The fine increases with the size of the violation. It is important to note that the ticket is issued to the driver of the truck, not the owner of the truck. Additionally, three or more violations result in license revocation.

Recognizing that a driver often has little or no say in how heavy the truck is, especially if driving for a company, some individuals favor differentiating between "individual" violations and "corporate" violations. The goal is to punish whomever is overloading the trucks, instead of simply the operator.

The operator may be subject to loss of employment by the company for refusing to drive an overweight truck, while driving it means running the risk of losing licence, insurance, fines or some combination thereof. If the company is the decision maker, an "overticketed" driver will simply be fired by the company when no longer useful and a new driver hired; the cycle will then repeat itself (Fouty, 1989).

It should be noted that this practice was not condoned by any of the trucking firms contacted in the research for this report. Many firms pay overweight fines for their operators as a matter of company policy, and strive to comply with all aspects of the law.

One concept proposed to combat this alleged practice is to ticket the companies which operate the vehicles di-

rectly, rather than the drivers. If a company collects enough fines, it will be motivated to comply with the law. This is not current practice in Washington, nor has it been formally proposed.

Many load violations, based on conversations with operators, are based on ignorance of the law or of the weight of the specific cargo they are carrying, instead of intentional violations. The operators learn with experience how much they can carry without violating the law. Some carriers now use load scales when loading, while others simply "eyeball" the loads. This (eyeballing) is especially common in field loading of dump trucks hauling rubble or fill material (Fouty, 1989).

A certain amount of overloading, however is intentional; sometimes blatant. On July 21, 1989 (the day the author rode with the WSP) a trooper stopped a 6 axle tractor semitrailer combination which was approximately 49,000 pounds over the legal limit of 80,000 pounds. The driver was hauling a large piece of construction equipment. The construction equipment was a known weight and the number of axles on the rig was known. As was shown in Chapter III, it is a simple matter to calculate that, at a minimum, an overweight permit was required. In fact, a differently configured vehicle would have been required to legally move this load. The violation resulted in a \$1,500 fine.

Strategy

The weigh stations are located so as to intercept most interstate traffic as it enters the state; any overweight truck is then stopped before it has driven far on state roads. If an overweight or overlength permit is required, they may be purchased at these "point of entry" (POE) weigh stations. Non POE stations do not sell the permits, so an operator must visit a designated sale point if the POE weigh station is closed (Fouty, 1989; WSDOT, 1988).

In addition to the weight checks, state personnel at the permanent weigh stations will randomly select trucks and inspect them for proper paperwork (operators log, licence, insurance, permits, registration, etc.), or conduct a safety check of the rig (tires, wheels, suspension, axles, frame, exhaust, chassis labels, lights, wipers, dimensions, mirrors, etc.).

These checks occur at random, at weigh stations located throughout the state, which are themselves open at random, and by the mobile weigh station patrols. As a result, a trucker may be weighed and inspected at any time while driving.

Damage Recovery

The state has instituted a process of fining truck operators for overweight violations. Fines are set at nominal amounts (\$50 to \$100), but an excess poundage fine

of three cents per pound is also charged. Additionally, with two violations in a twelve month period the court may suspend the license registration; with three violations, the court shall suspend license registration (WSDOT, 1988).

Appendix G contains a summary of the fines assessed in Washington in calendar years 1987 and 1988. In 1988, approximately 1.7 million vehicles were weighed; 3,384 were overweight by GVW, 16,108 had an axle overweight, 305 exceeded tire width limits and about 80,000 had dimensional or equipment violations. They were fined a total of about \$2.6 million. In 1987, 1.5 million vehicles were weighed with 2,482 found overweight by GVW and about \$2.1 million in fines.

These numbers reflect only those overweight vehicles stopped by the patrol, not the actual frequency of overloading. While they show a low rate of violation (about 0.2 percent in 1988, about 0.16 percent in 1987), it is important to recognize the disproportionate amount of damage they may be doing. Assuming the 4th power rule applies, 0.2 percent of the truck traffic may be accounting for a much higher percentage of the damage.

Limitations

As in any enforcement action, a great deal of discretion is available to the individual WSP trooper. While official rules exist, it is common to allow some overage

on weights, whether as a fixed amount (say 200 pounds) or as a percentage of the allowable weight (20,000 pounds + a percent). These situations are handled with a warning, either verbal or written. This exists partly because the troopers recognize that honest, minimal mistakes occur when a trucker is pushing the limits, and partly because the troopers recognize the physical limits of the scales. Different scales will weigh the same weight differently, while tire location on a scale also has an impact.

An additional difficulty which the patrol faces is the physical size of the scales they use. The fixed station utilizes a weighing platform which varies in size from site to site, but is often 12 feet long x 12 feet wide. A tandem fits on easily, but a tridem crowds it. Some trucks currently on the road are going to four axle sets in order to meet bridge formula restrictions. If these become more common (under the Turner truck proposal, for example) the existing weigh stations may need to be retrofitted with larger scales.

The mobile stations use scales which weigh a single tire each - four scales can weigh a set of tandem axles, one at each axle end. The tire is placed under the outer tire, and the truck is driven onto the scale. This raises the inner tire off the pavement and allows the axle to be weighed with only two scales; the total weight is the sum of the individual axle weights. Likewise, the weight of the truck measured on a permanent weigh station scale is

found by summing the weights of the individual axles.

While simple arithmetic (summing the weights) appears to work, some field studies indicate problems. As in any area where an operator can capture a competitive edge by going to the limit, commercial truckers want to load trucks up to or close to the legal limit. When this is done, however, the margin of error may be less than the margin of error on the scale.

A 50,000 pound scale accurate to 1 percent is plus or minus 500 pounds. When possible calibration problems due to rough handling, humidity, heat or mechanical malfunction are included, additional error creeps in. A 3 percent error translates to 1,500 pounds - possibly within the limits trucking companies would like to be operating in.

Appendix H contains excerpts of an industry study performed in 1988 on a WSP scale; it illustrates some of the problems of weighing a truck in parts and summing them.

Trucks sometimes now use scales while loading in order to remain legal; this permits them to load close to the legal limits. Under the best of conditions, some error in the accuracy of the scale exists. As the industry becomes more competitive and cost conscious, and vehicles load close to the legal limits, the differences in scale accuracies may become more critical.

Chapter VI

Observations

Numerous studies of suspension systems, tire types and inflation pressures, axle spacings and other factors are underway. Research is ongoing but the results are so inconclusive at this point it is difficult to make meaningful recommendations. Notwithstanding this, the author wishes to make several observations.

Pavement designers and maintainers - the entire pavement or public works community - need to stop viewing trucks as the "enemy". Several individuals expressed a negative view of trucks in the course of this research, usually with some vague hope that they (trucks) would just go away.

The trucking industry needs to recognize the limits of pavements. Although industry executives and technical personnel understand the consequences of overloading, the average operator is often motivated to "haul the most the fastest"; some view fines as the cost of doing business. Heavy loads do accelerate pavement distress, and trucks (as opposed to cars) inflict the majority of vehicle caused damage to pavements.

Barring some unforeseen economic or technical breakthrough, asphalt concrete surfaced pavements will constitute the majority of new and rebuilt pavements constructed

in this country in the future. The limits of our present technology in loadbearing capacity may have been reached (WASHTO, 1966); heavier axle or wheel loads may not be supportable. Indeed, a case may be made that present loads are not supportable.

Operating changes by truck operators can affect dynamic axle load impacts; the choice of suspensions, as referenced in Appendix B, can have an influence on dynamic loads. Tire dimensions and inflation pressures influence contact pressures on the pavement. It may be desirable to give operators a choice in the future - lower load limits with some suspensions or tires, higher limits with others. As noted in chapter I, Canada has taken this route to encourage the use of B trains.

Lighter axle loads, but longer combinations - the "Turner Truck" - is an alternative which has received much attention. The concept, while not fleshed out fully, is to allow higher GVW, but require compliance with the bridge formula for axle weights. The bridge formula would itself be revised to restrict loads to some lower limit, say 13,000 pounds per axle. The effect would be to allow larger, longer and heavier combinations, but with lower axle weights than at present. If handling, safety and manufacturing considerations can be resolved, the author believes this to be a workable concept.

All states, or perhaps the FHWA, should adopt some type of tire width restriction, similar to that now in

effect in Washington. Currently, only 27 states have such a restriction.

Tires appear to be a settled issue, in the authors opinion. Radial tires, standard for tractors and low profile for trailers, will be the rule in the future as bias use continues to fade.

The industry will not move to adopt the super single tire instead of dual tires. A radical event, possibly a dramatic increase in fuel prices, will be required and even then the operational concerns will need to be resolved.

Leaf spring suspensions will continue to be popular on trailers, while air cushion will grow in popularity on tractors. Operator comfort, as opposed to necessity, will be the driving force for this trend.

The use of trains will increase. Additionally, longer combination vehicles (LCV) will be used. These may consist of triples, or of quadruples in some situations.

As shown in this paper, a truck is far more complicated than watching one on the highway would indicate. Numerous, sometimes conflicting factors influence the design and operation of these vehicles. By understanding where these factors originate, and the impact they carry, the custodians of our nations pavements may be better equipped to do their job - and more effective in doing it.

APPENDIX A

Various Reports of Interest

While numerous reports from various organizations and countries are available, the author found the following reports to be of particular interest and to provide a good background for pursuing this topic. This is by no means a comprehensive listing, nor is it intended to be representative of the full spectrum of reports. These reports do, however serve as an introduction to some of the pavement loading implications of the factors discussed in the main body of this paper. Sources which are cited as a reference are not also cited here.

1. Deen, R. and Southgate, H., "Effects of Load Distributions and Axle and Tire Configurations on Pavement Fatigue", Research Report UKTRP-85-13, NTIS Report PB86-145133, Kentucky Transportation Research Program, Lexington, KY., May 1985.

2. Heinz, R.E., "Truck Impacts on Pavements", memorandum of 28 March 1988, Federal Highway Administration, U.S. Department of Transportation.

3. Mahoney, J.P., "The Relationship Between Axle Configurations, Wheel Loads and Pavement Structures", SF-765, Society of Automotive Engineers, Warrendale PA, 1988.

4. Marshek, K., Hudson, W.R. et al, "Experimental Investigation of Truck Tire Inflation Pressure on Pavement-Tire Contact Area and Pressure Distribution", Research Report 386-1, Project 3-8-84-386, NTIS Report PB88-218839, Center for Transportation Research, The University of Texas at Austin, August 1985.

5. Peattie, K.R., "The Influence of Axle Spacing on Flexible Pavement Damage", Research Report No. 54, NTIS Report PB86-232170, University of Newcastle upon Tyne, England, July 1984.

6. Woodle, Clyde., "Highway Structural, Geometric and Safety Needs to Accommodate Future Trucking", Trucking Research Institute, Washington, D.C., 1989.

7. Yap, P., "A Comparative Study of the Effect of Truck Tire Types on Road Contact Pressures", SP-765, Society of Automotive Engineers, Warrendale PA., November 1988.

APPENDIX B

Dynamic Loads as a Function of Suspension Type

-

As a truck is driven down a road, it responds to the actual road profile. This response results in variations in the actual load applied to the pavement; this variation, which can add to or subtract from the static load, is termed dynamic load.

Many different variables can affect dynamic load, including vehicle weight, speed, tire inflation pressure, road surface type and suspension type.

In a study done in England (Mitchell and Gyenes, 1989), the authors reference several studies in which positive dynamic load is quantified as 10 to 30% of the static wheel load. Additional studies indicate that pavement strains are directly proportional to the dynamic wheel loads applied to the pavement. Accordingly, limiting the dynamic load should limit the pavement stress.

Mitchell and Gyenes compared trucks equipped with air cushion, leaf spring and walking beam (with rubber absorbtion blocks) suspensions over a test track. The track included smooth and rough sections and the test was conducted with the trucks both loaded and unloaded. A portion of their conclusions stated:

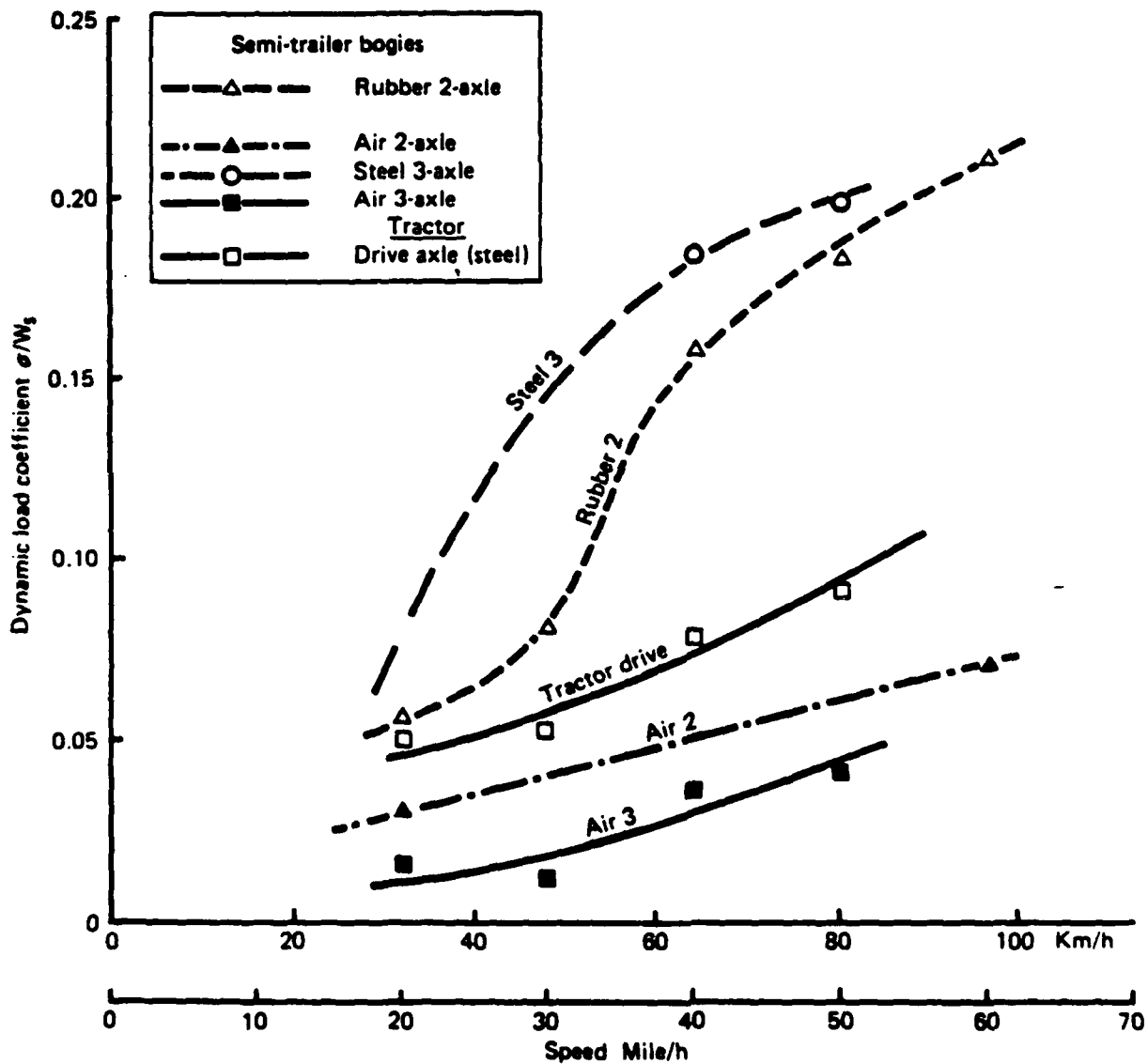
"...At all speeds and on all sections of the track air sprung semitrailer bogies produced lower dynamic loads than steel leaf sprung bogies, while rubber sprung bogies produced dynamic loads that were always higher then those for air bogies, and usually higher then those for steel sprung bogies..."

The authors define a "dynamic load coefficient" as the standard deviation of the dynamic load divided by the static load on the axle or wheel. This was graphed against vehicle speed for different axle locations (drive or trailer) and the different suspensions over smooth, medium and rough pavements. These graphs are reproduced here.

As is obvious, the different suspensions produced differing dynamic loads. This author would like to note that this should be of great interest to pavement designers. If different suspensions offer different loading patterns, will suspension type affect pavement life?

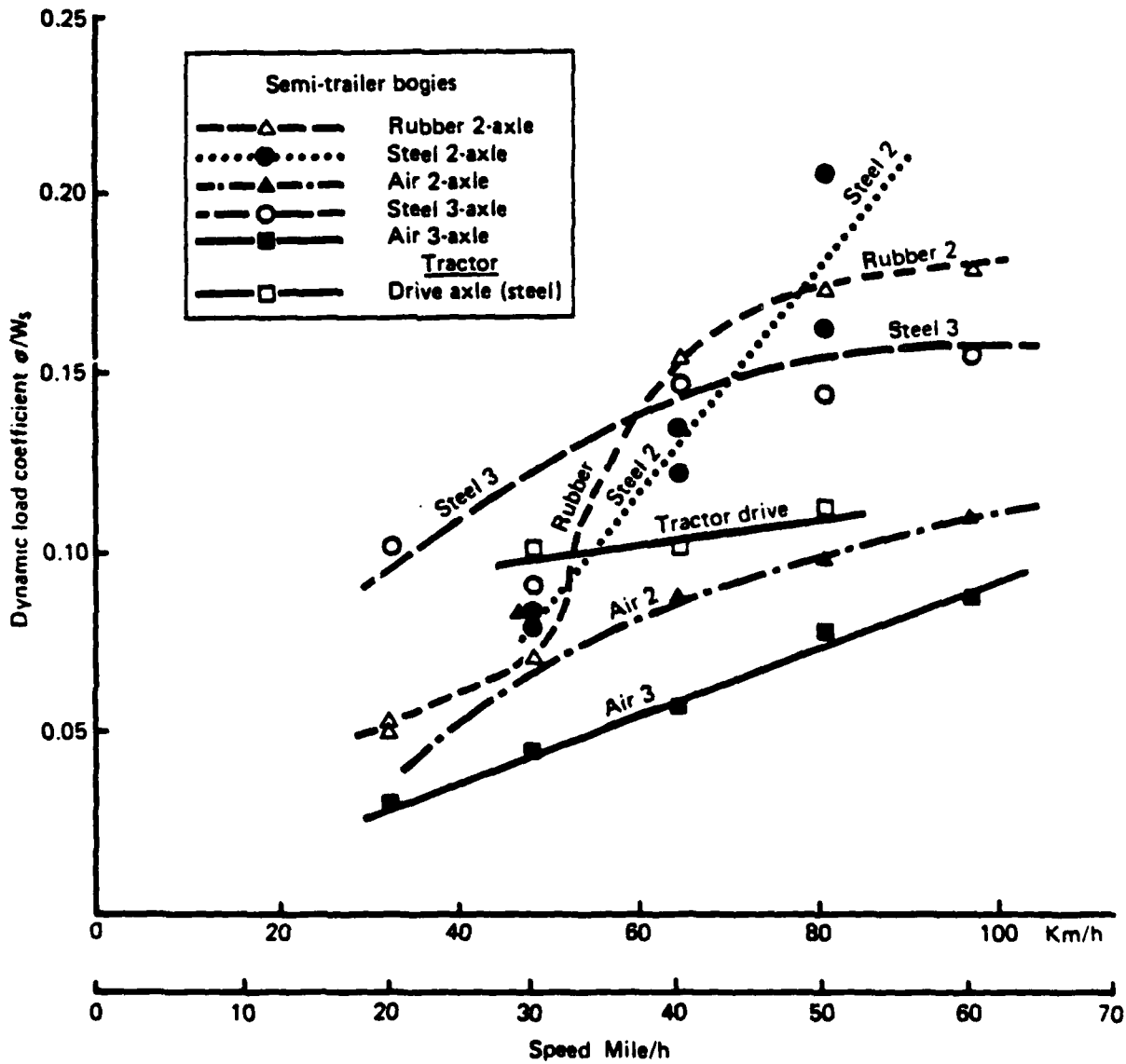
A possible implication of this type of data is in regulation application. By allowing different maximum loads on different suspensions, it may be possible to both maximize hauling capacity and minimize pavement damage. Suspensions which are "kind" to pavements could be encouraged, by higher loads, while suspensions which are "hard" on pavements might have lower limits set.

Smooth section



Dynamic load coefficients for the tractor drive axle and 2-and 3-axle semi-trailer bogies on the smooth section of the TRRL track. Vehicles fully loaded

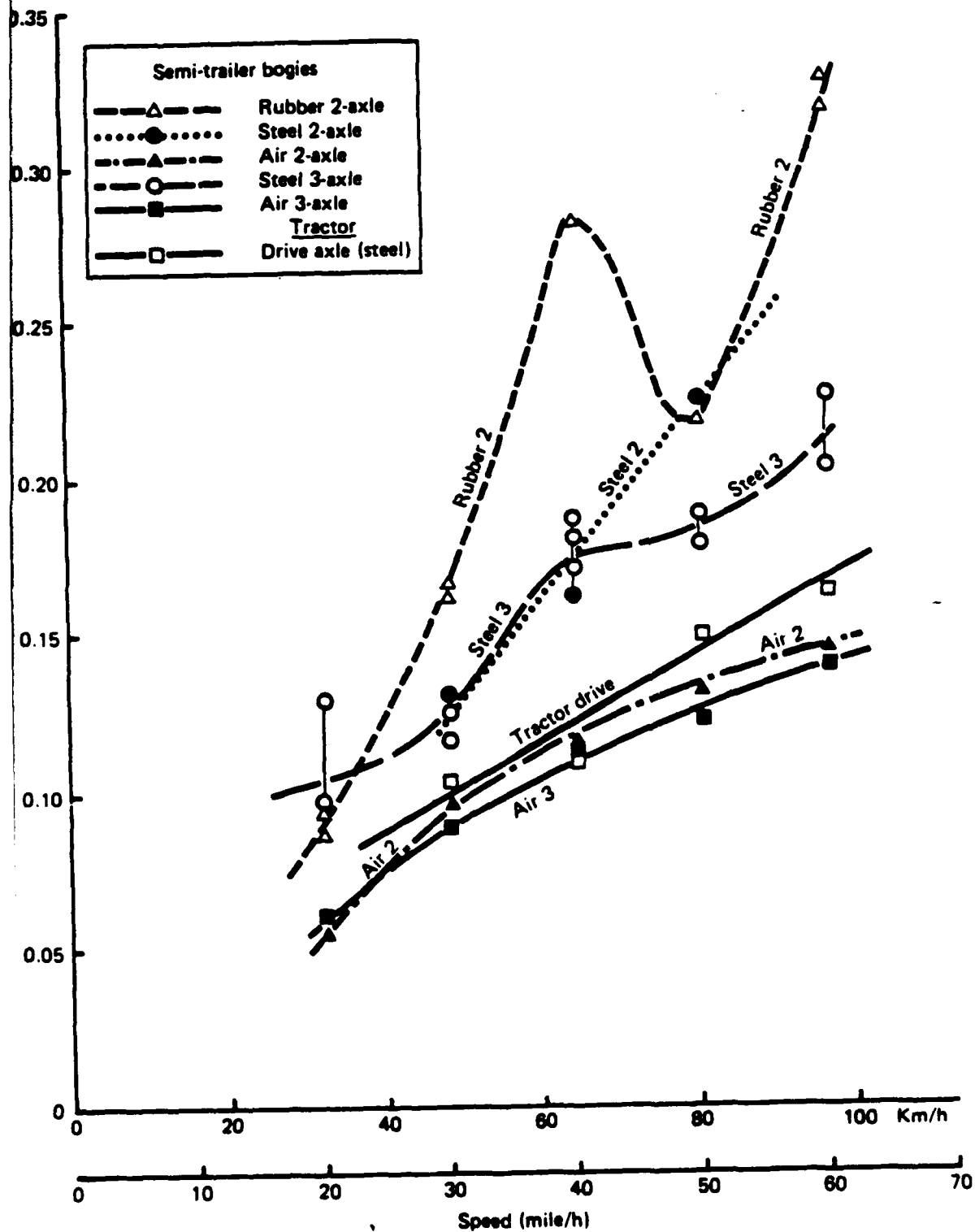
Medium section



Dynamic load coefficients for the tractor drive axle and 2-and 3-axle semi-trailer bogies on the medium section of the TRRL track. Vehicles fully loaded

Source: Mitchell and G yenes 1989.

Rough section



Dynamic load coefficients for the tractor drive axle and 2- and 3- axle semi-trailer bogies on the rough section of the TRRL track. Vehicles fully loaded

Source: Mitchell and Gy enes, 1989.

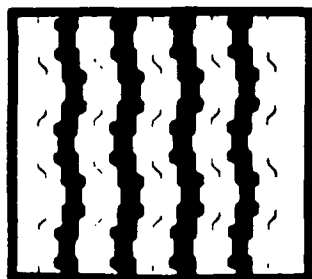
APPENDIX C

Tire Tread Types

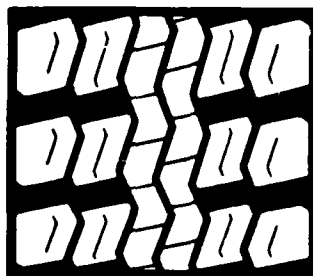
While tire tread does not appear to be a major factor in pavement loading characterizations, it is a matter of importance to operators. Different tread types offer different performance characteristics, at different costs.

A tread which gives good traction in mud or snow, for example may offer high rolling resistance on a pavement and reduce mileage.

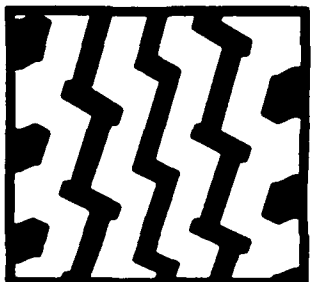
In general, one type of tread will be used on the steering axle, another on the drive (live) axles and a third on the trailer (dead) axles. A short sample of representative tread types is provided. This information is reproduced from the Michelin Truck & Industrial Tire Data Book, Michelin Tire Corporation, unless otherwise noted.



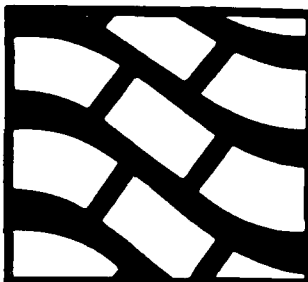
A. HIGHWAY RIB



B. HIGHWAY LUG



**C. ON/OFF HIGHWAY
(MIXED SERVICE)**



D. OFF HIGHWAY

BASIC TREAD PATTERNS

Source: Ford and Charles, 1988.

Traction Radial Drive Axle Tires



PILOT® XDHT

Low Profile Traction, Drive Axle Highway Radial Designed for High Torque Applications, Mud and Snow Capability.



XDHT

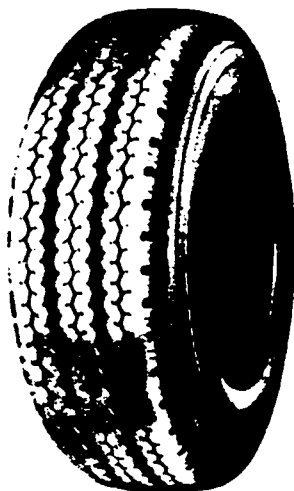
Traction, Drive Axle Highway Radial Designed for High Torque Applications, Mud and Snow Capability.



PILOT® XDA®

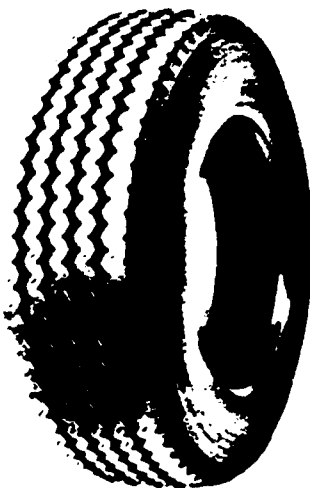
Fuel Efficient Low Profile Traction, Drive Axle Highway Radial with Mud and Snow Capability.

All Wheel Position Truck Tires



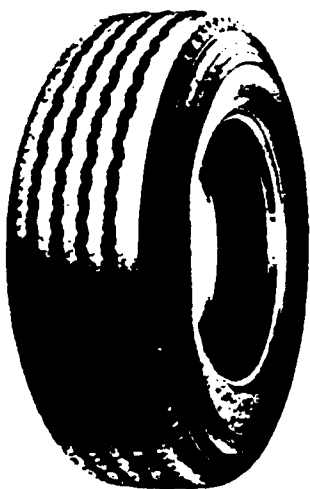
XZA®

All Wheel Position Highway Rib Radial.



PILOT® XZU

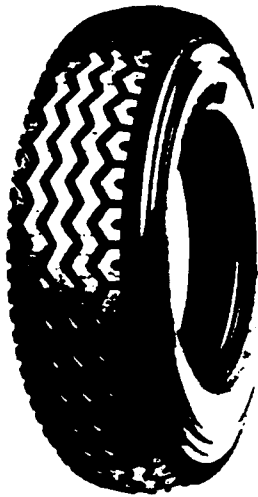
Low Profile Highway Radial for Urban Applications.



PILOT® XA®

All Wheel Position Low Profile Highway Rib Radial.

All Wheel Position Truck Tires



XZZ

All Wheel Position Highway Rib Radial.

Trailer Tires



PILOT® XTA

Low Profile Highway Rib Radial Optimized for Trailer and Dolly Use.



XTA

Highway Rib Radial Optimized for Trailer and Dolly Use.

APPENDIX D

Truck Operating Tax Tables

The following tables are reproduced with the permission of the American Trucking Association. They reflect the typical federal and state taxes which would be incurred by an operator in the United States and in a particular state.

FEDERAL TAXES

Federal Highway-User Taxes For Selected Motor Vehicles^{1/}

Vehicle Type	Excise Tax	Fuel Tax	Tire Tax	Truck Use Tax	Total Federal Use Taxes
Medium Weight Passenger Car	N/A ^{2/}	\$52.29	N/A	N/A	\$52.29
Pickup Truck 500 lbs.	N/A	\$47.61	N/A	N/A	\$47.61
Single Unit Van Truck, 24,000 lbs. Diesel	N/A	\$468.75	\$26.85	N/A	\$495.60
3-Axle Tractor Semi-Trailer, 40,000 lbs. Gasoline	\$737.42	\$1,000.05	\$35.52	N/A	\$1,772.99
4-Axle Tractor Semi-Trailer, 60,000 lbs. Diesel	\$783.64	\$1,525.35	\$121.26	\$210.00	\$2,640.25
5-Axle Tractor Semi-Trailer, 78,000 lbs. Diesel	\$1,319.44	\$2,105.25	\$163.67	\$550.00	\$4,138.36
5-Axle Tractor Semitrailer and Full Trailer, 80,000 lbs. Diesel	\$1,449.95	\$2,068.95	\$172.60	\$550.00	\$4,241.50

^{1/}Vehicle types are based on classifications found in the publication, "Road User and Property Taxes", 1967, FHWA. Sources for calculations include: "Comparison of Federal Highway Use Taxes Paid by Twelve Typical Vehicles", 1967, American Trucking Assns. and "Highway Statistics 1967", Federal Highway Administration.

^{2/} N/A = Not Applicable

SOURCE: American Trucking Associations, Department of Highway Policy, January 1967.

STATE TAXES^{1/}

State	Annual Regis. & Wt. Fees ^{2/}	Diesel Fuel Tax Rate (¢/gal.)	Third Struct. Tax Rate (¢/mile)	Total Annual State Hwy-User Fees	States Ranked By Total U.S. Fees Paid
Alabama	\$ 800	14.00		\$2,765	43
Alaska	240	8.00		1,363	51
Arizona	1,107	17.00	8.0	9,693	1
Arkansas	1,044	12.50	2.5	4,798	12
California	1,183	14.00*		3,190	34
Colorado	37	20.50	6.0	7,714	3
Connecticut	1,391	20.00		4,196	16
Delaware	430	16.00		2,676	45
District of Columbia	709	16.50		2,684	41
Florida	987	9.70*		2,348	46
Georgia	709	10.60*		2,196	49
Hawaii	490	22.50*		3,648	27
Idaho	136	18.00	4.275	6,254	6
Illinois	2,212	19.20*		4,907	10
Indiana	1,380	27.00*		5,169	8
Iowa	1,705	22.50		4,863	11
Kansas	1,351	13.00		3,176	35
Kentucky	1,280	19.20		7,175	4
Louisiana	970	16.00		3,216	32
Maine	888	19.00		3,555	28
Maryland	1,300	16.50		3,696	23
Massachusetts	590	11.00		2,134	50
Michigan	1,316	19.00*		3,963	21
Minnesota	1,763	20.00		4,570	14
Mississippi	1,531	18.20		4,086	19
Missouri	1,728	11.00		3,272	31
Montana	1,731	20.00		4,538	15
Nebraska	1,281	18.20*		3,835	25
Nevada	496	20.00	4.25	6,706	5
New Hampshire	656	14.00		2,621	48
New Jersey	859	13.50		2,754	44
New Mexico	133	16.20	3.166	4,941	9
New York	861	17.40*	3.3	5,943	7
North Carolina	933	15.95*		3,172	36
North Dakota	1,056	17.00		3,442	30
Ohio	797	14.80	2.0	4,474	18
Oklahoma	997	13.00		2,822	42
Oregon	206	16.00	11.30	9,245	2
Pennsylvania	1,162	23.40*		4,436	17
Rhode Island	440	15.00		2,545	47
South Carolina	810	16.00		3,066	38
South Dakota	1,470	18.00		3,996	20
Tennessee	1,351	15.00		3,456	29
Texas	855	15.00		2,960	39
Utah	1,171	19.00		3,636	24
Vermont	1,257	14.00		3,222	33
Virginia	1,223	19.50*		3,969	22
Washington	1,156	18.00		3,684	26
West Virginia	739	16.35*		2,690	40
Wisconsin	1,750	20.90		4,663	13
Wyoming	120	8.00	2.40	3,163	37
Average	\$ 999	16.59¢	4.673¢	\$4,094	

*Includes retail sales tax or other tax applied to fuel at latest available fuel price.

^{1/} Figures are as of January 1, 1968 and reflect fees based on a 80,000 lb. GVW, 5-axis, tractor-semitrailer combination (15,800 lb. unladen weight for tractor and 11,500 lb. unladen weight for trailer) that consumes 14,035 gallons of fuel and travels 80,000 miles annually.

^{2/} Vehicle is registered in and travels all its miles in the home state. Renewal registration is assumed. Power Unit and Trailer registration-related fees only; excludes such other fees as public utility fees, operating permit fees and ad valorem taxes.

SOURCE: American Trucking Associations, Dept. of State Laws, January 1969.

APPENDIX E

State Regulations

The following are reproduced with the permission of The American Trucking Association.

Under the Surface Transportation Assistance Act (STAA), each state is required to allow "reasonable access" to the interstate system by trucks. Each state has determined what "reasonable" is.

If an operator ventures beyond the limits set by the state, the operator may be in violation of local or state law even if legal on the interstate.

Page E2 is a summary of access provisions, by state, of those states which restrict access on state roads beyond the federal bridge formula.

Page E3 is a summary of those states who, by reason of "Grandfathering", do not use the federal bridge formula. The higher limits allowed by those states are set forth in this table.

For example, the federal bridge formula limits tandem axles, under 8 feet, to 34,000 pounds; at 7 feet, Colorado allows 47,000 pounds while Florida allows 44,000 pounds. These higher limits are allowed by the federal government because they were in effect before the federal limits were proposed.

Page E4 is a summary of size and weight restrictions, by state.

DETAILED STATE ACCESS PROVISIONS

The Surface Transportation Assistance Act requires states to provide "reasonable" access by 48', 102" vehicles to and from the Interstate and National Network highways. Access provisions listed below are currently in effect for states not allowing access on all state roads and highways. States will provide a map and/or listing showing the permissible routes.

The following states allow unlimited access on state highways: Arkansas, Colorado, Hawaii, Idaho, Indiana (all public roads, local restrictions may apply), Kansas (all roads /hwy), Mississippi, Montana (all roads /hwy), Nebraska, Nevada (all public roads 48'-102"-26 1/2'), Ohio (all public roads, local restrictions may apply), South Dakota, Texas (all roads /hwy), Utah (all public roads, local restrictions may apply), Washington, Wyoming.

ALABAMA

Width All roads except county roads of less than 12' lane widths

Tractor-semitrailer: 50'-102' allowed same as width
Twin Combinations: One mile access to Interstate System, 4 lane highways and 2 lane highways additionally designated

NOTE National Network routes not available for grandfathered trailers (53')

ALASKA

Width tractor-semitrailer, twin combinations: 26 miles

ARIZONA

Width Access over existing truck routes to terminals and facilities for food, fuel, repairs and rest
Tractor-semitrailer, twin combinations: All roads, depending on width

CALIFORNIA

Width All roads except as posted
Tractor-semitrailer, twin combinations: Access restricted to 1/2 mile, and specified routes to terminals as authorized by state DOT and local authorities

CONNECTICUT

Width tractor-semitrailer: All roads
Twin Combinations: Access restricted to 1/2 mile (beyond that, by permit via shortest practical route)
Drivers must secure special driver's license

DELAWARE

Width tractor-semitrailer, twin combinations: Interstate and all U.S. numbered routes except as posted
Access by specific route permit only

DISTRICT OF COLUMBIA

Width tractor-semitrailer, twin combinations: Access by permit only

FLORIDA

Width Federal system includes state roads with traffic lanes 12' or more in width unless specifically prohibited
Tractor-semitrailer, twin combinations: Access in rural areas, one mile on two-lane roads, three miles on four-lane highways, in urban areas, one mile on highways with lane widths at least 12'

GEORGIA

Width, twin combinations: One mile at specified interchanges
Tractor-semitrailer: All roads with 12' lane widths (subject to 60' overall)

ILLINOIS

Width tractor-semitrailer, twin combinations: Access of five miles on state highways and designated local roads to points of loading and unloading and to facilities for food, fuel, repairs and rest
Weight: Access for vehicles over 73,280 lbs on local routes if posted

IOWA

Width, tractor-semitrailer, twin combinations: Access restricted to five miles and all roads and streets within cities connected to the Federal system and within the following distances of such cities, notwithstanding restrictions by local ordinances: population less than 2500, 3 miles, 2500 to 25,000, 4 miles, 25,000 to 100,000, 6 miles, 100,000 to 200,000, 8 miles, and over 200,000, 10 miles. 53'-102" vehicles permitted access by designated route to points of loading and unloading

KENTUCKY

Width, tractor-semitrailer, twin combinations: Access restricted to five miles on state-maintained highways

LOUISIANA

Width, tractor-semitrailer, twin combinations: Access restricted to three miles

MAINE

Width: All roads
Tractor-semitrailer, twin combinations: Access restricted to two miles in rural areas and 1/2 mile in urban areas; permit required for operations beyond, unlimited for vehicles not exceeding 38' kingpin limit

MARYLAND

Width: Shortest practical route
Tractor-semitrailer, twin combinations: Shortest practical route between a designated highway and a truck terminal, or point of origin or destination for cargo, or up to one mile to facilities for food, fuel, repairs or rest

MASSACHUSETTS

Width, tractor-semitrailer, twin combinations: Access by specific route permit to terminals upon carrier petition; twins to specific business locations greater than 5 miles by petition

MICHIGAN

Width, tractor-semitrailer, twin combinations: Access restricted to five miles

MINNESOTA

Width: All roads
Tractor-semitrailer, twin combinations: Access allowed between designated highways and facilities for food, fuel, repairs and rest, points of loading and unloading for H&G and livestock carriers "or for the purpose of providing continuity of route." Designated highways consist of the Interstate System, divided highways having four or more lanes and other state designated roads

MISSOURI

Width, tractor-semitrailer, twin combinations: Access restricted to ten miles

NEW HAMPSHIRE

Width, tractor-semitrailer: All roads with lane widths at least 12'
Twin Combinations: Access by permit only

NEW JERSEY

Twin combinations: Access up to 1 mile
Tractor-semitrailer: All roads (48' - 96" combinations), up to 2 miles (48' - 102" combinations)

NEW MEXICO

Width: All roads
Tractor-semitrailer, twin combinations: Access (and deliveries) within twenty miles of the Interstate system and designated highways

NEW YORK

Width, tractor-semitrailer, twin combinations: Access restricted to 1800' on state roads, other specified routes to be authorized by state DOT upon carrier petition

NORTH CAROLINA

Width, tractor-semitrailer, twin combinations: Access by application beyond 3 miles

NORTH DAKOTA

Width: All roads
Tractor-semitrailer, twin combinations: Access available on all state highways, vehicles over 75' in overall length access via designated state highways

OKLAHOMA

Width: No access provisions but allowed on any road having surface width of 20' or more (4-lane divided highway)
Tractor-semitrailer: Semitrailer length restricted to 59' 6"
Twin Combinations: Semitrailer or trailer length restricted to 26' off the Federal system

OREGON

Width, tractor-semitrailer, twin combinations: Access up to 1/2 mile from National Network, except where posted, and on designated routes (up to 48' trailer)

PENNSYLVANIA

Width: All roads of 12' lane widths
Tractor-semitrailer, twin combinations: Access to 2 1/2 mile, access beyond allowed with written approval of state DOT

RHODE ISLAND

Width, tractor-semitrailer: All roads
Twin Combinations: Access restricted to one mile in urban areas and one mile in rural areas on two-lane roads and three miles in rural areas on four-lane roads. Other access routes authorized by carrier permit

SOUTH CAROLINA

Tractor-semitrailer: All roads as designated
Width, twin combinations: To terminals shipper points distribution warehouses, etc., 3 miles otherwise

TENNESSEE

Width, twin combinations tractor-semitrailer: Access allowed by shortest reasonable route with state approval

VERMONT

Width: All roads
Tractor-semitrailer: Unlimited within 50 overall
Twin Combinations: Access without permit limited to 1/2 mile at specified exits for fuel, food, lodging, repairs and access to terminals and specific locations by permit

VIRGINIA

Width, tractor-semitrailer, twin combinations: Access restricted to shortest possible route not to exceed 1/2 mile

WEST VIRGINIA

Width, tractor-semitrailer, twin combinations: Access restricted to two miles including points of loading and unloading

WISCONSIN

Width: All roads except where posted
Tractor-semitrailer, twin combinations: Access not to exceed five miles including points of loading and unloading or staging or vehicle assembly facilities

LONGER/HEAVIER COMBINATIONS/TURNPIKE/TOLL ROAD OPERATIONS

The operations outlined below are authorized by rules and regulations of the state and are subject to change with little or no notice. The notations do not describe twin 26' combinations on the Interstate, but rather longer vehicles (doublers and triples) not permitted in the Surface Transportation Assistance Act. Detailed information concerning the required permits and fees may be obtained from individual state agencies. For further information, see ATA's Driver's Guide to Overload/Overweight Permits.

ARIZONA — Longer doubles combinations and triple trailer combinations are allowed only on I-15, and are subject to 111,000 lbs GVW and 105' in length

COLORADO — The state allows the operation of twin 48' turnpike doubles 48' 26' Rocky Mountain doubles and 26' triple trailer combinations on Interstates 26, 70, 270, 76, and 225. Longer vehicle combinations (LVC) permit is obtained from Department of Highways in Denver with a trailer specific permit fee. Terminal must be within 10 miles of Interstate. Weight is limited to 80,000 lbs GVW on all doubles, plus 95 for Rocky Mountain and 105' for turnpike doubles.

FLORIDA — The Florida Turnpike Authority allows twin 48' trailers to operate on the turnpike subject to 110' length and 138,271 lbs GVW limitations

GAHND — Doubles combinations limited to 48' trailer length 105' overall length and 105,500 lbs GVW under annual permit. Triple trailer combinations limited to 105' overall length and 105,500 lbs GVW

INDIANA — The Indiana Toll Road Commission will authorize the equipment of twin 48' trailer combinations not exceeding 127,400 lbs GVW on the toll road. Contact the commission in Grindale for permit information. Triple trailer combinations are allowed subject to 26' trailer length, no overall length limit and 127,400 lbs GVW

KANSAS — The Kansas Turnpike Authority will allow twin 48' trailers subject to 115' overall length and 120,000 lbs GVW. The authority will also allow triple trailer combinations subject to the overall length and gross weight specified above

MAINE — The Maine Turnpike Authority will allow twin 26' 6" trailers to operate on the turnpike. Longer combinations not allowed

MASSACHUSETTS — The Massachusetts Turnpike Authority allows twin 48' trailer combinations under an annual permit. Gross weight cannot exceed 127,400 lbs, and equipment must be certified. No triple trailer combinations are allowed

MONTANA — The state will allow twin 26' 6" trailer and Rocky Mountain doubles combinations up to 75' in overall length (permit required over that length). Triple trailer combinations are allowed up to 110' in length on Interstate highways

NEBRASKA — The state will allow triple trailer combinations not exceeding 105' in overall length, as long as the trailers are empty and the corner dimensions 51' million in clearance. Such combinations are permitted west of Highway 80, and must originate from a staging area no more than six miles from the Interstate. Doubles combinations other than the twin 26' 6" trailers are not allowed

NEVADA — The state will allow doubles combinations not exceeding 48' for the first trailer and 43' for the second trailer (trailer in the lead), and triple trailer combinations subject to a 105' overall length, a 129,000 lbs GVW, and the trailer lengths noted above

NEW YORK — The New York Thruway Authority allows twin 48' turnpike doubles subject to 114' overall length 143,000 lbs GVW, and equipment and driver certification. No triple combinations are allowed

NORTH DAKOTA — The state allows twin 48' and twin 45' trailer combinations on and off the Interstate, subject to 80,000 lbs GVW and 110' overall length on the Interstate, and 105,500 lbs GVW and 95' overall length on the Interstate. Triple trailer combinations have the same length and weight limits

OHIO — The Ohio Turnpike Authority will allow a short doubles combination no longer than 70' or turnpike doubles up to 90' without a permit. Both are subject to 127,400 lbs GVW. Combinations exceeding 80' must obtain an operating permit, which includes mileage based fees. Triple trailer combinations are not allowed

OKLAHOMA — The state allows triple 26' trailer combinations (three mile access) under a permit. Also allows Rocky Mountain and turnpike doubles on Interstate and four-lane highways (five mile access)

OREGON — Allows triple 32' or triple 26' combinations or 105' over all under either a single trip or an annual permit, but trailers must be equipped in size to within 6' and gross weight cannot exceed 105,500 lbs. Also allows doubles combinations with a lead trailer no greater than 40', trailer-trailer length no greater than 66' and 105,500 lbs GVW. Both double and triple trailer combinations allowed on designated highways only

PENNSYLVANIA — The Pennsylvania Turnpike Authority will allow two 26' 6" trailers on the turnpike, subject to an overall length of 76 and 100,000 lbs GVW. Triple trailer combinations are not allowed

SOUTH DAKOTA — Allows triple 26' 6" trailers subject to an overall length of 110'. Allows Rocky Mountain doubles throughout the state, subject to an overall length of 81' 6" and a 48' trailer length. Allows turnpike doubles on the Interstate subject to 110' overall length and 138,000 lbs GVW

UTAH — Under annual permits triple trailer combinations not exceeding 105' in overall length, truck and two trailer combinations with trailers of equal length not exceeding 95' in overall length, Rocky Mountain doubles not exceeding 95' in overall length, and twin trailer combinations not exceeding 105' in overall length may be operated on the Interstate and designated highways. Under quarterly or annual permits two and combinations not exceeding 77' in overall length or 84,000 lbs gross weight may be operated on all highways. Also under quarterly or annual permits three and combinations up to 82' in overall length with gross weight determined by Formula B limits may be operated on all roads. Utah also allows 129,000 lbs under permit and 53' trailers under permit (40' 6" last trailer length to center of rear tandem axle). Automobiles with two single steered trailers not exceeding 105' in overall length may obtain annual permits

WASHINGTON — The state will allow Rocky Mountain doubles with a combined trailer length of 66' up to 105,500 lbs GVW provided that if the trailer-trailer length exceeds 60' the vehicle must be operated under an annual permit. No triple trailer combinations are allowed

WYOMING — Rocky Mountain doubles with trailers not exceeding a length of 80' or legal weight are allowed elsewhere

TABLE A ALLOWABLE LOADS
(In 1,000 lbs.)

Distance	Arizona	Colorado	Florida	Illinois			Minnesota					Missouri	New Mexico	New York	Ohio	Washington			Wyoming	D. C.
				3 Axles	4 Axles	5 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles					3 Axles	4 Axles	5 Axles		
4	34.0	44.0	44.0									32.0	34.3	38.0						
5	34.0	45.0	44.0									32.0	35.1	39.0						
6	34.0	46.0	44.0									32.0	35.9	40.0						
7	34.0	47.0	44.0									32.0	36.7	41.0						
8	42.0	48.0	44.0				41.5					33.2	37.4	42.0	48.0	42.0				37.0
9	42.5	49.0	48.5				42.0					34.4	38.2	43.0	48.0	42.5				38.1
10	43.5	50.0	49.4	41.0			43.0					35.6	39.0	44.0	48.0	43.5				39.1
11	44.0	51.0	50.3	42.0			43.5	49.0				36.8	39.8	45.0	48.0	44.0				40.2
12	50.0	52.0	51.3	43.0			44.5	49.5				38.0	40.6	46.0	48.8	45.0	50.0			41.3
13	50.5	53.0	52.2	44.0			45.0	50.0				39.2	41.3	47.0	49.7	45.5	50.5			42.3
14	51.5	54.0	53.1	44.5			46.0	51.0	57.0			40.4	42.1	48.0	50.6	46.5	51.5			43.4
15	52.0	55.0	54.0	45.0	50.0		46.5	51.5	57.5			41.6	42.9	49.0	51.5	47.0	52.0			44.5
16	52.5	56.0	54.9	46.0	50.5		47.5	52.0	58.0			42.8	43.7	50.0	52.4	48.0	52.5	52.5	54.0	45.6
17	53.5	57.0	55.8	47.0	51.5		48.0	53.5	59.0			44.0	44.5	51.0	53.3	48.5	53.5	53.5	54.0	46.7
18	54.0	58.0	56.8	47.5	52.0		49.0	54.0	59.5			45.2	45.2	52.0	54.2	49.5	54.0	54.0	56.0	47.8
19	54.5	59.0	57.7	48.0	52.5		49.5	55.0	60.0			46.4	53.1	53.0	55.1	50.0	54.5	54.5	58.0	48.8
20	55.5	60.0	58.6	49.0	53.5		50.5	55.5	60.5	66.0	72.0	47.6	54.0	54.0	56.0	51.0	55.5	55.5	62.0	49.9
21	55.0	61.0	59.5	50.0	54.0		51.0	56.0	61.5	67.0	72.5	48.8	54.9	55.5	56.9	51.5	56.0	56.0	64.0	51.0
22	56.5	62.0	60.4		54.5		52.5	57.0	62.0	67.5	73.0	50.0	55.8	56.0	57.8	52.5	56.5	56.5	65.0	52.1
23	57.5	63.0	61.3		55.5		53.5	57.5	62.5	68.0	73.5	51.0	56.7	57.0	58.7	53.0	57.5	57.5	66.0	53.1
24	58.0	64.0	62.3		56.0		54.0	58.0	63.0	68.5	74.0	52.0	57.6	58.0	59.6	54.0	58.0	58.0	66.0	54.2
25	58.5	65.0	63.2		56.5		55.0	59.0	64.0	69.0	75.0	53.0	58.5	59.0	60.5	54.5	58.5	58.5	66.0	55.3
26	59.5	66.0	64.1		57.5		56.5	59.5	64.5	70.0	75.5	54.0	59.4	60.0	61.4	55.0	59.5	59.5	66.0	56.4
27	60.0	67.0	65.0		58.0		58.0	60.0	65.0	70.5	76.0	55.0	60.3	61.0	62.3	56.0	60.0	60.0	66.0	57.4
28	60.5	68.0	65.9		58.5		61.0	60.5	65.5	71.0	76.5	56.0	61.2	62.0	63.2	57.0	60.5	61.0	66.0	58.5
29	61.5	69.0	66.8		59.5		61.5	60.5	66.5	71.5	77.0	57.0	62.1	63.0	64.1	57.5	61.5	62.0	66.0	59.6
30	62.0	70.0	67.8		60.0		62.0	61.0	67.0	72.0	77.5	58.0	63.0	64.0	65.0	58.5	62.0	63.0	67.0	60.7
31	62.5	71.0	68.7		60.5		63.0	61.5	67.5	73.0	78.5	59.0	63.9	65.0	65.9	59.0	62.5	64.0	68.0	61.7
32	63.5	72.0	69.6		61.5		63.5	62.0	68.0	73.5	79.0	60.0	64.8	66.0	66.8	60.0	63.5	65.0	69.0	62.8
33	64.0	73.0	70.5		62.0		64.0	62.5	69.0	74.0	79.5	61.1	65.7	67.0	67.7	61.0	64.0	66.0	70.0	63.9
34	64.5	74.0	71.4		62.5		65.0	63.0	69.5	74.5	80.0	62.2	66.6	68.0	68.6	62.0	64.5	67.0	71.0	65.0
35	65.5	75.0	72.3		63.5		65.5	64.0	70.0	75.0		63.5	67.5	69.0	69.5	63.0	65.5	68.0	72.0	66.2
36	66.0	76.0	73.2		64.0		66.0	65.0	70.5	76.0		64.6	68.4	70.0	70.4	64.0	66.0	69.5	73.0	67.2
37	66.5	77.0					67.0	66.0	71.5	76.5		65.9	69.3	71.0	71.3	65.0	66.5	70.5	74.0	68.1
38	67.5	78.0					67.5	67.0	72.0	77.0		67.1	70.2		72.2	66.0	67.5	72.0	75.0	68.9
39	69.0	79.0					68.0	68.0	72.5	77.5		68.3	71.1		73.1	67.0	68.0	72.5	76.0	69.7
40	70.5	80.0					69.0	69.0	73.0	78.0		69.7	72.0		74.0	68.0	68.5	73.0	76.0	70.6
41	72.5	81.0					69.5	70.0	74.0	79.0		70.8	72.9		74.9	69.0	69.5	73.5	76.0	71.4
42	74.0	82.0					70.0	70.5	74.5	79.5		72.0	73.8		75.8	70.0	70.0	74.0	76.0	72.3
43	75.0	83.0					71.0	71.0	75.0	80.0		73.3	74.7		76.7	71.0	71.0	75.0	76.0	
44	75.5	84.0					71.5	71.5	75.5				75.6		77.6	72.0	72.0	75.5	76.0	
45	76.0	85.0					72.0	72.0	76.0				76.5		78.5	73.0	73.0	76.0	77.0	
46	76.5							72.5	77.0				77.4		79.4	74.0	74.0	76.5	77.4	
47	77.5							73.0	77.5				78.3		80.0	75.0	75.0	77.0	78.3	
48	78.0							73.5	78.0				79.2			76.0	76.0	78.0	79.9	
49	78.5							74.0	78.5				80.1			77.0	77.0	78.5		
50	79.0							74.5	79.0				81.0			78.0	78.0	79.0		
51	80.0							75.0	79.5				81.9			79.0	79.0	80.0		
52								75.5					82.8			80.0	80.0	80.5		
53								76.0					83.7			81.0	81.0	81.0		
54								76.5					84.6			82.0	82.0	82.5		
55								77.0					85.5			83.0	83.0	83.5		
56								77.5					86.4			84.0	84.0	84.0		
57								78.0								85.0	85.0	85.0		
58								78.5								86.0	86.0	86.0		
59								79.0												
60								79.5												
61								80.0												

APPENDIX F

Survey Data

The Vehicle Management Maintenance Conference (VMMC) is targeted toward those parties responsible for the management and maintenance of fleets of trucks and related components. The thrust of the conference is more toward effective maintenance of equipment rather than operations. None the less, it was felt that the firms, agencies and individuals represented would be a valuable source of information on operating procedures.

The survey data was broken into three groups for analysis; those respondents from 1988 with over 100 vehicles in their fleets, those 1988 respondents with under 100 vehicles in their fleets, and 1989 data. (The 1989 respondents included only one with over 100 vehicles).

Included in this appendix are copies of the survey forms used in 1988 and 1989 and a summary of the responses.

This report did not utilize all of the questions asked on the survey; some of the questions were posed from an industry perspective for industry use or for use at a later date. The data utilized is summarized here.

37th ANNUAL VEHICLE MAINTENANCE MANAGEMENT CONFERENCE
THE UNIVERSITY OF WASHINGTON
Seattle, Washington
March 21-24, 1988

The representation of a large segment of heavy vehicle users at this conference provides a unique opportunity to obtain data that will help in developing a better profile of the service environment and the equipment in use. This data is of general interest to the heavy vehicle manufacturer and user communities as well as to those in the highway design and transportation communities. The results of this survey will be made available to all interested parties. Your cooperation in taking the time to complete the survey is greatly appreciated.

Company Name:

Position with Company:

Location of Company (City and/or State):

Please provide your name and address if you would like a summary of the survey results:

Name: _____ Phone no. _____

Address: _____
Street name and number City and State Zip Code

Please respond only to those questions that you feel most comfortable in answering.

Please identify your typical operating configuration:

(If more than one, please indicate percentage of each - for example, 70% tractor-semitrailer and 30% doubles)

___ Straight Truck (no trailers)
___ Truck - Trailer
___ Tractor-Semitrailer
___ Doubles
___ B-train or C-train
___ Other (please specify) _____

Type of Power Unit:

(If more than one, please indicate percentage of each)

___ Class 8 Tractors/Trucks (33,001 lb and over)
___ Class 7 Tractors/Trucks (26,001 lb - 33,000 lb)
___ Class 6 or smaller Trucks (less than 26,000 lb)
___ Buses
___ Other (please specify) _____

How many vehicles are in your fleet ? _____

How old is your oldest vehicle ? _____

How new is your newest vehicle ? _____

Type of Trailers (if applicable):

- ☐ Van - Length (ft) _____ , Width (in) _____
- ☐ Flatbed - Length (ft) _____ , Width (in) _____
- ☐ Tanker
- ☐ Dump
- ☐ Auto Carrier
- ☐ Other (please specify) _____

How many trailers are in your fleet ? _____

How old is your oldest trailer ? _____

How new is your newest trailer ? _____

Type of Dolly used (if applicable):

- ☐ Fixed Dolly (integrated part of trailer design)
- ☐ A-type Converter Dolly (single drawbar)
- ☐ B-type Converter Dolly (double drawbar)

How would you describe your typical cargo (e.g., household goods, perishable food, fuel, automobiles, etc.) ? _____

Do your vehicles operate:

- ☐ Cross Country
- ☐ Regional Line Haul (e.g., West Coast, Eastern Seaboard, etc)
- ☐ Local Line Haul

Do your vehicles operate:

- ☐ Primarily on Interstates and freeways
- ☐ Primarily in rural areas (secondary roads)
- ☐ Primarily in urban and city areas

Do your vehicles typically:

- ☐ Cube out (limited by volume)
- ☐ Gross out (limited by weight)
- ☐ neither

What is your typical operating weight (GCW) ? _____

How much time does your vehicle operate bobtail or empty ?

- ☐ 0 - 10%
- ☐ 10 - 20%
- ☐ 20 - 30%
- ☐ more than 30%

How many hours per day are your vehicles in operation ? _____

How many miles per year does each vehicle average ? _____

Are there any roads on your operating route that you consider to be exceptionally rough or badly deteriorated (please identify - for example "I-95 between New York and Washington D.C.") ? _____

Are there any roads on your operating route that you consider to be exceptionally smooth or "good riding" (please identify - for example, "I-5 between Portland and Seattle") ? _____

What is your typical tractor/truck configuration ?

- ☐ 4x2 (2 axles total, 1 drive axle)
- ☐ 6x4 (3 axles total, 2 drive axles)
- ☐ 6x2 (3 axles total, 1 drive axle)
- ☐ Other (please specify) _____

Do your trailers typically have:

- ☐ A single axle
- ☐ Tandem axles
- ☐ Tridem axles
- ☐ Tandem axles and a lift axle
- ☐ Other (please specify) _____

What is your typical engine horsepower ? _____

Why did you select that horsepower ?

- ☐ Fuel economy
- ☐ Maintain speed on grades
- ☐ Required for the operation
- ☐ Other (please specify) _____

Do you typically specify any type of engine or driveline retarder system (for example, "Jake brake") _____

In the future, as antilock brake systems become available, will you be specifying ABS for your tractor/truck (___yes ___no) or your trailers (___ yes ___ no).

What type of tires do you most commonly use ?

- ☐ Bias ply
- ☐ Radial
- ☐ Low profile radial
- ☐ Super-single radial

What is your normal inflation pressure (psi) ? _____

How often do you check inflation pressure ? _____

As you need to replace tires, will you

- ☐ Use the same type of tire
- ☐ Change to Bias ply
- ☐ Change to Radial ply
- ☐ Change to Low Profile Radial Ply
- ☐ Change to Super-single radials

What is your primary reason for choosing a certain type of tire ?

- ☐ Cost
- ☐ Fuel Economy
- ☐ Tread wear
- ☐ Ride
- ☐ Name brand preference
- ☐ Other (please specify) _____

Do you use any special procedure when mounting your tires (for example, "match mounting" or "clocking" on a dual set, where you line up high and low spots) ? If so, please specify. _____

What type of wheels do you use on your tractor ?

- ☐ Aluminum
- ☐ Steel disc wheels
- ☐ Steel spoke wheels
- ☐ Other

What type of wheels do you use on your trailer ?

- ☐ Aluminum
- ☐ Steel disc wheels
- ☐ Steel spoke wheels
- ☐ Other

Do you balance your wheels and tires ? _____

Which ones ? _____

How often ? _____

What type of suspension do you have on your tractor/truck drive axle(s) ?

- ☐ Walking Beam
- ☐ 4-spring or leaf spring
- ☐ Air
- ☐ Torsion Bar
- ☐ Other (please specify) _____

What type of suspension do you have on your trailers ?

- ☐ Walking Beam
- ☐ 4-spring or leaf spring
- ☐ Air
- ☐ Other (please specify) _____

Do you typically use shock absorbers on any of your suspensions ?

Which suspension(s) ? _____

Is there a primary reason for your selection of one type of suspension over another - please specify (e.g., cost, weight, ride, etc.) ? _____

In order of importance, are there any factors that you believe contribute to improving or degrading vehicle ride ?

1. _____
2. _____
3. _____

In order of importance, are there any general areas that you believe need improvement with regard to vehicle maintenance ?

1. _____
2. _____
3. _____

What is the single most important aspect about your truck where you feel improvement needs to be made ? _____

Thank you for your assistance in gathering this information !

**38TH ANNUAL VEHICLE MAINTENANCE MANAGEMENT CONFERENCE
THE UNIVERSITY OF WASHINGTON
SEATTLE, WASHINGTON
MARCH 20-23, 1989**

The representation of a large segment of vehicle users at this conference provides a unique opportunity to obtain data that will help in developing a better profile of the service environment and the equipment in use. This data is of general interest to the heavy vehicle manufacturer and user communities as well as to those in the highway design and transportation communities. The results of this survey will be made available to all interested parties. Some of the questions are repeats from the survey last year. A summary of both the 1988 and 1989 surveys will be sent to you if you provide your mailing address below. Your cooperation in taking the time to complete the survey is appreciated.

Any information you provide will remain confidential (i.e. neither you or your company or agency will be specifically identified in the final report).

.....

Company Name: _____

Position with Company: _____

Location of Company (City and/or State): _____

Please provide your name and address if you would like a summary of the survey results:

Name: _____ Phone Number: _____

Address: _____
 Street Name and Number City and State Zip Code

Please respond to those questions that you feel comfortable in answering.

.....

1. Please identify your typical operating configuration (if more than one, please indicate percentage of each - for example, 70% tractor-semitrailer and 30% doubles): _____

____ Straight truck (no trailers)
____ Truck-trailer
____ Tractor-semitrailer
____ Doubles
____ B-train or C-train
____ Other (please specify) _____

2. How many vehicles are in your fleet? _____
What is the average age of the vehicles in your fleet? _____
How old is your oldest vehicle? _____
How new is your newest vehicle? _____

3. Type of trailers (if applicable):
☐ Van Length (ft) _____, Width (in) _____
☐ Flatbed Length (ft) _____, Width (in) _____
☐ Tanker
☐ Dump
☐ Auto carrier
☐ Other (please specify) _____
4. How many trailers are in your fleet? _____
 What is the average age of the trailers in your fleet? _____
 How old is your oldest trailer? _____
 How new is your newest trailer? _____
5. Do your vehicles operate:
☐ Cross country
☐ Regional line haul (e.g. West Coast, Eastern Seaboard, etc.)
☐ Local line haul
6. Do your vehicles operate:
☐ Primarily on interstates and freeways
☐ Primarily in rural areas (secondary roads)
☐ Primarily in urban and city areas
7. Do your vehicles typically:
☐ Cube out (limited by volume)
☐ Gross out (limited by weight)
☐ Neither
8. What is your typical operating weight (GCW)? _____
 What is your maximum operating weight? _____
9. How much time does your vehicle operate bobtail or empty?
☐ 0-10%
☐ 10-20%
☐ 20-30%
☐ more than 30%
10. How many hours per day are your vehicles in operation? _____
 How many miles per year does each vehicle average? _____
11. What is your typical tractor/truck configuration?
☐ 4x2 (2 axles total, 1 drive axle)
☐ 6x4 (3 axles total, 2 drive axles)
☐ 6x2 (3 axles total, 1 drive axle)
☐ Other (please specify) _____
12. What is the typical tire size for (e.g. 12.5 x 22.5)?:
 (a) Tractor steering axle _____
 (b) Tractor drive axle _____
 (c) Trailer axles _____
13. Do your trailers typically have:
☐ A single axle
☐ Tandem axles
☐ Tridem axles
☐ Tandem axles and a lift axle
☐ Other (please specify) _____

14. What type of suspension do you have on your tractor/truck drive axle(s)?
☐ Walking beam
☐ 4-spring or leaf spring
☐ Air
☐ Torsion bar
☐ Other (please specify) _____
15. What type of suspension do you have on your trailers?
☐ Walking beam
☐ 4-spring or leaf spring
☐ Air
☐ Other (please specify) _____
16. Do you typically use shock absorbers on any of your suspensions?
☐ yes ☐ no
Which suspensions? _____
17. Is there a primary reason for your selection of one type of suspension over another?
Please specify (e.g., cost, weight, ride, etc.) _____

18. Do you prefer to drive over portland cement concrete or asphalt surfaced pavements? _____
Why? ☐ Ride comfort ☐ Road traction ☐ Other _____
19. If you are familiar with a road and know a rough patch is coming up, do you:
☐ Speed up? ☐ Slow down? ☐ Maintain speed?
20. In your opinion, does your truck ride "smoother" at highway speeds (55-60 mph) or at lower (30 mph) speeds?
☐ 55-60 mph ☐ 30 mph
21. Is ride affected by your load? That is, does your ride differ, at the same speed on the same road, depending on your load?
☐ Yes ☐ No
22. In general, do you ride smoother when you are loaded or when you are bobtail?
☐ Loaded ☐ Empty
23. What type of tires do you most commonly use:
☐ Bias ply
☐ Radial
☐ Low profile radial
☐ Super-single radial
24. Have you driven both bias and radial tires?
☐ yes ☐ no
25. In your opinion, is there a difference in the way that bias belted tires track from radials? Which track is better?
☐ Bias
☐ Radial
☐ No difference
☐ No opinion
26. How often do you have your tire alignment checked?
☐ Months ☐ Miles ☐ When I notice a problem

27. Do they usually need aligning when you have them checked?
____ yes ____ no
28. What is your normal tire inflation pressure (psi) for:
Steering axle? _____
Drive axle? _____
Trailer axles? _____
29. When do you check your tire inflation pressure?
____ Every morning ____ At fuel up ____ Weekly
Do you check inflation when your tires are cold or hot? _____
Do you add air to your tires when they are hot?
____ yes ____ no
30. Do you keep your tires inflated to the maximum pressure recommended for that tire?
____ yes ____ no
31. Have you noticed if ride is affected by tire pressure?
____ yes ____ no
Does over or under inflation affect the ride and/or the handling?
Ride: ____ yes ____ no
How? _____
Handling: ____ yes ____ no
How? _____
32. As a rule, do you get the rated mileage from your tires?
____ yes ____ no
Why do you think you do or don't? _____
33. As you need to replace tires, will you:
____ Use the same type of tire?
____ Change to bias ply?
____ Change to radial ply?
____ Change to low-profile radial ply?
____ Change to super-single radials?
34. What is your primary reason for choosing a certain type of tire?:
____ Cost
____ Fuel economy
____ Tread wear
____ Ride
____ Name brand preference
____ Other (please specify) _____
35. Do you balance your wheels and tires?
____ yes ____ no
Which ones? _____
How often? _____

Mailing address: Joe P. Mahoney
Department of Civil Engineering
University of Washington
121 More Hall, FX-10
Seattle, WA 98195

(1) Please identify your typical operating configuration:

	Number of Responses			
	Truck	Trck.Tr1.	Semi	Other
1988 <100:	14	11	15	6
1988 >100:	19	1	3	7
1989 :	7	5	7	5

(2) Do your vehicles operate mostly:

	Cross Country	Regional	Local Line
1988 <100:	1	5	23
1988 >100:	1	3	15
1989 :	4	7	19

(3) Do your vehicles operate primarily on:

	Interstate	Rural	Urban	roads?
1988 <100:	8	12	13	
1988 >100:	6	5	11	
1989 :	9	10	6	

(4) Are your vehicles typically limited by:

	Weight (gross out)	Volume (cube out)	Neither
1988 <100:	20	6	4
1988 >100:	16	6	4
1989 :	18	1	5

(5) How much time does your vehicle operate empty?

	0-10%	10-20%	20-30%	>30%
1988 <100:	9	1	6	10
1988 >100:	9	5	5	8
1989 :	9	3	5	6

(6) How many hours per day are your vehicles in operation?

	1-8	8-12	12-16	16-24
1988<100:	8	7	1	10
1988>100:				
1989 :	6	4	0	9

(7) What type of suspension do you have on your tractor drive axle?

	Walking Beam	Leaf Spring	Air	Other
1988<100:	12	21	9	0
1988>100:	22	14	3	5
1989 :	10	8	7	2

(8) What type of suspension do you have on your trailer(s)?

	Walking Beam	Leaf Spring	Air	Other
1988<100:	2	20	2	0
1988>100:	13	17	2	0
1989 :	5	15	4	0

(9) Is there a primary reason why you chose the suspension type you did?

Ride Cost Serviceability Durability Other

1988<100:

1988>100:

1989 : 5 3 4 3 4

(10) What type of tires do you most commonly use:

Note: Radial numbers include LP and SS numbers.

	Bias	Radial	Low Profile	Radial	Super-Single
1988<100:	2	33	8		1
1988>100:	5	21	6		1
1989 :	1	24	5		1

(11) As you need to replace tires, will you:

Keep the same

Change to:

Bias Radial LP SS

1988<100:	32	0	0	0	0
1988>100:	21	0	6	3	1
1989 :	18	0	1	2	1

(12) Have you driven both bias and radial tires:

Yes No

1989 ONLY: 19 4

In your opinion, which track better:

Bias Radial No difference No opinion

1989 ONLY: 1 13 2 6

(13) Do you prefer to drive over portland cement concrete or asphalt surfaced pavements? Why?

Portland Cement Asphalt

1989 ONLY: 2 17

	Ride Comfort	Road Traction	Other
1989 ONLY:	12	6	1

(14) In your opinion, does your truck ride "smoother" at highway speeds (55-60 mph) or at lower (30 mph) speeds?

55 - 60 mph 30 mph

1989 ONLY: 12 5

(15) Is ride affected by load? That is, does your ride differ, at the same speed on the same road, depending on your load?

YES NO

1989 ONLY: 18 2

(16) In general, do you ride smoother when you are loaded or when you are bobtail (empty)?

Loaded Empty

1989 ONLY: 20 1

(17) How often do you have your tire alignment checked?

	No. of Months	Miles	When I notice a problem
1989 ONLY:	3	0	20

(18) Do they usually need aligning when you have them checked?

	YES	NO
1989 ONLY:	17	5

(19) When do you check your tire inflation pressure?

	Daily	At Fuel Up	Weekly
1989 ONLY:	4	1	11

Do you check inflation when your tires are cold or hot?

	Cold	Hot
	21	1

Do you add air to your tires when they are hot?

	YES	No
	4	17

(20) Do you keep your tires inflated to the maximum pressure recommended for that tire?

	YES	NO
1989 ONLY:	9	12

(21) Have you noticed if ride is affected by tire pressure? How?

1989 ONLY: 12 responses that over inflation yields a hard ride, under inflation a soft ride. Also, 10 responses that underinflation is harder to steer than proper or over inflated.

(22) As a rule, do you get the rated mileage from your tires?

	YES	NO
1989 ONLY:	9	11

Why or Why not?

1989 ONLY: 9 responses cited hard use and poor drivers habits, while 7 cited good maintenance and proper tire pressure.

APPENDIX G

Washington State Patrol
Weight Stations

Provided in this appendix are summaries of fines collected by the patrol for commercial vehicle weight and safety violations in 1987 and 1988.

Additionally, published guidance available to the public hauler on dimensional and weight limits in Washington State for trucks and trailers is reproduced.

AS M I S T O N S T A T E P A T R O L
CONFISCAL VEHICLE ENFORCEMENT SECTION
ANNUAL DELING OPERATION REPORT #1 - STATEWIDE -

$\frac{1}{2} \frac{d}{dt} \left(\frac{1}{2} \frac{d}{dt} \right)$

1456

NO. 1000

— 139 —

WASHINGTON STATE PATROL

COMMERCIAL VEHICLE ENFORCEMENT SECTION
ANNUAL WEIGHING OPERATION REPORT # 1 - STATEWIDE -

FOR THE YEAR OF 1988

NUMBER				NO. OF AXLES				NO. OF TIRES			
NUMBER	NUMBER	NUMBER	UNITS	VERBAL	WRITTEN	VERBAL	WRITTEN	VERBAL	WRITTEN	VERBAL	WRITTEN
VEHS	HOURS	OPRID.	OVER	WARNS	WARNS	WARNS	WARNS	WARNS	WARNS	WARNS	LEGAL

YEAR OF 1988	1,676,923	73,121	3,304	54	3,325	3	16,108	110	15,243	52	305
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ANNUAL WEIGHING OPERATION REPORT # 2 - STATEWIDE -

NO. OF VEHICLES				EXCESS WEIGHT				NO. OF VEHICLES				AMOUNT OF LIC			
NO.	VEHS	OVER	LIC.	MT.	OVER	DEFECT	PERMIT	OTHER	WARNS	WRITTEN	FINES	TO INC	LIC.	IN \$\$\$	\$\$\$

YEAR OF 1988	1,322	1,599	1,000	905	76,815	1,400	583,834	29,401	41,812	11,828	82,611,810	2,694	843,762
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WASHINGTON STATE PATROL
Size, Weight, and Load -- Chapter 46.44

Outside Width (46.44.010)

Eight feet, six inches (102 inches) inclusive of load for all vehicles

Tolerances:

1. Rearview mirror - 5 inches
2. Rubber fenders - 2 inches
3. Tires (due to expansion) - 2 inches
4. Safety appliances (clearance lights, rub rails, binder chains) - 2 inches
5. Appurtenances (door handles, door hinges, and turning signal brackets) - 2 inches

Maximum Height (46.44.020)

14 feet

Except:

1. Authorized emergency vehicle or repair equipment of a public utility engaged in reasonably necessary operations.

Maximum Length (46.44.030)

Single vehicle - 40 feet with or without load

Except:

1. The permanent structure of a single vehicle in combination not to exceed 48 feet; 56 feet with special motor vehicle permit.

Exception: Refrigeration units placed on the front of van trailers

Combination of vehicles:

1. The overall length of any combination consisting of a *stinger steered tractor and semitrailer shall not exceed 65 feet without load, and 70 feet with load.
2. The overall length of combination of vehicles consisting of a truck and trailer shall not exceed 75 feet with or without load.
3. The overall length of a combination consisting of a tractor and semi-trailer and full trailer or tractor and semitrailer and semitrailer (B Train), the trailing units shall not exceed 60 feet, including the space between them; 68 feet with a special motor vehicle permit.
4. These length limitations shall not apply to vehicles transporting poles, pipes, machinery, or other objects of a structural nature that cannot be dismembered, and operated by a public utility when required for emergency repairs of public service facilities or properties.

*Stinger steered shall mean a tractor and semitrailer combination, which has the coupling connecting the semitrailer to the tractor located to the rear of the center line of the rear axle of the tractor.

Maximum Length of Protrusions (46.44.034)

1. Front - 3 feet
2. Rear - 15 feet beyond last axle

Combination Limits - Two Vehicles (46.44.036)

1. Exceptions: (46.44.037)
 - a. Truck tractor, semitrailer, and trailer in combination.
 - b. Truck tractor, semitrailer, and semitrailer in combination (B Train).
 - (1) The converter gear (dolly) may be pulled behind a tractor and semitrailer in lieu of a full trailer.
 - c. Three trucks or three truck tractors in double saddle-mount position.

Gross Weights - Tire

1. 600 pounds per inch width (46.44.042)

Excess Weight - Logging Trucks Operating on a Permit (Log Tolerance) (46.44.047)

1. Only the three-axle tractor and two-axle pole trailer are allowed to have the permit and are valid only on state primary and secondary highways authorized by the State Department of Transportation.
 - a. A map is issued showing the approved routes.
2. An additional six feet of wheelbase is given if the combination is 37 feet or more between the first and last axles.
3. 1,600 pounds tolerance on dual axles.
4. 6,800 pounds tolerance on the combination.
5. Permit may be transferred (\$5 fee).
6. Cities and counties may issue a "County Log Tolerance" permit for county roads.
 - a. May charge a \$5 fee.
 - b. Shall designate the routes to be used.
 - c. Issued on a yearly basis, expiring March 31 of each year.
 - d. Any person, firm, or corporation using any city street or county road for the purpose of transporting logs with weights authorized by the state highway log tolerance permits, to reach a state highway route, without first obtaining a city or county log tolerance permit when required by the city or county shall be subject to the excess weight penalties.

Special Permits for Oversize or Overweight Vehicles (46.44.090)

1. Issued by Department of Transportation for state highways -- by local authorities with respect to the public highways under their jurisdiction.

Gross Weight Limits of Special Permits (46.44.091)

1. 22,000 pounds on a single axle.
2. 43,000 pounds on any group of axles more than 3 feet, 6 inches apart and less than 7 feet apart.
3. Weight limits may be exceeded on highways designated for greater weight.
4. Construction equipment may exceed the above with large pneumatic tires.

Special Permit Width Limits (46.44.092)

1. 14 feet on a two-lane highway.
2. 32 feet on a multiple-lane highway: Except multiple-lane highways with physical barrier serving as a median divider not in excess of 20 feet.
3. Exceptions:
 - a. May be exceeded on highways designed and constructed for greater widths.
 - b. May be rescinded during an emergency.
 - c. 16 feet on a two-lane highway during daylight hours when the weight does not exceed 45,000 pounds.
 - d. Buildings in excess of 14 feet may be moved not to exceed five miles.

Oversize Permits - Fees (46.44.0941)

1. Annual permit for 75 feet in length - \$60.
 - a. Permits are not restricted to hours or days.

Gross Weights (46.44.041)

1. Single axle - 20,000 pounds
2. Two-axle garbage trucks may be issued an additional tonnage permit authorizing an additional 6,000 pounds on the rear axle. Three-axle garbage trucks may be issued a permit authorizing an additional 8,000 pounds on the rear tandem axles. The fee is \$30 per thousand pounds per year. The permit is not valid on interstate highways (RCW 46.44.095), and tire size limits apply (RCW 46.44.042).
3. Tandem axles - 34,000 pounds
 - a. Axles spaced less than 7 feet must oscillate.

4. Three-axle vehicle - 40,000 pounds
 - a. Weight in excess of 40,000 pounds, allowed by additional tonnage permit, determined by tire size and wheelbase table.
5. Vehicle combinations - 80,000 pounds
 - a. Weight in excess of 80,000 pounds, allowed by additional tonnage permit, determined by tire size and wheelbase table, using overall and internal spacing.

Wheelbase Table (46.44.041)

1. Overall measurement is from the center of the front axle on a vehicle or combination of vehicles to the center of the last axle on vehicles or combinations of vehicles.
2. Internal measurement will include groups of axles and groups of two consecutive sets of tandem axles.
 - a. Tandem axles will not be split when measuring internal spacing.
3. Minimum wheelbase - 3 feet, 6 inches; except axles spaced less than 3 feet, 6 inches, may not exceed the maximum weight allowed for a single axle (46.44.050).
4. When inches are involved in wheelbase measurements, under 6 take lower, 6 inches or over, take the higher weight.
5. Steering axle weights are determined by tire size (46.44.042).
6. No enforcement tolerance will be allowed.
7. To determine license gross weight and additional tonnage weight, follow the examples of overall and internal measurements. Apply the total number of axles in the overall or internal measurement and apply this to the appropriate columns on the table for gross weights.
8. Establishes a grandfather provision for vehicle or combination of vehicles in operation on January 4, 1975, to operate with weights on two consecutive sets of dual axles in effect by law on that date. This provision will allow 32,000 pounds on a tandem axle and a combined gross weight of 73,280 pounds for certain combinations.

Combinations operating under the grandfather provision will be required to purchase a license gross weight tonnage of 74,000 pounds. A five-axle combination with a minimum overall wheelbase measurement of 44 feet, 6 inches would be allowed 73,280 pounds. Combinations with less than 44 feet, 6 inch wheelbase; their weights will be determined by the enclosed vehicle loading chart. As in the past, we will not measure internal wheelbase on vehicles operating within the weights allowed by the grandfather provision. No tolerance will be allowed over these weights.

Additional Tonnage Permits (46.44.095)

1. Issued by the Department of Transportation.

2. Permits are issued annually, with fees reduced by 1/12, or monthly instead of quarterly (\$37.50 per thousand pounds).
 - a. Permits may be transferred - fee \$5.
 - b. Seasonal vehicles may purchase permits quarterly. Must purchase a minimum of 6,000 pounds.
3. Temporary additional tonnage permits may be purchased for a minimum of five days at \$1 per day for each 2,000 pounds.
4. Violated permits to be sent to the Department of Transportation upon third conviction.

Additional Tonnage Permits - Cities and Counties (46.44.0941)

1. Cities and counties may issue permits for operation on roads or streets under their jurisdiction.
2. Allowed on state roads by endorsement.

Mandatory Fines for Overloading (New Section--Chapter 46.44)

1. Penalties apply to tires (46.44.042), log tolerance permits (46.44.047), special motor vehicle permits (46.44.090 and 46.44.091), additional tonnage permits, axles, wheelbase, vehicles and combinations of vehicles (46.44.095), failure to obtain, display, or misrepresentation of permits (46.44.090 and 46.44.095).
2. Violation is a misdemeanor and is punishable as follows:
 - a. Basic fine:
 - (1) First violation - not less than \$50.
 - (2) Second violation - not less than \$75. In addition, the court may suspend the license registration.
 - (3) Third violation - not less than \$100. In addition, the court shall suspend the license registration.
 - (4) For license registration suspension purposes, first, second, and third violations are within any 12-month period.
 - (5) In no case may the basic fine be suspended.
 - b. Poundage penalty (in addition to basic fine):
 - (1) Three cents per pound, provided that upon the first violation within a calendar year, the court may suspend 500 pounds on each axle, up to a maximum of 2,000 pounds on any combination of vehicles.
 - c. For license suspension purposes, bail forfeitures are given the same effect as convictions.

- d. Convictions are figured on a calendar year and must be on the same vehicle or combination of vehicles.
- e. Penalties for violation of a posted limitation (winter restrictions):
 - (1) First violation - not less than \$150.
 - (2) Second and subsequent violations - not less than \$150, and, in addition, the court shall suspend the license registration for not less than 30 days.
- f. Vehicles or combinations of vehicles of which the owner or operator represent as being disabled or otherwise unable to submit to immediate weighing will be sealed or marked. Removal of the seals, markings, or any part of the load prior to weighing will be punishable by fine of not less than \$500 and suspension of the license registration for not less than 30 days.

Weighing and Lightening

- 1. May require the operator to stop and submit to being weighed by portable scales or directed to the nearest public scales.
- 2. May require the load to be reduced to legal limits.

Liability for Overloading (46.44.120)

- 1. Owner, operator, and any person knowingly and intentionally participating in creating any unlawful condition of use shall also be subject to the penalties provided in this chapter.

Overloading Licensed Capacity - Additional License (46.16.140)

- 1. It is a misdemeanor to operate a vehicle in excess of the licensed gross weight.
 - a. Any person who operates a vehicle with a gross weight in excess of the licensed gross weight shall be deemed to have established a new gross weight, and, in addition to any other penalties, shall be required to purchase a new tonnage license covering the new maximum gross weight.
 - (1) Failure to secure such new license shall be a misdemeanor.
 - (2) No such person shall be permitted or required to purchase additional gross weight which would exceed the gross weight allowed by law -- increasing beyond the legal limits of tires or axles or vehicles.

Overloading Licensed Capacity--Penalties (46.16.145)

- 1. Establishes statutory fines and penalties for operating vehicles in excess of the licensed gross weight.
 - a. First conviction \$25 to \$50 fine.

- b. Second conviction \$50 to \$100 fine, and the court may suspend the registration.
- c. Third conviction \$100 to \$200 fine, and the court shall suspend the registration for not less than 30 days.

Movement of Farm Implements (46.44.130)

Farm implements of less than 45,000 pounds gross weight and a total outside width of less than 20 feet may move over state highways while patrolled, flagged, lighted, signed, and at a time of day in accordance to rules to be adopted by the Department of Transportation under terms of a special permit to be issued by the Department of Transportation for a quarterly or annual period.

**WASHINGTON STATE TRANSPORTATION COMMISSION
DEPARTMENT OF TRANSPORTATION
VEHICLE WEIGHT TABLE**

Section 46.44.041
As Last Amended By SB No. 3120, 1985 Session

No vehicle or combination of vehicles shall operate upon the public highways of this state with a gross load on any single axle in excess of twenty thousand pounds or upon any group of axles in excess of that set forth in the following table, except that two consecutive sets of tandem axles may carry a gross load of thirty-four thousand pounds each, if the overall distance between the first and last axles of such consecutive sets of tandem axles is thirty-six ft. or more.

Maximum load in pounds carried on any group of 2 or more consecutive axles

Distance in feet between the extremes of any group of 2 or more consecutive axles

	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	9 axles
4	34,000							
5	34,000							
6	34,000							
7	34,000							
8	34,000	42,000						
9	39,000	42,500						
10	40,000	43,500						
11		S 44,000						
12		E 45,000	50,000					
13		E 45,500	50,500					
14			51,500					
15		N 47,000	52,000					
16		O 48,000	52,500	52,500				
17		T 48,500	53,500	53,500				
18		E 49,500	54,000	54,000				
19			54,500	54,500				
20		B 51,000	55,500	55,500				
21		E 51,500	56,000	56,000				
22		L 52,500	56,500	56,500				
23		O 53,000	57,500	57,500				
24		W 54,000	58,000	58,000				
25			58,500	58,500				
26			59,500	59,500				
27			60,000	60,000				
28			60,500	61,000	61,000			
29			61,500	62,000	62,000			
30			62,000	63,000	63,000			
31			62,500	64,000	64,500			
32			63,500	65,000	65,000			
33			64,000	66,000	66,000			
34			64,500	67,000	67,000			
35			65,500	68,000	68,000			
36			66,000	69,500	69,500			
37			66,500	70,500	70,500			
38			67,500	72,000	72,000			
39			68,000	72,500	72,500			
40			68,500	73,000	73,000			
41			69,500	73,500	73,500			
42			70,000	74,000	74,000			
43			70,500	75,000	75,000			
44			71,500	75,500	75,500			
45			72,000	76,000	76,000			
46			72,500	76,500	80,000	80,000		
47			73,500	77,000	81,000	81,000		
48			74,000	78,000	82,000	82,000		
49			74,500	78,500	83,000	83,000		
50			75,500	79,000	84,000	84,000		
51			76,000	80,000	84,500	85,000		
52			76,500	80,500	85,000	86,000		
53			77,500	81,000	86,000	87,000		
54			78,000	81,500	86,500	88,000	91,000	91,000
55			78,500	82,500	87,000	89,000	92,000	92,000
56			79,500	83,000	87,500	90,000	93,000	93,000
57			80,000	83,500	88,000	91,000	94,000	94,000
58				84,000	89,000	92,000	95,000	95,000
59				85,000	89,500	93,500	96,000	96,000
60				85,500	90,000	95,000	97,000	97,000
61				86,000	90,500	95,500	98,000	98,000
62				87,000	91,000	96,000	99,000	99,000
63				87,500	92,000	97,000	100,000	100,000
64				88,000	92,500	97,500	101,000	101,000
65				88,500	93,000	98,000	102,000	102,000
66				89,500	93,500	98,500	103,000	103,000
67				90,000	94,000	99,000	104,000	104,000
68				90,500	95,000	99,500	105,000	105,000
69				91,000	95,500	100,000	105,500	105,500
70				92,000	96,000	101,000	105,500	105,500

The Gross Weight of vehicle and load shall not exceed 500 lbs per inch width of tire

The Overall Width of vehicle and load shall not exceed 8 feet 6 inches

The Overall Height of vehicle and load shall not exceed 14 feet

The Overall Length of any single vehicle shall not exceed 40 feet with or without load

Single Trailer Length 48 feet

Double Trailer Length 80 feet

Truck & Trailer Length 75 feet

58 NOTE It is unlawful to operate upon the public highways any single unit vehicle
59 supported upon 3-axles or more with a gross weight including load in excess of
60 40,000 lbs or any combination of vehicles having a gross weight in excess of 80,000
61 lbs without first obtaining an additional tonnage permit as provided for in RCW
62 46.44.095 PROVIDED, That when a combination of vehicles has purchased license
63 tonnage in excess of 72,000 lbs. as provided by RCW 46.16.070, such excess
64 license tonnage may be applied to the power unit subject to limitations of RCW
65 46.44.042 and this table when such vehicle is operated without a trailer

66
67
68
69
70

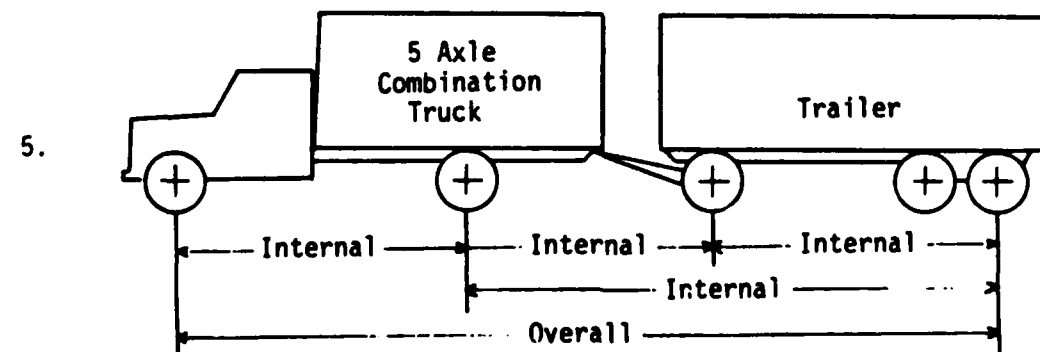
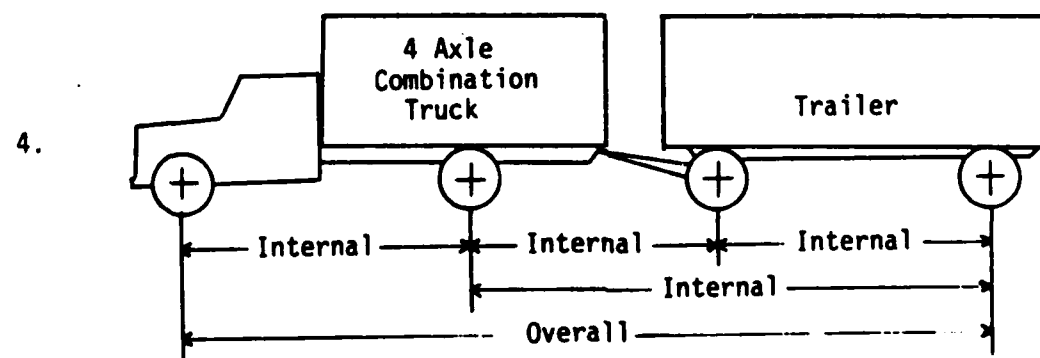
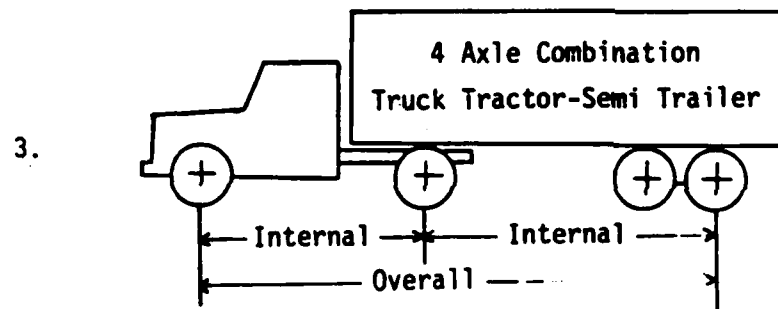
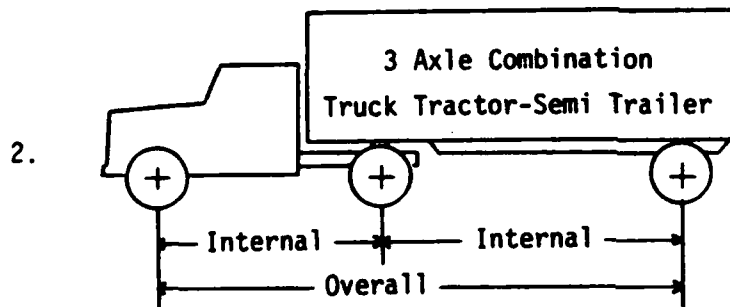
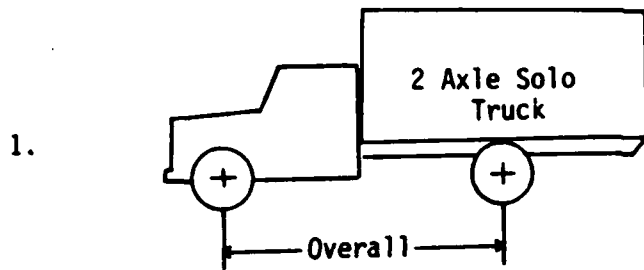
WHEN INCHES ARE INVOLVED Under six inches take lower Six inches or over take higher

The maximum load on any axle in any group of axles shall not exceed 1.2 times the load given in the above table divided by the number of axles in that group and shall not exceed the single axle or tandem axle allowance as set forth elsewhere For considering the number of axles in a group the front axle of a unit supplying motive power need not be included in the axle group

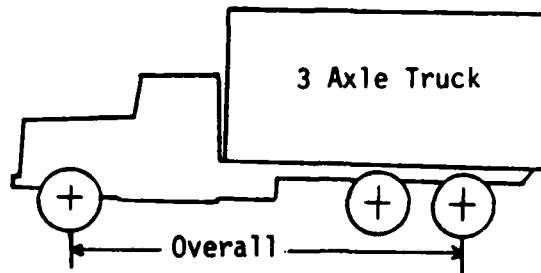
The maximum axle and gross weights specified in this table are subject to the braking requirements set up for the service brakes upon any motor vehicles as provided by law

It is unlawful to operate any vehicle upon the public highways equipped with two axles spaced less than seven feet apart, unless the two axles are so constructed and mounted in such a manner as to provide oscillation between the two axles and that either one of the two axles will not at any one time carry more than the maximum gross weight allowed for one axle specified in this table

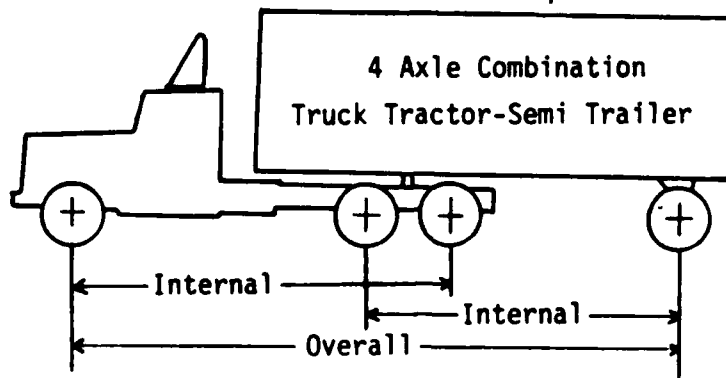
EXAMPLES OF OVERALL AND INTERNAL MEASUREMENTS TO DETERMINE GROSS WEIGHTS



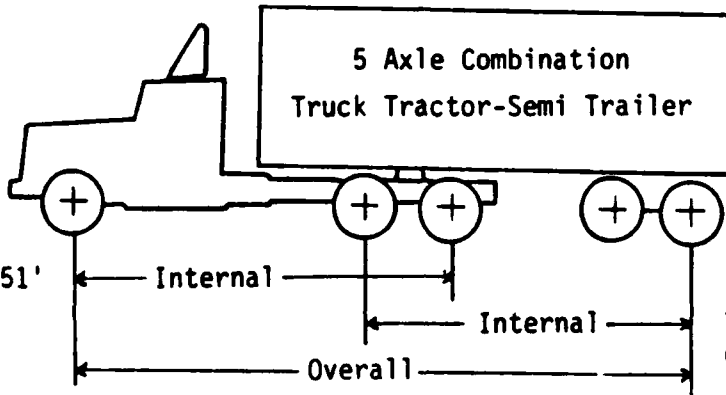
6.



7.



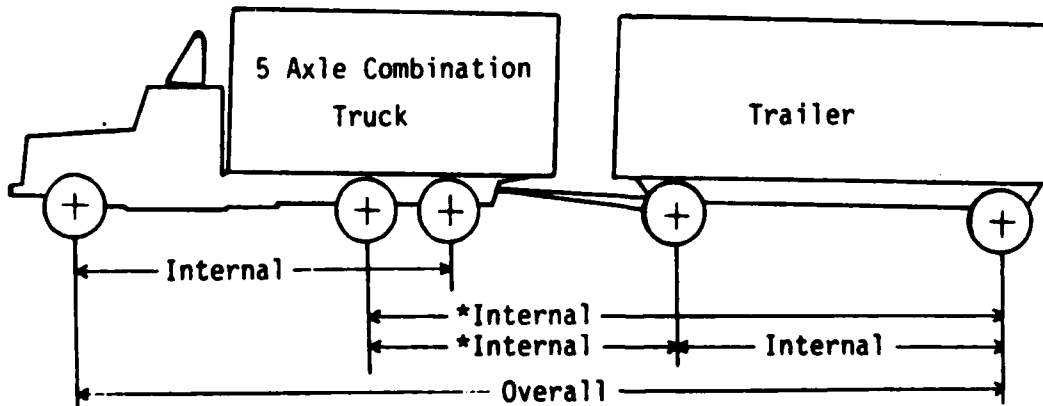
8.



Overall wheelbase of 51' allows 80,000 lbs determined by tire size steering axle

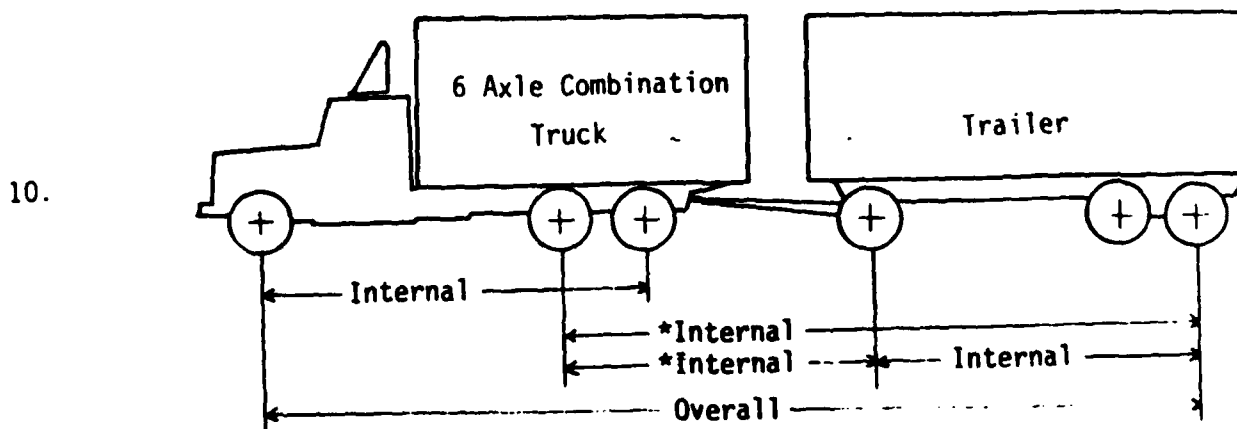
Two consecutive groups of tandem axles (36' allows 68,000 lbs)

9.

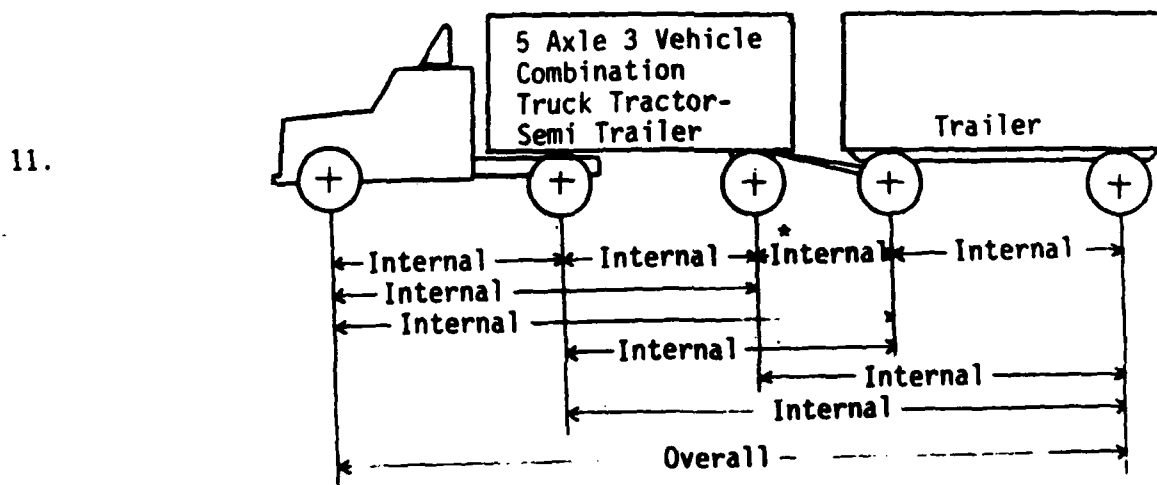


* Indicates the critical measurements

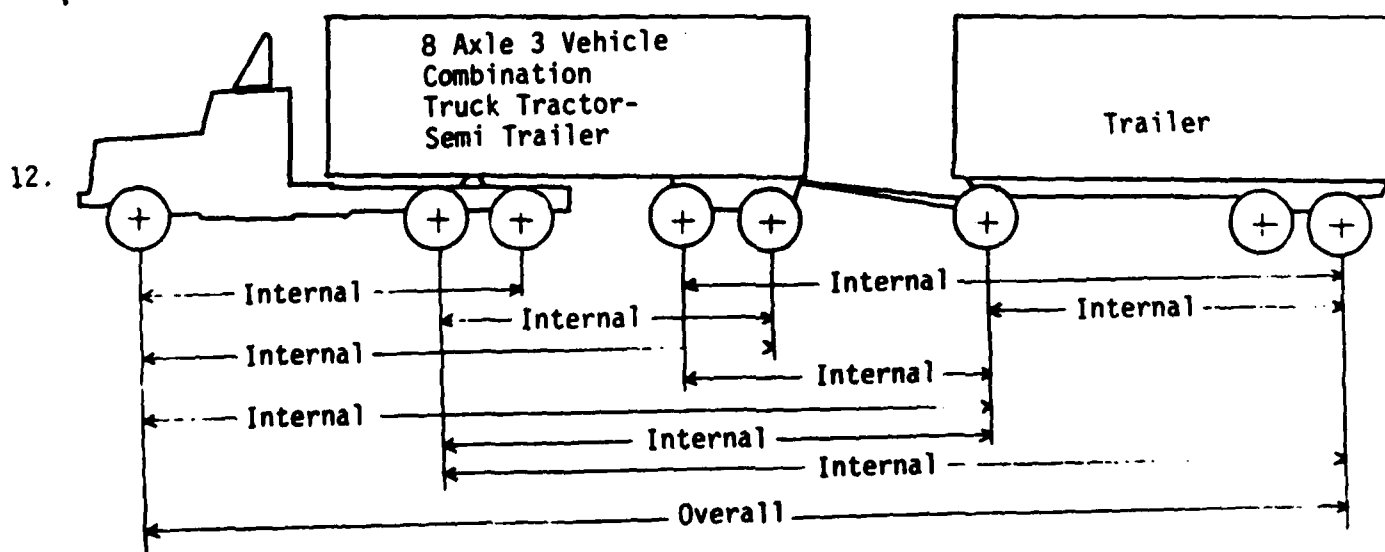
Example: 24' wheelbase from axle 2 to 4 allows by table (3 axle column) 54,000 lbs. 10' wheelbase from axle 4 to 5 allows 40,000 lbs. These two examples for gross weight purposes would be determined by the internal wheelbase from axle 2 to 5. Take the total wheelbase measurement from axle 2 to 5. This would by the critical measurement as 34' from axle 2 to 5 applied to the 4 axle column would allow a gross weight of 64,500 lbs.



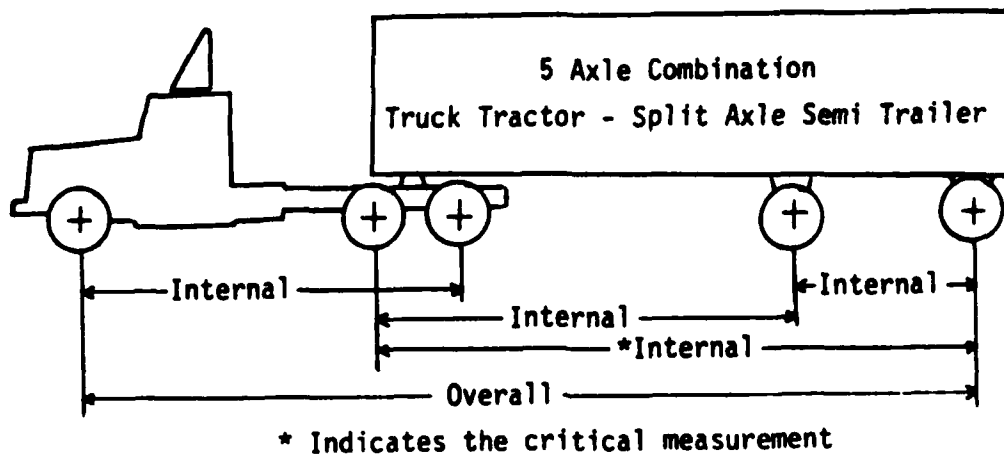
* Indicates the critical measurements



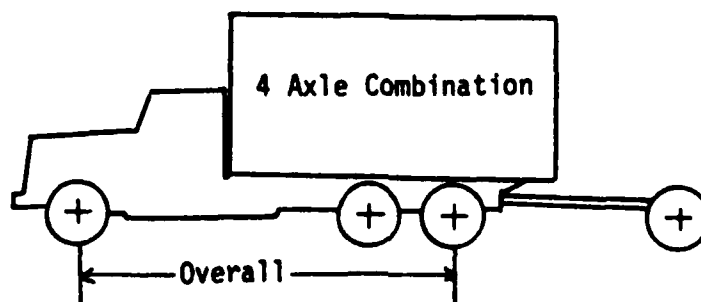
* Indicates the critical measurement



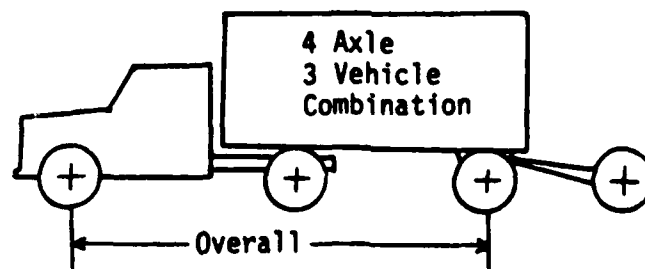
13.



14.



15.



Vehicles towing a dolly axle not designed to support an appreciable part of the load will not be included in the wheelbase measurement for gross combination weight purposes.

WASHINGTON STATE PATROL

Trailer Requirements

MAXIMUM LENGTH ALLOWED -- 48 feet; 56 feet with Special Permit

MAXIMUM OVERALL LENGTH OF TRAILER AND TOWING VEHICLE --

Truck and trailer combination -- 75 feet

Two trailing units -- 60 feet; 68 feet with Special Permit

MAXIMUM WIDTH ALLOWED -- 102 inches

MAXIMUM HEIGHT ALLOWED -- 14 feet

If the length, width, and/or height exceed the maximum limits, applications for permits to move such vehicles should be addressed to:

Department of Transportation
Permit Section
Highway Administration Building
Olympia, Washington 98504
Telephone: (206) 753-6030

MAXIMUM WEIGHT ALLOWED -- 20,000 pounds on one axle
34,000 pounds on tandem axles

TIRE FACTOR -- 600 pounds per inch width of tire.

Axles spaced less than seven feet apart must provide oscillation between the two axles and that either one of the two axles will not at any one time carry more than the maximum gross weight allowed for one axle.

The combined weights for axles spaced three feet six inches and less shall not exceed the weights allowed for a single axle.

TRAILER HITCHES -- LIGHT SERVICE DEVICES - BREAKING STRENGTH FOR COUPLINGS AND BALLS

Trailer Classifi- cation	Trailer Couplings Designation	Minimum Ball Diameter-Inches (where ball-type hitch is used)	Minimum Breaking Point Requirements	Pounds
Class 1 (2,000 lbs. or less *MGTH)	No. 1	1 7/8	Longitudinal tension:	6,000
			Longitudinal compression:	6,000
			Transverse thrust:	2,000
			Vertical tension:	2,500
			Vertical compres- sion:	2,500

*MGTH - Maximum Gross Trailer Weight

TRAILER HITCHES -- LIGHT SERVICE DEVICES - BREAKING STRENGTH FOR COUPLINGS AND BALLS (continued)

Trailer Classification	Trailer Couplings Designation	Minimum Ball Diameter-Inches (where ball-type hitch is used)	Minimum Breaking Point Requirements	Pounds
Class 2 (2,001 through 3,500 lbs. MGTW)	No. 2	2	Longitudinal tension: Longitudinal compression: Transverse thrust: Vertical tension: Vertical compression:	10,500 10,500 3,000 4,500 4,500
Class 3 (3,501 through 5,000 lbs. MGTW)	No. 3	2	Longitudinal tension: Longitudinal compression: Transverse thrust: Vertical tension: Vertical compression:	15,000 15,000 4,000 7,000 7,000
Class 4 (5,001 through 10,000 lbs. MGTW)	No. 4	Ball & bolt shall be of such size and strength as to conform to the minimum breaking strength requirements of the mating coupling required for the specific load of Class 4 trailer	Longitudinal tension: Longitudinal compression: Transverse thrust: Vertical tension: Vertical compression:	MGTW x 3 MGTW x 3 MGTW x 1 MGTW x 1.3 MGTW x 1.4

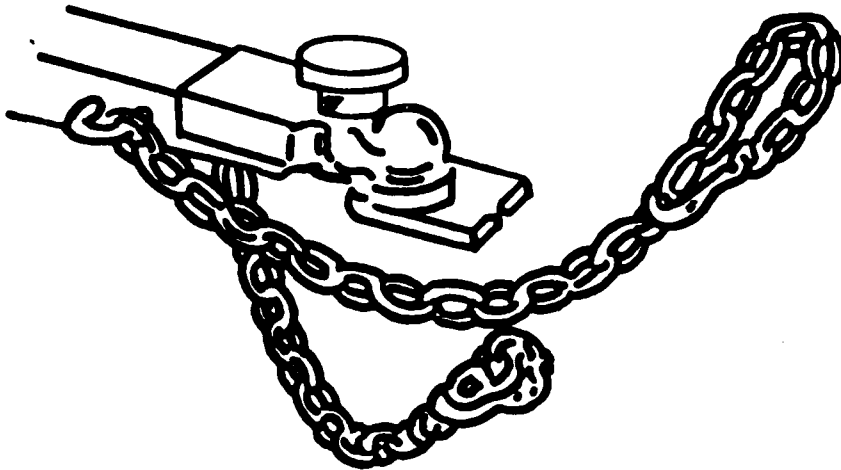
SAFETY CHAINS AND ATTACHING MEANS REQUIRED -- (1) Strength Requirements. Each safety chain and each attaching means shall meet strength requirements as shown in WAC 204-70-99004, Tables 3 and 4, and defined in WAC 204-70-040.

(2) Installation and Connections. The means of attachment of safety chains shall be located equally distant from and on opposite sides of the longitudinal centerline of the towing vehicle and of the trailer. Each means of attachment shall not be common with or utilize fasteners common with a ball or coupling. No welding operation shall be performed on a safety chain subsequent to this manufacture, including the method of attachment to the towed and towing vehicles. Safety chains shall be so connected that the slack for each length of chain between trailer and towing vehicle is the same and is not more than necessary to permit the proper turning of the vehicles. When passing forward to the towing vehicle, safety chains must be crossed in such a manner as to prevent the tongue from dropping to the ground and to maintain connection in the event of failure of the primary connecting system.

**LIGHT SERVICE DEVICES - MINIMUM STRENGTHS
OF SAFETY CHAINS AND ATTACHING MEANS***

Trailer Classification	Minimum Longitudinal Load, Tension, Pounds (see WAC 204-70-99005, Figure 3)	
	Each Safety Chain	Each of Two Chain Attaching Means
Class 1	2,000	2,000
Class 2	3,500	3,500
Class 3	5,000	5,000
Class 4**	MGTW	MGTW

Typical Double Safety Chain Installation:



BRAKES -- Every trailer having a gross weight exceeding 3,000 pounds must be equipped with brakes on all wheels and capable of being applied from the towing vehicle. Any trailer whose gross weight is over 3,000 pounds must be equipped with a device which will automatically apply the brakes in case of a breakaway.

Trailers with a gross weight of 3,000 pounds or less must be equipped with brakes if the weight of the trailer(s) exceeds 40 percent of the weight of the towing vehicle. Trailers manufactured and assembled prior to July 1, 1965, having a gross weight less than 2,000 pounds need not be equipped with brakes.

LIGHTS -- Two red tail lamps, one located near each side on the rear of the trailer. Two stop lamps at the rear which may be in conjunction with the tail lamp units. The license plate shall be illuminated by a white lamp which may be in conjunction with either tail lamp. Two red reflectors, one located near each side on the rear of the trailer. On trailers over 80 inches in width, two red clearance lamps on the rear located at the highest and widest points of the permanent structure, two amber clearance lamps on the front located at the highest and widest points of the permanent structure, and three red identification lamps on the rear located near the top of the permanent structure of the trailer as close as practical to the vertical centerline. On trailers 30 feet or more in overall length, on each side, one amber side marker lamp and one amber reflector, centrally located with respect to the length of the trailer.

SPLASH GUARDS -- (fenders or flaps) a device to effectively reduce wheel spray, extending to the center of the axle and as wide as the tire behind which they are mounted.

TURN SIGNALS -- Electrical turn signals operated from the towing vehicle are required.

SERIAL NUMBER -- Required for registration in state. May be stamped by the manufacturer onto a conspicuous permanent part upon the outside of the trailer, or placed on a manufacturer tag where it may be easily inspected.

LICENSE PLATE -- Required on all trailers regardless of size.

CERTIFICATE OF REGISTRATION -- Issued to trailers registered in Washington.

CERTIFICATE OF TITLE -- Issued to trailers registered in Washington.

PARKING OFF HIGHWAY FOR AN OVERNIGHT STAY -- Not permissible on interstate freeways.

TOWING VEHICLE -- It is permissible to use a commercial type vehicle to tow a trailer coach. The towing vehicle must be able to maintain a speed which will not impede traffic.

TIMES OF OPERATION -- It is permissible to tow a legal size trailer at all times in this state, including Saturdays, Sundays, and holidays. Overlegal size trailers will be restricted to the times and highways indicated on the overlegal permit.

RIDING IN TRAILERS -- Illegal.

FUEL RESTRICTIONS -- Gasoline stoves: None. Butane tanks: None.

STATE REGULATIONS IN REGARD TO SANITARY EQUIPMENT -- None.

MOBILE HOMES PARKED IN TRAILER PARKS OR COURTS AND NOT USED ON HIGHWAYS -- Required to be registered for the current year.

MOTOR HOMES -- Requirements same as trailer coaches.

GENERAL SPEED -- Every person operating any vehicle shall obey all posted speed limits and drive at a speed no greater than is reasonable and proper under conditions existing, weight of vehicle, and type of highway.

NONRESIDENT -- Licensing regulations will be governed by the reciprocity agreement in effect with the non-resident's home state. Visitors temporarily sojourning are allowed six months.

APPENDIX H

Excerpts of the Ostrander Report

The following are extracted from an unpublished report prepared by Mr. Greg Kreshel, Vice President of Engineering for Alloy Trailers, Inc. (Spokane, WA) and are reproduced with his permission.

The report documents the field error which exists when attempting to weigh Class 8 tractor semitrailer combinations axle-by-axle. Operators, working closely with the weigh master at the scale site, weighed each combination several times in a variety of ways. The weight was recorded as the truck was driven onto the scale, axle by axle, and compared to weights of the axle group as a whole. Additionally, weights were recorded as the combinations were driven off the scale platform, again axle by axle, and the readings compared.

As is evident, differences existed between the results. The implications of this study for scale accuracy are obvious.

Report on Scale Weighing
at
Washington State Patrol "Ostrander" Scale on I5 South
on
May 25, 1988

This was done to determine effectiveness of weighing individual axles of multi-axle combinations typically interconnected with standard springs & equalizers.

By weighing individuals, or combinations of axles with other axles off the 10 ft. scale platform the weights wouldn't match, add up to totals, or by using mathematics, it appeared the axles were varying in weight.

When parts of the integrally connected suspensions are pulled off the scale values recorded on the scale appear to be less than those calculated, averaged, or seen with individual portable scales under all wheels, or "entire unit" scale weights.

Therefore, it appears that the use of platform scales:

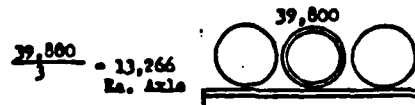
- Level with surrounding approaches;
- Calibrated carefully;
- Diligently read;
- Carefully loaded;

still does not provide accurate enough information to administer weight regulations for multi-axle combinations that are integrally connected.

This data is in full agreement with previous experience and data reported in the attached FLEET OWNER report.



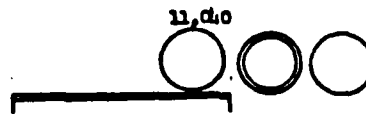
This would imply center axle = 14,900
by subtracting 1st wt. from this one.



This would imply rear axle = 13,600
by subtracting above from this one.

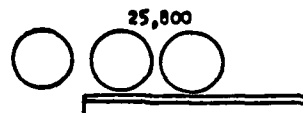
$$\frac{39,800}{3} = 13,266$$

Rear Axle



RESULTS

13,600	14,900	11,300
or	or	or
11,410		
or		
13,266	13,266	13,266



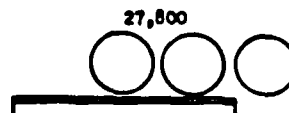
This would imply center axle = 14,600
by subtracting 1st wt. from this one.



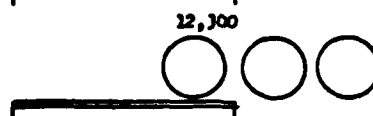
This would imply rear axle = 14,600
by subtracting above wt. from this one.

$$\frac{40,400}{3} = 13,467$$

Rear Axle



This wt. implies fwd. axle = 12,600
by subtraction from above.
This wt. implies str. axle = 15,500
by subtraction from below.

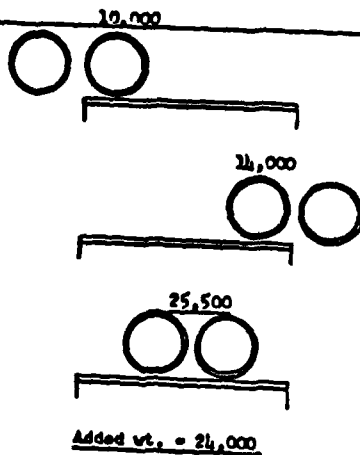


RESULTS

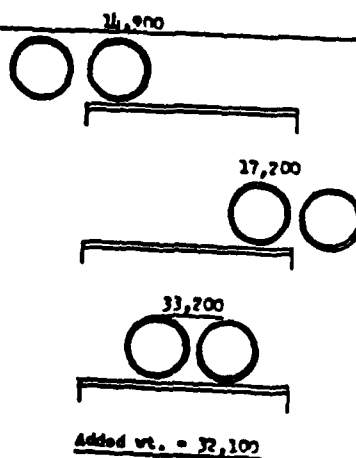
14,600	14,600	11,200
or	or	or
12,300	15,500	12,600
or	or	or
13,467	13,467	13,467

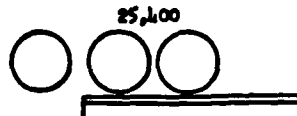
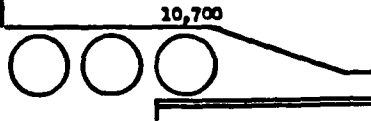
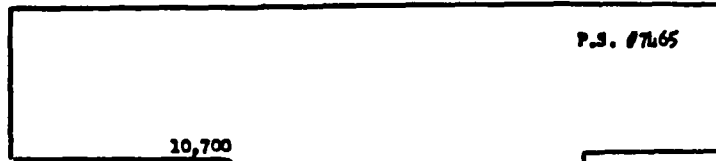
F.N.

This unit had approx. 1" slope downward
from front of bogie to rear. Rear lower.



T.N.

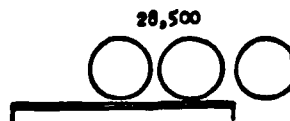




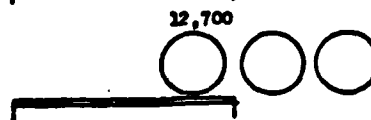
This implies center axle = 14,700
by subtracting above wt. from this one.



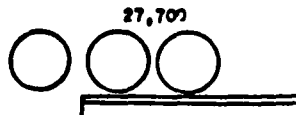
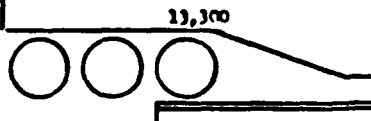
This implies rear axle = 14,900
by subtracting above from this one.



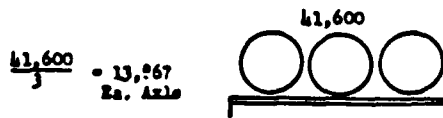
This implies fwd. axle = 11,800
by subtraction from above.
This implies ctr. axle = 15,800
by subtraction from below.



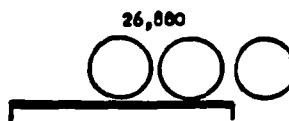
RESULTS		
14,900	14,700	10,700
12,700	15,800	11,800
13,433	13,433	13,433



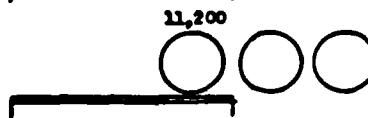
This implies center axle = 14,400
by subtracting above wt. from this.



This implies rear axle = 13,900
by subtracting above from this one.



This implies fwd. axle = 14,800
by subtraction from above.
This implies ctr. axle = 15,600
by subtraction from below.



RESULTS		
13,900	14,400	13,300
11,200	15,600	14,800
13,867	13,867	13,867