

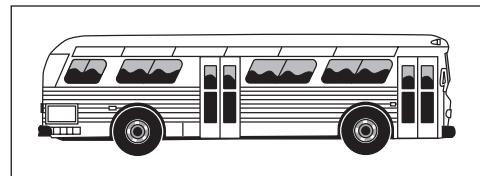
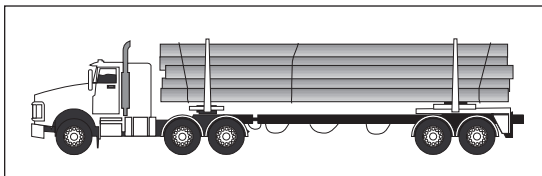
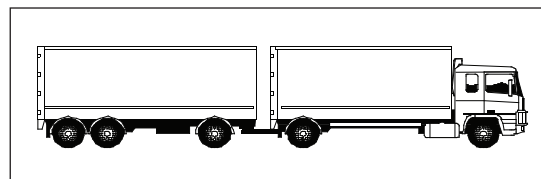
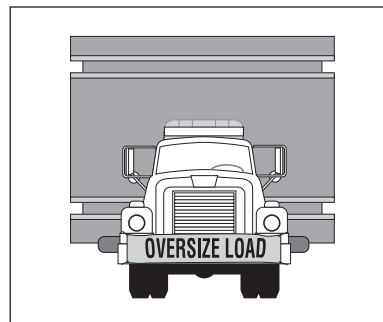


**Washington State
Department of Transportation**

Permit Desk Guide

M 3037.20

January 2020



Traffic Operations Division
Commercial Vehicle Services

Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Notice to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7090.

Contents

Chapter 1	Legal Vehicle Size and Weight	1-1
1-1	Oversize/Overweight Permit for Self-Issue	1-1
1-2	Permit Violations Resulting in Permit Confiscations, for Self-issuers . . .	1-1
1-3	Length (RCW 46.44.030).	1-2
1-4	Weight (RCW 46.44.041, RCW 46.44.042).	1-3
1-5	Variable Lift Axles (WAC 468-38-280)	1-6
1-6	Width (RCW 46.44.010)	1-6
1-7	Height (RCW 46.44.020).	1-6
1-8	Rear Overhangs (RCW 46.44.034)	1-7
1-9	Front Overhangs (RCW 46.44.034).	1-7
1-10	Divisible Loads (WAC 468-38-071).	1-7
1-11	Measurement Exclusive Devices (WAC 468-38-073)	1-8
1-12	Other Legal Vehicles and Combinations	1-8
1-13	Permanent Extension of Public Transit Vehicle Exemption from Axle Weight Restrictions - Moving Ahead for Progress in the 21st Century (MAP21 Section 1522)	1-9
 Chapter 2	 General – Overlegal Permitting	 2-1
2-1	Authority (RCW 46.44.090)	2-1
2-2	Process (WAC 468-38-050) (RCW 46.44.096)	2-1
2-3	Back-Haul	2-2
2-4	Front-Haul	2-3
2-5	Brakes (WAC 468-38-155(1)).	2-4
2-6	Exempt Vehicles (RCW 46.44.0941)	2-4
2-7	Government Vehicles (RCW 46.44.0941) (WAC 468.38.071(4))	2-4
2-8	Multiple Pieces and Envelope Vehicle/Load (WAC 468-38-070(4))	2-5
2-9	Rearview Mirror for Overwidth Loads (WAC 468-38-155(5))	2-5
2-10	Self Tarping Systems	2-5
2-11	Signs for the Hauling Vehicle(s) (WAC 468-38-155).	2-6

Chapter 3	Weight – Overlegal Permitting	3-1
3-1	Weight (RCW 46.44.091)	3-1
3-2	Axle Spacing Reports	3-1
3-3	Calculating Gross Weight Allowances for Permitted Loads.	3-2
3-4	Over Axle Determinations (Overweight)	3-4
3-5	Fixed Loads (RCW 46.16.080)	3-5
3-6	Specialized Equipment (WAC 468-38-270)	3-6
 Chapter 4	 Height, Length, and Width – Overlegal Permitting.	 4-1
4-1	Height (RCW 46.44.090)	4-1
4-2	Length (RCW 46.44.090)	4-2
4-3	Length Configurations (WAC 468-38-070)	4-2
4-4	Width (RCW 46.44.092)	4-4
 Chapter 5	 Superload Processing.	 5-1
5-1	Superload – General (RCW 46.44.091(6), RCW 46.44.092, WAC 468-38-405)	5-1
5-2	Documents Needed for Individual Superload File	5-2
5-3	Active Files (Before Movement)	5-3
5-4	Issuing the Permit.	5-3
5-5	When to Notify Area Offices	5-4
5-6	When to Notify Signals	5-4
5-7	When to Notify Washington State Patrol (WSP)	5-4
5-8	When to Notify Pavement	5-5
5-9	Approval Log Sheets	5-5
5-10	TMC List.	5-5
 Chapter 6	 Unique Overlegal Permits.	 6-1
6-1	Building Moves	6-1
6-2	US 97/SR 9 Canadian Weights.	6-2
6-3	Collection Trucks (RCW 46.44.0941)	6-2
6-4	Farm Implements (WAC 468-38-290, RCW 46.44.130, and RCW 46.44.140)	6-2
6-5	Fire Trucks (RCW 46.44.091)	6-7
6-6	Log Tolerance Permits (RCW 46.44.047 and WAC 468-38-040)	6-8
6-7	Manufactured Housing (WAC 468-38-120)	6-9
6-8	Sealed Container.	6-12
6-9	Tow Trucks – Oversize/Overweight Permitting (WAC 468-38-265)	6-12

Chapter 7	Permit Restrictions	7-1
7-1	Bridge	7-1
7-2	Chains – Tire	7-2
7-3	Convoy	7-2
7-4	Commuter Traffic Restrictions (WAC 468-38-175(2))	7-2
7-5	Emergency – Load – Heavy Vehicles	7-5
7-6	Fixing America's Surface Transportation (F.A.S.T.) Act	7-5
7-7	Emergency – Road – Weather and Other Conditions	7-5
7-8	Holiday Travel	7-5
7-9	Oversized Trailing Units – Restricted Use (WAC 468-38-070)	7-6
7-10	Night Movements (WAC 468-38-175(3))	7-6
7-11	Restrictions Waived – Qualifying Vehicles (WAC 468-38-075)	7-7
7-12	Reversible Lane – Flammable Liquid Cargoes	7-7
7-13	Speed of Travel	7-7
7-14	Winter Conditions (WAC 468-38-095)	7-8
Chapter 8	Pilot/Escort Vehicle, Operator, and Safety Equipment Use	8-1
8-1	Types of Escort Vehicles (WAC 468-38-100(8))	8-1
8-2	Escort Vehicle Operators (WAC 468-38-100(4))	8-1
8-3	When an Escort Vehicle(s) is Required (WAC 468-38-100(1))	8-1
8-4	Escort Vehicle Equipment (WAC 468-38-100(10))	8-2
Chapter 9	Marine Highways (Ferries)	9-1
9-1	Crossing Puget Sound via Washington State Ferries (WSF)	9-1
9-2	General Information	9-1
9-3	Hazardous Materials	9-2
9-4	Contacting Washington State Ferries	9-2
Chapter 10	Oversize and Overweight Permits During Emergencies	10-1
10-1	Permitting During an Emergency Event	10-1
10-2	Issuing Permits During Power or Other Technical Failure	10-2
10-3	Statewide Emergencies When the Headquarters EOC is Activated	10-3
Chapter 11	Other Permits	11-1
11-1	Temporary Additional Tonnage	11-1
11-2	Vehicle License Trip Permits	11-1
11-3	Special Fuel Trip Permits	11-2

Chapter 12	Accounting	12-1
	12-1 General Knowledge	12-1
	12-2 Requirements for WSDOT Offices	12-3
	12-3 Issuing Receipts for Permits	12-6
	12-4 Requirements for Permit Sales Agents	12-10
Appendix A	Permit Fees	A-1
	Fee Summary	A-1
	Overweight Graduated Fee Schedule.	A-3
Appendix B	Federal Weight Table	B-1
Appendix C	Tire Load Capacity Charts	C-1
	Steering Axle(s) (RCW 46.44.042).	C-1
	Non-steering Axles (RCW 46.44.042)	C-1
	Exceptions to the 500 Pound Limit.	C-2
	The Axle and Axle Spacing Factor	C-2
Appendix D	Forms	D-1
Appendix E	Offices and Agencies Issuing Permits	E-1
	Agents	E-1
	Department of Transportation.	E-2
Appendix F	County and City Contacts	F-1
	Counties	F-1
	Cities	F-2
Appendix G	Collection Truck Restricted List	G-1
Appendix H	Farm Implement Route Restrictions	H-1
	Routes Closed to Farm Implements Exceeding 16 Feet Wide	H-1
	Routes Closed to Farm Implements Exceeding 14 Feet Wide	H-3
Appendix I	Glossary of Terms	I-1

Introduction

The Guide

The focus of Commercial Vehicle Services (CVS) and the permit process is to serve the motor carrier industry, safeguard the motoring public, and protect the highway infrastructure by administering the state's size and weight laws and regulations.

This *Permit Desk Guide* is designed to be a resource guide for the sale of oversize/overweight permits. The following pages incorporate Washington State Law, Administrative Code, department policy, and procedure¹. These ingredients are dynamic and constantly changing to meet the demands and restrictions of our state highway infrastructure. As a result, this desk guide will be updated as needed to keep you current with the changing elements of the permitting process.

As a permit provider, you are the most important component in the permitting process. Your ability to assimilate and correctly interpret information provided by an applicant and communicate the necessary information back to the applicant is the thread that holds the permitting process together. The intent of this guide is to be a resource to you as you perform this service. If this desk guide fails in any area to provide you with the resources you need, please contact the Commercial Vehicle Services Office with your concern. Whether it is a recommended modification to existing text or addressing a topic not currently covered, your input is vital to the success of this desk guide.

RCWs and WACs: The Legal Structure

Basic criteria governing the eligibility and fees for operators seeking permits for oversize or overweight loads is established by the state legislature and listed in [Chapter 46.44](#) Revised Code of Washington (RCW) Size, Weight, and Load.

The weights allowed on vehicles or combinations transporting general freight are determined from the Federal Bridge Formula B (23 USC 127). The specific limits, depending on the length of the combination and the number of axles supporting the weight, are explicitly set forth in [RCW 46.44.041](#), and provided for you in [Appendix B](#). Weights allowed on permitted non-divisible loads are specified in [RCW 46.44.091](#), and discussed in this guide in [Chapter 2](#).

The legislature has also determined other matters such as the relationships between state and local jurisdictions, movement of manufactured housing, and farm implements.

The legislature has designated the Washington State Department of Transportation (WSDOT) as the policy body responsible to produce rules implementing the basic criteria.

¹ The Guide is not a substitute for the actual law or administrative rule. Where applicable, the law or rule has been referenced.

Issues such as the use of lights, signs, hours of movement, and many other details relating to the safe and efficient movement of freight and machinery are addressed in the Washington Administration Code (WAC). [Chapter 468-38](#) of the WAC lists all the rules affecting size and weight for motor carriers that have been formally resolved through the rule-making process.

Criteria Conflicts and Omissions

WSDOT, through the Administrator of CVS, further manages the day-to-day operation of the permit process. The Administrator resolves conflicts in interpretation of criteria and issues resolutions on how best to handle emerging problems in a consistent manner.

The CVS Office also maintains a close and active relationship with the Washington State Patrol Commercial Vehicle Enforcement Bureau (WSP-CVEB). The expertise of the WSP-CVEB Commercial Vehicle Enforcement Officers is often consulted in developing solutions that are not specifically addressed in law or rule, and often times become the catalyst for a rule change or new rule. Likewise, CVS maintains an active relationship with the motor carrier industry, using their expertise and unique perspective to help shape solutions that assist the industry, provide for the safety of the motoring public, and protect the highway infrastructure.

As previously stated, the permitting process is a dynamic one, constantly changing in criteria and procedure. The intent of this guide is to assist you, the issuer, in keeping current with the changes.

To contact Commercial Vehicle Services:

Mail

Commercial Vehicle Services
PO Box 47367
Olympia, WA 98504-7367

Phone

360-704-6340

Delivery

Commercial Vehicle Services
7345 Linderson Way SW
Tumwater, WA 98501

Fax

360-704-6391

Permit Data Base Security

CVS uses a program with a shared database called eSNOOPI. The CVS Permit System Manager is considered the Data Custodian and is responsible for maintaining and reviewing the access authorizations for the data registered on a regular basis of not less than once a year.

Logins and Passwords

1. The manager/supervisor of the new user will request “new user access” from the CVS Permit System Manager (Data Custodian) in writing. Email is acceptable.
2. The Data Custodian enters and activates the new user name into the eSNOOPI system and assigns the level of access.
3. The Data Custodian assigns a generic “eSNOOPI” password to the new user for initial entry to the program. The new user is prompted immediately to change to a personal password.
4. Passwords will be updated every six months. The program may notify the user when to change the password or office managers will ensure passwords are changed by January 1st and July 1st each year.
5. When a user is no longer needed or leaves the agency, their supervisor will notify the Data Custodian in writing to deactivate the user in the system. Email is acceptable.
6. The user within WSDOT has the ability to change their location in the program to issue permits from another location. Users outside WSDOT (Agents and Self-Issuers) do not have the ability to change office locations within the program.
7. Each office manager will review access authorizations, for his or her office, during the first week of January of each year and notify the Data Custodian of current users.
8. The Data Custodian will review access authorizations during the second week of January of each year. If a user has not accessed the system in the previous 13 months, the user will be deactivated from the system.

1-1 Oversize/Overweight Permit for Self-Issue

Access to issue this permit type requires an initial permit training followed by a short quiz (approximately 20 questions). A refresher training is mandatory every two years for the permit program user to continue access to this permit type. The permit program will prompt the user when the training is approaching and will allow a minimal grace period before access is denied, until the quiz is taken. The permit program will prompt the user when the training due date is approaching.

- This permit type can be issued for weights up to 200,000 lbs and will require an Axle Spacing Report Number

The tractor/trailer combination will be considered a tractor and trailing unit(s) which can include jeeps and boosters to distribute the weight. This permit is not valid for double trailers.

Double trailers are not eligible for overweight permits.

Road and bridge restrictions are displayed on the permit. The carrier must abide by the restrictions on the permit with no exceptions. Overheight, clearances are the responsibility of the carrier not WSDOT.

Self-issuing companies will have the ability to access reports of permits issued to their company vehicles from any permit issuer. It will be the responsibility of the carrier to check road restrictions on the Commercial Vehicle Services website prior to moving (www.wsdot.wa.gov/commercialvehicle). It is also the responsibility of the carrier to know and follow the rules and regulations related to oversize/overweight loads. These rules and regulations can also be found on the Commercial Vehicle Services website at www.wsdot.wa.gov/commercialvehicle.

1-2 Permit Violations Resulting in Permit Confiscations, for Self-issuers

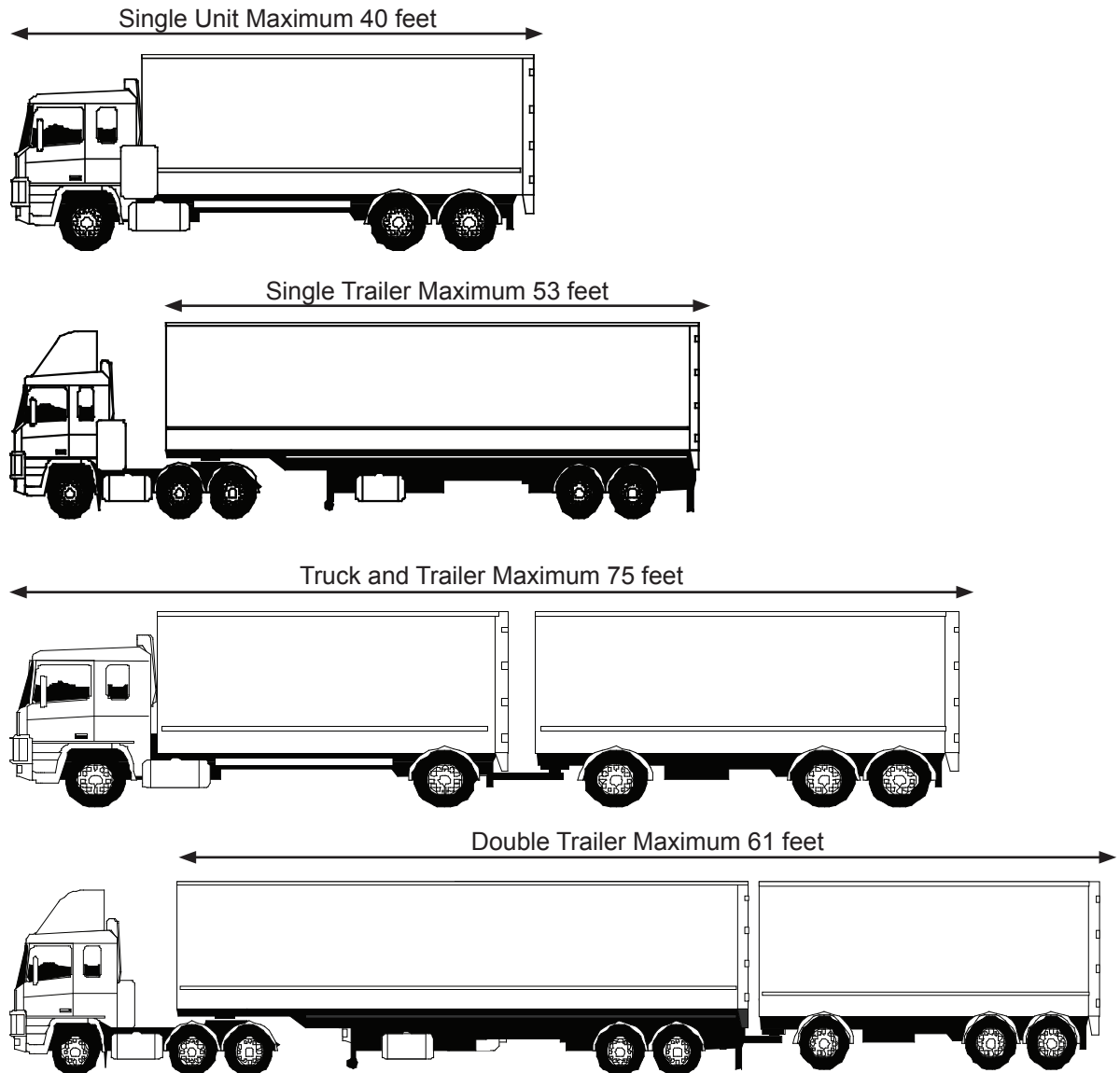
Permit violations resulting in permit confiscations within a twelve-month period, beginning at the time and date of the first confiscation.

- First confiscation will suspend self-issue authorization for the company for twenty-four hours from the date of the first confiscation.
- Second confiscation will suspend self-issue authorization for the company for fifteen days from the date of the second confiscation.
- Third confiscation will suspend self-issue authorization for the company for thirty days from the date of the third confiscation.
- Fourth confiscation will suspend self-issue authorization for the company for one year from the date of the fourth confiscation.

For a list of WSDOT offices or agents that can issue permits during an online permit program suspension, visit www.wsdot.wa.gov/commercialvehicle.

Legal vehicles or loads must meet the following requirements for weight, width, height, and length.

1-3 Length (RCW 46.44.030)



1-4 Weight (RCW 46.44.041, RCW 46.44.042)

- Single Axle: May carry up to 20,000 pounds.
- Tandem Axle (i.e., two axles no more than 8 feet apart): May carry up to 34,000 pounds.
- Tires: Not to exceed 600 pounds per inch width of tire (steering axle).
- Tires: Not to exceed 500 pounds per inch of width of tire (single tires other than steering axle).
- Gross vehicle weight must comply with [RCW 46.44.041](#) (the Federal Bridge Formula) with all measurements between axle groups taken from the center of each axle at the extreme of each group.

1-4.1 Maximum Legal Weight Allowances – Tire Factors (RCW 46.44.042)

The maximum weight allowed for the steering axle(s) of the power unit is determined by the tire width, as shown by the manufacturer's nomenclature on the side of the tire. The weight is calculated by multiplying 600 pounds per inch width of tire.¹

Tire size allowance shall be computed to the second decimal point. A conversion/weight chart for popular size tires is provided in [Appendix C](#).

The formula to convert metric size tires to inches is:

$$A \div 25.4 = B \text{ (where A = metric tire size (e.g., 285/75R22.5) and} \\ B = \text{inch width of tire). Sample: } 285 (A) \div 25.4 = 11.22 (B) \text{ of tire width.}$$

Axles other than the steering axle carrying more than 10,000 pounds gross weight must have four or more tires. Instead of the four or more tires per axle requirements, an axle may be equipped with two tires limited to 500 pounds per inch width of tire. This does not apply to vehicles operating with oversize or overweight permits (discussed in [Chapters 2 through 7](#)) issued under [RCW 46.44.090](#), while carrying a non-divisible load.

There are **exceptions** provided in law. The following equipment may operate at 600 pounds per inch width of tire:

- A tiller axle on fire fighting apparatus;
- A rear booster trailing axle equipped with two tires on a ready-mix concrete truck; and,
- A straddle trailer manufactured before January 1, 1996, equipped with single-tire axles used exclusively for the transport of fruit bins between field, storage, and processing. A straddle trailer manufactured after January 1, 1996, meeting the use criteria may carry 515 pounds per inch width of tire on 16½-inch-wide tires.

A conversion/weight chart for popular size tires is provided in [Appendix C](#).

¹ These limits also apply to single axles with two tires operating under a Special Motor Vehicle Permit.

1-4.2 Legal Axle and Tire Weight (RCW 46.44.042)

Axle loadings and spacings must conform to the legal limits set down in the Vehicle Weight Table, [Appendix B](#).

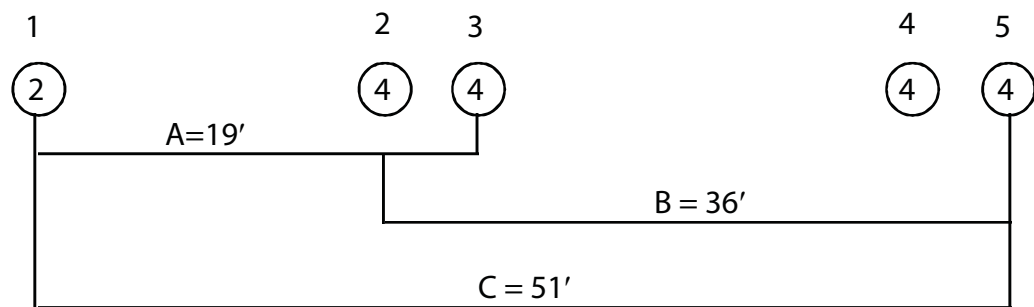
Computing Legal Capacity of Vehicles

When computing how much weight a vehicle can legally haul, there are several things to look at:

1. Tire size.
2. Internal wheelbase.
3. Overall wheelbase.
4. Maximum Axle Allowance: 20,000 pounds single, 34,000 pounds tandem.
5. All measurements are taken from the center of each axle to the center of the next axle.

To compute a five-axle combination, one needs to have the following measurements. Remember: A tandem axle can only carry 34,000 pounds.

Vehicle(s) Configurations



- A** Is measured from Axle 1 to Axle 3. Look at vehicle weight table for weight on three-axle group at 19 feet; 50,000 pounds.
- B** Is measured from Axle 2 to Axle 5. Look at vehicle weight table for weight on four-axle group at 36 feet; 68,000 pounds. (See preamble at top of weight table: two consecutive sets of tandem axles spread out to 36 feet may each carry 34,000 pounds.)
- C** Is overall measurement from Axle 1 to Axle 5; 51 feet may carry 80,000 pounds on five axles.

Discussion

The wheelbase (distance among axles) must meet the requirements of the weight table in all respects, which means that every axle group within the series may carry no more weight than the weight table allows.

For instance, if the weight table allows 80,000 pounds for the overall wheelbase, but the individual groups within the series allow 82,000 pounds, then 80,000 pounds is the maximum allowed for the overall wheelbase.

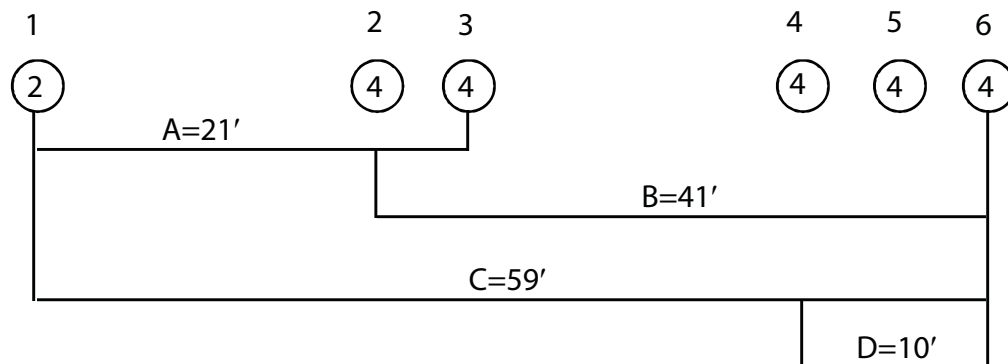
The “A” measurement in the proceeding example includes the steering axle and the driver axles. Axle one is the weight capacity of various sizes of tires on the steering axle. The weight capacity of the driver tandems is 34,000 pounds if each axle has four tires.

Assuming that the tires on the steering axle are 11 inch tires (often referred to as “eleven hundred” tires), the capacity is 600 pounds $\times$ 11 on each tire or 6,600 pounds. For two tires on the steering axle, the capacity is 13,200 pounds.

Now we know that:

1. The steering axle cannot exceed 13,200 pounds.
2. The driver tandem cannot exceed 34,000 pounds.
3. The rear tridem cannot exceed 43,500 pounds.
4. The axle series 2-5 may not exceed 68,000 pounds.
5. The combination cannot exceed 80,000 pounds due to overall wheelbase limitation on the vehicle weight table.

Apply the same method as in the previous example.



- A The weight capacity for three axles at 21 feet is 51,500 pounds.
- B The weight capacity for five axles at 41 feet is 73,500 pounds.
- C The overall weight capacity for six axles at 59 feet is 89,500 pounds.
- D The weight capacity for three axles at 10 feet is 43,500 pounds.
- E The front tires are 12:00 (12 inch).
- F The axle capacity is 14,400 pounds.

Additionally:

1. The steering axles cannot exceed 14,400 pounds.
2. The drive tandem cannot exceed 34,000 pounds.
3. The rear tridem cannot exceed 43,500 pounds.
4. Add the above combinations together for total maximum weight (91,900 pounds).
5. The axles series 2-6 cannot exceed 73,500 pounds.
6. Add the combination of axles 2-6 (73,500) and the steering axle (14,400) for a total of 87,900 pounds.
7. The overall wheelbase, per the vehicle weight table, is 89,500 pounds.
8. Therefore, the lesser of all the combinations is 87,900 pounds (#5 and #6).

Note: In all cases, always use the lesser of the various combination results.

1-5 Variable Lift Axles (WAC 468-38-280)

Terms used to describe a lift axle can be “drop axle,” “variable lift axle,” “air lift axle,” “tag axle,” “booster axle,” or “retractable axle.” Lift axles may be used to determine the legal carrying capacity of a tractor, truck, or trailer. In order for a lift axle to qualify to carry legal weight allowed under [RCW 46.44.041](#), it must have the following:

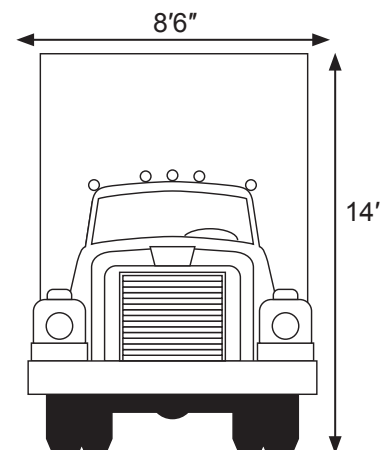
- Manufacturers rating of at least 8,000 pounds and must not exceed the designed load capacity (e.g., GVWR) of that axle.
- The weight carried on each tire must not exceed 500 pounds per inch width of tire or the manufacturer’s rating, whichever is less.
- Self-steering design and function, except the lift does not have to be self-steering when:
 - The lift axle is equipped with four tires, used next to a similarly equipped drive axle to provide load distribution like a tandem drive axle, and the distance between the drive axle and the lift axle is not more than 60 inches.
 - The distance between a fixed axle on a trailing unit and the adjacent lift axle on that unit is no more than 60 inches.
 - The lift axle equipped vehicle(s) is operating under an SMV Permit for nondivisible load.
- Any controls used to adjust axle loadings by regulating pressure must be out of the reach of the driver’s compartment. The simple “up/down” switch may be in the cab.
- Vehicles transporting loads within the legal axle limits (i.e., 34,000 tandem; 20,000 single axle, etc.) are not required to have the lift axle in the down position. Vehicles transporting loads in excess of these legal limits under a special motor vehicle permit must have lift axles in the down position, spreading the vehicle weight over more contact points which reduces the impact of the vehicle weight on the infrastructure. This requirement is based on [WAC 468-38-050](#).

1-6 Width (RCW 46.44.010)

Not to exceed 8 feet 6 inches.

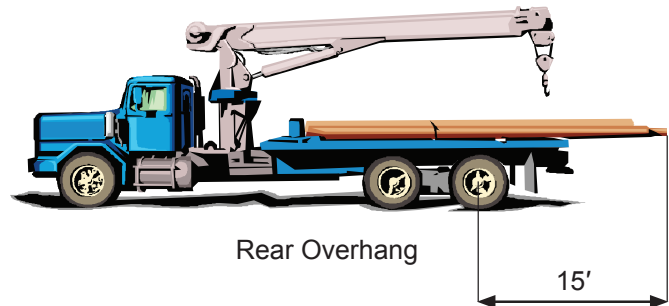
1-7 Height (RCW 46.44.020)

Not to exceed 14 feet.



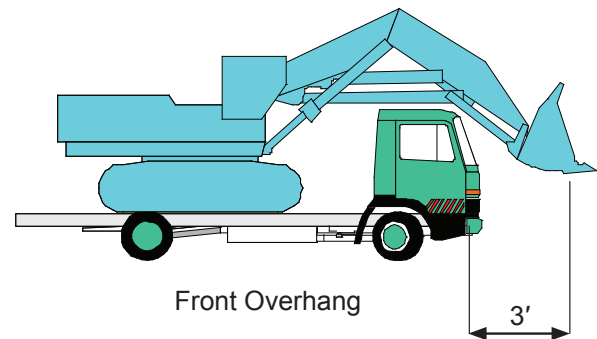
1-8 Rear Overhangs (RCW 46.44.034)

A vehicle may operate on the state highway system with a rear overhang (ROH) of 15 feet measured from the center of the last axle. These overhangs must be included in the legal length limit of the vehicle or trailer(s).



1-9 Front Overhangs (RCW 46.44.034)

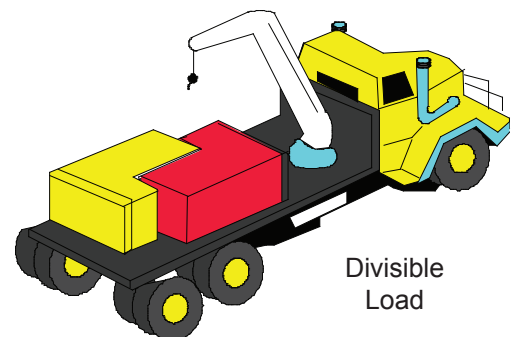
A vehicle may operate on public highways with a front overhang (FOH) of 3 feet beyond the front tires or the original front bumper line, if the vehicle is/was equipped by the manufacturer with a bumper². This overhang must be included in the legal length limit of the vehicle.



1-10 Divisible Loads (WAC 468-38-071)

The basic decision that permit writers have to make is whether or not a load is divisible. For the most part, we have to accept the applicant's word that an item is not divisible without ever seeing it.

If there is some question about whether or not a specific item should be permitted and transported as a unit, it may be of some help to ask a Commercial Vehicle Enforcement Officer to inspect the item.



² RCW 46.37.517 states, "The bumpers shall be so attached and maintained so as to not protrude beyond the original bumper line."

1-11 Measurement Exclusive Devices (WAC 468-38-073)

The following devices have been identified as measurement exclusive when determining length from the rear of a single unit vehicle, semi-trailer or trailer:

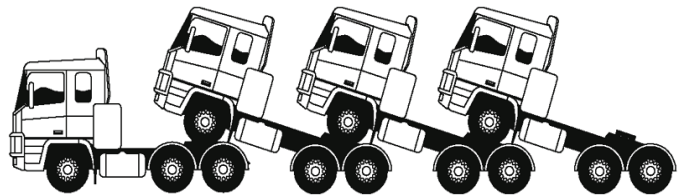
1. Aerodynamic devices that extend up to a maximum of five feet beyond the rear of the vehicle, provided such devices have neither the strength, rigidity nor mass to damage a vehicle, or injure a passenger in a vehicle, that strikes a vehicle so equipped from the rear, and provided also that they do not obscure tail lamps, turn signals, marker lamps, identification lamps, or any other required safety devices, such as hazardous materials placards or conspicuity markings (i.e., reflective tape);
2. Handhold;
3. Hazardous materials placards and holder;
4. Ladder;
5. Loading and unloading device not to exceed two feet;
6. Pintle hook;
7. Removable stake;
8. Splash and spray suppression device;
9. Stake pocket
10. Step.

1-12 Other Legal Vehicles and Combinations

1-12.1 Drive-Away Saddlemount (RCW 46.44.037)

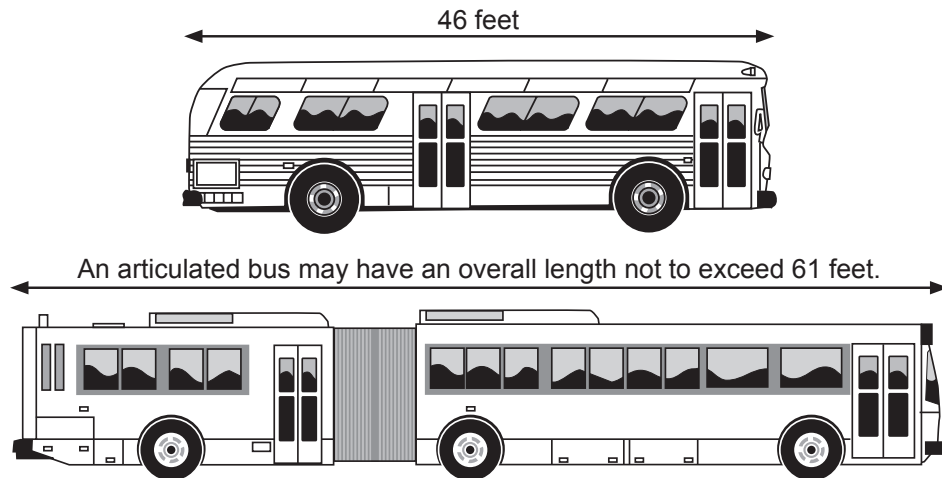
A combination of up to four trucks, or truck-tractors, where three of the vehicles are towed by the fourth in a triple saddlemount position must not exceed 97 feet in length. A fifth

vehicle (not shown) may be carried in a full mount position on the first or last vehicle. These specific combinations are considered “specialized equipment” but must not exceed legal height, width, or weight limits.



1-12.2 Buses (RCW 46.44.030)

An auto stage, private carrier bus, motor home, custom coach, or school bus may have an overall length not to exceed 46 feet.



1-13 Permanent Extension of Public Transit Vehicle Exemption from Axle Weight Restrictions - Moving Ahead for Progress in the 21st Century (MAP21 Section 1522)

A single axle weight exemption for “over-the-road” and public transit buses **operating on the Interstate** has been permanently established, and increased from the previous exemption, to 24,000 lbs. This exemption is also extended to motor homes.

Over-the-road bus means a bus characterized by an elevated passenger deck located over a baggage compartment.

Motor home means a multipurpose passenger vehicle with motive power that is designed to provide temporary residential accommodations, as evidenced by the presence of at least four of the following facilities: Cooking; refrigeration or ice box; self-contained toilet; heating and/or air conditioning; a potable water supply system including a faucet and a sink; and a separate 110-125 volt electrical power supply and/or propane. (www.fhwa.dot.gov/map21/qandas/qaoperations.cfm)

1-13.1 Auto or Boat Carriers (RCW 46.44.034)

A combination of vehicles specifically designed (both power unit and trailing unit) to transport automobiles or boats may operate legally with a front overhang of 3 feet and/or a rear overhang of 4 feet in addition to the allowed combination length (23 CFR 658.13). See diagrams below. This equipment is considered “specialized.” When the power unit is not specifically designed to carry vehicles, the combination is treated as a standard tractor trailer combination (Diagram 3) but may be permitted for a 56-foot trailer, including load.

Diagram 1³ Stinger-Steered Auto Transporter Combination

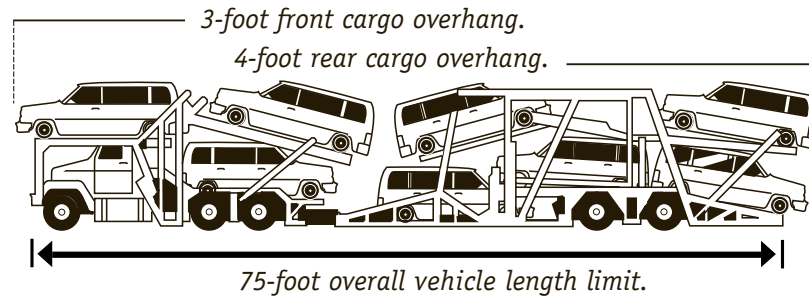


Diagram 2⁴ Conventional Automobile Transporter Combination

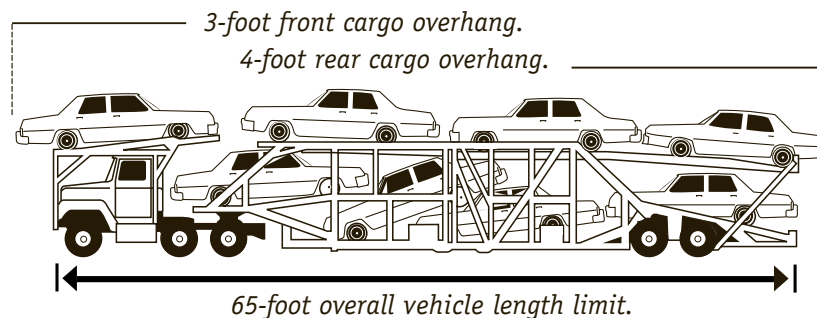
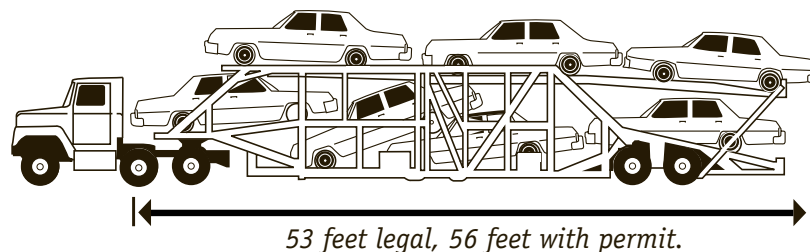


Diagram 3⁵ Tractor Trailer Combination With Automobiles



³ “Stinger-steered” refers to the means of connecting the power unit to the trailing unit.

⁴ The power unit in this configuration is attached to the trailing unit by means of a fifth wheel located over the drive axles. Diagram 3 also has this connection.

⁵ The power unit in this configuration is attached to the trailing unit by means of a fifth wheel located over the drive axles. Diagram 3 also has this connection.

2-1 Authority (RCW 46.44.090)

The legislature has authorized WSDOT to issue permits for vehicles and/or loads exceeding the legal dimensions established in law. The intent of this authority is to provide a means of moving vehicles or loads that are considered nondivisible. Administrative rule ([WAC 468-38-070](#)) clarifies “nondivisible” by limiting size and weight permits to a vehicle(s) or load that cannot be reasonably dismantled or disassembled. Loads must be reduced to their practical minimum¹. **In all instances, the general safety of the public and the preservation of the infrastructure are paramount and will ultimately govern the over-legal move.**

2-2 Process (WAC 468-38-050) (RCW 46.44.096)

For permits that must go through WSDOT, permits must be requested in writing to help assure that the customer receives exactly what they request and protect the state against potential false claims. WSDOT [Form 560-021](#), Oversize/Overweight Vehicle Permit Application, was designed to meet this requirement. The application must be filled out in full and signed by the customer. The permit application must not be modified by the permit issuer. Missing information and/or changes that need to be made must be made by the applicant to help shield the department from unnecessary liability.

Permit issuance is contingent upon two separate analyses. First, the vehicle and/or load must comply with permit criteria for size and weight. Second, the selected route must be capable of handling the size and weight of the move (i.e., stress to structures, physical barriers). The route must be complete and continuous. When the route includes county or city streets, the mileage for those segments must be entered in the routing table in the permit program and displayed on the permit.

Once approved for issuance, the permit must state any over-legal dimensions, including overhangs; list any restrictions and/or special operating conditions; and, list any over-legal weight. The permit must state that WSDOT [Form 560-002](#) is attached.

Depending on the size and/or weight of the vehicle and/or load, the duration of a permit ranges from three days to one year. A three-day permit is for one trip only.

The permittee is liable for any damage to the state infrastructure and is responsible for obtaining any local jurisdiction approvals.

All moves using either county and or city streets must report them on the permit application. [RCW 46.44.096](#) states: when a movement involves a combination of state, county, and/or city streets, the fees shall be paid to the department of transportation.

¹ Certain permits have been authorized for divisible loads (i.e., 56-foot trailers and 68-foot doubles) to comply with grandfather rights given the state by federal rule, 23 CFR 658.

2-3 Back-Haul

Transporting a legal load on a wide trailer after delivering an oversize load is an option under the following conditions:

- The **empty trailer** *must* have a permit to cover the trailer's over-width dimension when being moved unladen:
 - Monthly, Annual or Single trip; the trailer permit is not to have any description of hauling a legal load on it.
 - The driver must be in possession of a single trip oversize/overweight permit to cover the **oversize load** that was delivered. **You cannot use a monthly over-dimensional permit for the oversize load if there is to be a back-haul.**
 - The overdimensional permit *must* state in the notes that there will be a back-haul of a legal load with description (e.g., boats, compressor, etc.).
 - The route of the legal load *must* be the same route, in reverse, as the oversize load but does not have to travel the entire route. It may be on the route but drop off before reaching the point where the oversize load originated.

2-3.1 Illustrative Situation

The driver is going to deliver a 10-foot-wide dozer in Vancouver. The route of the oversize dozer is from Spokane to Vancouver, Washington. The route is I-90, SR 18, SR 167, and I-5. A legal sized compressor will be picked up and hauled on the 9-foot-wide trailer after delivery. At the time the legal sized compressor leaves Vancouver on the 9-foot-wide trailer, the driver must have in possession:

- The single trip OS/OW permit to cover the dozer they are delivering in Vancouver. On that single trip permit, there must be a note: "Legal size compressor loaded as a back-haul." The single trip will show the route of the oversize dozer movement to Vancouver. The wide trailer with legal sized compressor must use the same route.
- A monthly, annual, or a single trip permit for at least 9 feet wide to move the oversize unladen trailer in the state. No statement regarding a back-haul will be noted on the permit covering the trailer.

2-4 Front-Haul

Transporting a legal load on a wide trailer in route to pick up an oversize load is an option under the following conditions:

- The **empty trailer** *must* have a permit to cover the trailer's over-width dimension when being moved unladen:
 - Monthly, Annual or Single trip; the trailer permit is not to have any description of hauling a legal load on it.
 - The driver must be in possession of a single trip oversize/overweight permit to cover the **oversize load** that is to be picked up. **You can not use a monthly over-dimensional permit for the oversize load if there is to be a front-haul.**
 - The overdimensional permit *must* state in the notes that there is a front-haul of a legal load with the load description (e.g., boats, compressor, etc.).
 - The route of the legal load must be the same route, in reverse, as the oversize load but does not have to travel the entire route. It may be on the route but drop off before reaching the point where the oversize load is to be picked up.

2-4.1 Illustrative Situation

A legal sized compressor is being hauled on a 9-foot-wide trailer. The route is from Spokane to Vancouver, Washington. The route is I-90, SR 18, SR 167, and I-5. The driver is going to pick up a 10-foot-wide dozer in Vancouver. At the time the load comes into the state with a legal load on a 9-foot-wide trailer, the driver must have in possession:

- A single trip OS/OW permit to cover the dozer they are picking up in Vancouver. On that single trip permit, there must be a note: "Legal size compressor loaded as a front-haul." The single trip permit will show the route of the oversize load movement from Vancouver. The wide trailer with legal load must use the same route.
- A monthly, annual, or single trip permit for at least 9 feet wide to move the oversize unladen trailer in the state. No statement regarding a front-haul will be noted on the permit covering the trailer.

2-5 Brakes (WAC 468-38-155(1))

Braking equipment must comply with the requirements of [RCW 46.37.360](#) unless specifically stated on the permit.

The general rule is that all wheels on each axle must be equipped with brakes, including the steering axle.

A vehicle in tow of another may be authorized by permit if:

- The towing unit is a three-axle truck or truck-tractor with an unladen weight of at least 15,000 pounds; and,
- The towing unit must be able to control the load at all times with sufficient power and brakes.

The unit being towed by permit without brakes should have been manufactured without brakes. If the brakes are temporarily disengaged, it will not be allowed to move without brakes by permit. The statutes on brakes in [Chapter 46.37 RCW](#) are fairly explicit.

2-6 Exempt Vehicles (RCW 46.44.0941)

The fees levied do not apply to vehicles owned and operated by:

- the State of Washington;
- a county within the state;
- a city, town, or metropolitan municipal corporation within the state; or
- federal government.

2-7 Government Vehicles (RCW 46.44.0941) (WAC 468.38.071(4))

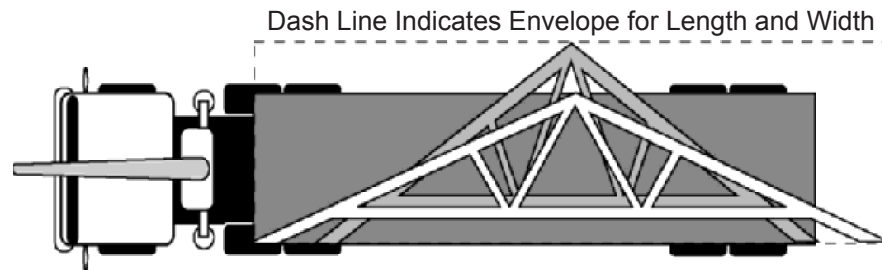
Exempt from Fees – Government vehicles owned by the State of Washington or political subdivisions of the state (e.g., county, city, town, or municipal corporation), or the federal government, are exempt from paying the permit fees. The aforementioned exemption applies only to fees, not to the permitting requirements. Permits must be issued by WSDOT offices only, due to the specific requirements.

Emergency Operation – WSDOT may permit its own vehicles for weight and size to perform operations during emergent conditions (e.g., sanding and plowing snow and ice, hauling large rock for slide for slide control). Permits may be issued on an annual basis to be used as emergent conditions are declared.

Extended Period Permits – An extended period permit may be issued by CVS for a government vehicle or combination that operates in a small geographic area on defined public highways. Application for the extended period must be submitted to CVS.

2-8 Multiple Pieces and Envelope Vehicle/Load (WAC 468-38-070(4))

As mentioned under “Length,” and it is also true for width and/or height, multiple pieces can be carried as part of an over-dimensional load provided the combined weights for vehicle and load remain legal. The load must be configured so that the maximum dimension is no larger than the largest piece carried alone, reduced to its practical minimum. The largest piece(s), each configured to its practical minimum, define the envelope vehicle into which additional pieces can be added, up to maximum legal weight. The largest pieces must be an integral part of the delivery with the burden of proof on the carrier.



2-9 Rearview Mirror for Overwidth Loads (WAC 468-38-155(5))

Rearview mirrors must be mounted in compliance with [RCW 46.37.400](#). Escort vehicles may be used in lieu of the distance requirement. All escort vehicles must be equipped with outside rearview mirrors on each side of the vehicle.

2-10 Self Tarping Systems

The self tarping system encloses the cargo area of a flatbed semitrailer. It is designed to be stowed accordion style at either end of the trailer during loading, and then rolled out and locked into place. The system protects the cargo from adverse weather conditions and road debris, while sparing drivers the difficulty and danger of climbing onto the trailer to tie down conventional tarpaulins.

The design of the self tarping system requires that some equipment be added to each side of the flatbed, extending the width of the vehicle beyond 102 inches.

Washington State will treat equipment like the self tarping system as width-exclusive under the following conditions:

- The “front-end structure” and “rear-end structure” used to provide structural support for the tarping system is not to exceed 108 inches in width, if properly centered.
- The rail system must not exceed 3 inches beyond either side of the vehicle.
- The front-end structure” *may not* double as the bulkhead used to prevent load shifting or penetration or crushing of the drivers compartment as required by 49 CFR 393.106.
- When the vehicle is in operation, no component of the tarping system may extend laterally more than 3 inches beyond the cargo-carrying portion of the vehicle.

Refer to [WAC 468-38-073](#) for other measurement exclusive devices.

2-11 Signs for the Hauling Vehicle(s) (WAC 468-38-155)

Oversized load signs (at least 7 feet long and 18 inches high with black lettering at least 10 inches high in 1.41 inch brush stroke on yellow background) will be mounted on the front of the towing vehicle and on the rear of the load or trailing unit. Signs are not required on loads that are overweight only. If the nature of the towing vehicle or load is such that the sign cannot be mounted 5 feet above the roadway surface, it may be placed on the front bumper or as high as practicable on the vehicle or load. Such signs are to be displayed only when an overlegal unit is in transit and must be removed or retracted at all other times. Such signs shall be clean and clearly legible at a distance of 500 feet during clear weather.



3-1 Weight (RCW 46.44.091)

A special motor vehicle permit is required when:

- The weight of the vehicle and the nondivisible load it is transporting exceeds the legal weights of 20,000 pounds on a single axle and 34,000 pounds on tandem axles, or if the total gross weight of the vehicle and load exceeds legal limits set by the vehicle weight table ([RCW 46.44.041](#)).

An overweight vehicle/load combination must meet all of the following requirements:

- The combination's single axles must not exceed 22,000 pounds, tandem axles must not exceed 43,000 pounds, and any other weight limit set by [RCW 46.44.091](#).
- Not to exceed tire loadings of 600 pounds per inch width of tire or manufacturer's rating, which ever is lower (includes variable lift axles), except as provided for in [RCW 46.44.091](#).
- Have a configuration reduced to its practical minimum.

3-2 Axle Spacing Reports

Most owners of heavy haul vehicles with five axles or more, or fixed load equipment, file an Equipment Weight and Axle Spacing Report, WSDOT [Form 560-013](#), for each configuration. The Commercial Vehicle Services Office in Olympia certifies each configuration for a maximum allowed legal and permitted weight based on the requirements of [RCW 46.44.091](#). Without such a report, the applicant must provide axle spacings and loadings each time a permit is requested.

3-2.1 Overweight Formula

The permitted weight allowed on any series of axles can be computed by the following formula:

Distance in Feet Between		
First and Last Axle in Group		Weight Allowed in Pounds
7 to Less Than 10	=	(Feet) × 6,500
10 to Less Than 30	=	(Feet Plus 20) × 2,200
30 and Over	=	(Feet Plus 40) × 1,600

The lesser of any of these computations governs the capacity of any series of axles.

3-3 Calculating Gross Weight Allowances for Permitted Loads

In order to determine the weight that can be carried by a vehicle combination, the measurements between axles (axle spacings) for the entire combination are required. In order to calculate the weight allowed, you may need to convert inches to feet (**do not round off**). The following table will help:

Inches	=	Feet
1	=	0.08
2	=	0.16
3	=	0.25
4	=	0.33

Inches	=	Feet
5	=	0.41
6	=	0.50
7	=	0.58
8	=	0.66

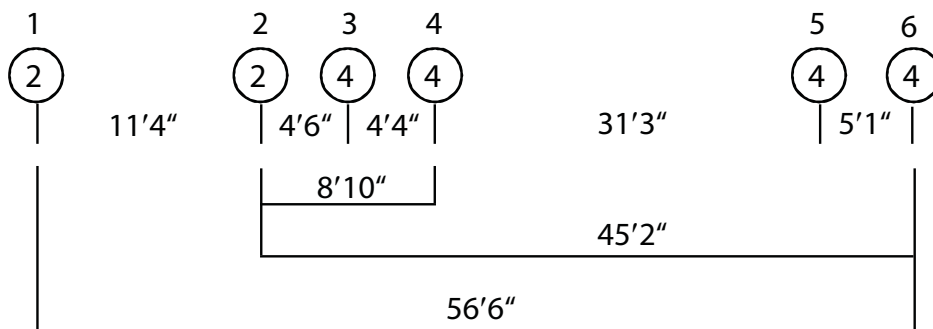
Inches	=	Feet
9	=	0.75
10	=	0.83
11	=	0.91

(Example: 14 Feet 1 Inch = 14.08)

It may help to know that there is a minimum distance of 19 feet 2 inches needed between two groups of tandem axles (including the axle group measurements) in order for each group to carry the maximum of 43,000 pounds. The steps for calculation are as follows:

1. Determine what each single axle or tandem axle can carry. Total those figures.
2. Determine what each group of axles can carry, using the formula on the previous page for calculating weight by the feet in axle groups. Total those figures.
3. Determine the gross weight allowed on the overall axle distance from front to back.
4. Compare the totals of all the ways that you computed the weight allowances. The lowest total is the amount of weight that the vehicle combination will be allowed to carry. Remember all distances are measured from the center of axle to the center of axle.

Example 1 Axle 1 has 13:00 tires and Axle 2 has 15:00 tires
(Number of tires per axle is noted in each circle.)



Compute the allowed gross weight on this combination as follows, using the formula on page 1 where indicated.

Per Axle:

Axle 1	15,600 pounds
Axle 2	18,000
Axles 3-4	43,000
Axles 5-6	<u>43,000</u>
Total	119,600 pounds

Per Axle Group (2):

Axle 1	15,600 pounds
Axles 2-6	<u>136,256</u> (formula)
Total	151,856 pounds

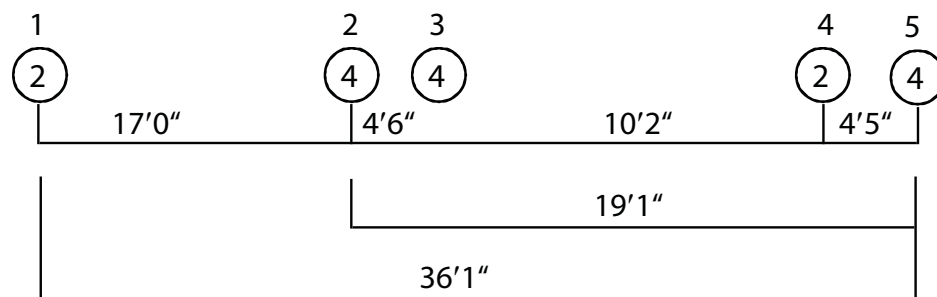
Per Axle Group (1):

Axle 1	15,600 pounds
Axles 2-4	57,395 (formula)
Axles 5-6	<u>43,000</u>
Total	115,995 pounds

Overall Total:

Axles 1-6	<u>154,400</u> pounds (formula)
Total	154,400 pounds

Compare the totals and the smallest is the maximum allowed permitted weight for this vehicle. **Per axle group (1) = Total 115,995 pounds.**

Example 2 Axle 1 has 15:00 tires

Compute the permitted gross weight on this combination as follows:

Per Axle:

Axle 1	18,000 pounds
Axle 2-3	43,000
Axles 4-5	<u>43,000</u>
Total	104,000 pounds

Overall Total:

Axles 1-5	<u>121,728</u> pounds (formula)
Total	121,728 pounds

Per Axle Groups:

Axle 1	18,000 pounds
Axles 2-5	<u>85,976</u> (formula)
Total	103,976 pounds

Compare the totals and the smallest (103,976) is the maximum allowed weight for this vehicle.

Overweight loads must have either an axle spacing report number or axle spacings before the permit may be issued. This is to verify the load can be carried on that particular combination.

If the company has an axle spacing report number on the application, it must be entered in the permit program to verify weight information and possible axle notations.

All routes on single move permits need to be checked before a permit is issued. The permit program will give all restrictions for the routes indicated on the permit. Verify that weights and dimensions are capable of making the routes shown. Contact Commercial Vehicle Services Office (CVS) if there are any questions about a load or a route. The route must be complete and continuous except moves that leave the state and enter back into the state on the same move.

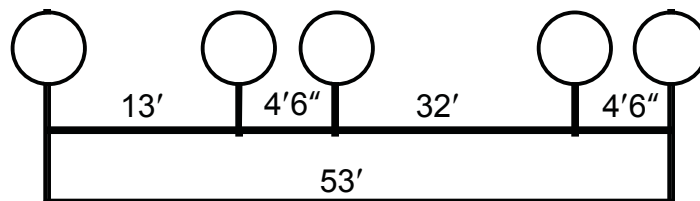
3-4 Over Axle Determinations (Overweight)

An over axle permit is for a load that falls within legal gross weight, but an axle(s) is over the legal weight limit or if the excess axle weights exceeds the excess gross weight of the combination or load.

Over axle weight on an axle would be weight exceeding 20,000 pounds on a single axle and 34,000 pounds on a set of tandems. Tridem weight depends on the three axle measurement. After determining the distance, check the vehicle weight table to see what the legal capacity would be and compare this with the request.

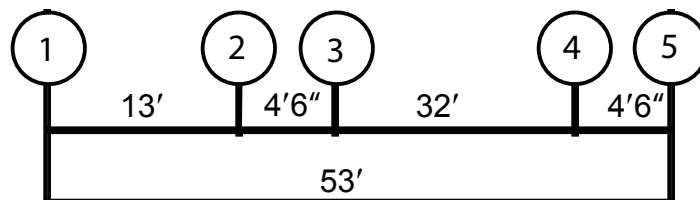
3-4.1 Legal Weight

13,200 34,000 34,000 = 81,200
(Tire 11:00)



3-4.2 Permit Request

13,200 38,000 30,000 = 81,200
(Tire 11:00)



Do not enter the weight in the gross/legal weight box of the eSNOOPI program.

Legal weight on axles 2-3 is 34,000. This load weighs 38,000 on axles 2-3. The permit should be written as:

Gross axle:	38,000
Legal axle:	<u>34,000</u>
Excess axle:	4,000

In “Other Information,” list the axles that will be overweight (overweight on axles 2-3).

The permit program will calculate this to be 4,000 pounds excess axle weight and will figure the cost of the permit using the excess weight and the number of miles traveled.

Note: If possible, loads must be redistributed to reduce axle weights to legal capacity.

3-4.3 Weight Exceptions to Nondivisible Requirement

Portions of a load may be detached and reloaded on the same hauling unit when the separate piece(s) has minimal impact on the overall weight, the combined weights do not exceed permitted weight limits and the piece(s) is required to make the loaded equipment or machine functional (e.g., a blade for a dozer, a bucket for a loader). When a piece of equipment or machine uses multiple attachments, only one is allowed on the overweight load.

3-4.4 Equipment Tires (RCW 46.44.091(3))

The weight on a single axle may exceed the weight limitation if the equipment being moved has single pneumatic tires having a rim width of 20 inches or more and a rim diameter of 24 inches or more, or dual pneumatic tires having a rim width of 16 inches or more and a rim diameter of 24 inches or more and specially designed vehicles manufactured and certified for special permits prior to July 1, 1975. The weight will be limited to 600 pounds per inch width of tire. Any unique circumstance must be processed by CVS.

3-5 Fixed Loads (RCW 46.16.080)

Fixed loads are vehicles that are used to transport any well drilling machine, air compressor, rock crusher, conveyor, hoist, wrecker, donkey engine, cook house, cement pumper truck, tool house, bunk house, or similar machine or structure attached to or made a part of such motor truck, trailer, or semi-trailer. For the purposes of the section, the only vehicles that WSDOT may permit for 30 days are three- and four-axle single units.



4-Axle Cement Pumper Truck

The fixed load vehicle must be registered and licensed to the maximum allowable weight determined by tire size and overall wheelbase or actual weight, whichever is greater. To operate at weights above that amount, the vehicle must operate under an overweight special motor vehicle permit.

If the axles exceed legal weight loadings, the operator may purchase a special motor vehicle permit up to 22,000 pounds on a single axle or 43,000 pounds on a tandem, provided tire loadings do not exceed 600 pounds per inch width of tire.

The special motor vehicle permit for weight may only be issued for a single trip. However, a fixed load, three-axle unit may be issued a 30-day permit for \$70 up to 65,000 pounds (maximum) and a four-axle unit may be issued a 30-day permit for \$90 up to 86,000 pounds (maximum) ([RCW 46.44.0941](#)). An axle spacing report is required for fixed loads. Fixed loads may not exceed their maximum permitted weight determined by [RCW 46.44.091](#).

3-6 Specialized Equipment ([WAC 468-38-270](#))

Certain vehicles are designed and built for very unique functions other than transporting persons or freight between point A and point B. The Federal Highway Administration has classified some of these vehicles as specialized mobile equipment and set minimum and/or maximum parameters for the vehicle to operate legally. The department has adopted these specialized classifications (e.g., saddlemount combination, auto and boat transporters discussed in [Chapter 1](#)) and accepted or further defined the legal parameters for operation on state highways. In addition to federal rule, the department has also recognized certain specially designed vehicles that, by necessity, exceed one or more of the vehicle size and weight parameters. The department has also classified these over-legal vehicles as specialized mobile equipment in order to address their needs, via special permit, and provide a consistent administrative and enforcement treatment. The following vehicles with defined parameters may operate with permit up to the limits established in [RCW 46.44.091](#).

3-6.1 **Concrete Pumper Trucks** (*see also Fixed Loads*)

Tire loading for the movement is limited to the lesser of 600 pounds per inch width of tire or the tire manufacturer's rating with proper inflation, as determined by the nomenclature imprinted on the tire. Included with the fixed load are pumper hose extensions and a necessary volume of water to flush the system at the job site when the pumping process is complete.

3-6.2 **Construction Equipment** ([RCW 46.16.010](#))

Off road construction equipment is not authorized to travel on the state highway. There is an exception to move the equipment from one property to another and not to exceed 500 feet. Equipment delivered to a construction site may operate without permit on highway segments designated as part of the construction zone as authorized by [WAC 468-38-270](#).

3-6.3 Mobile Cranes

Tire loading for the movement is limited to the lesser of 600 pounds per inch width of tire or the tire manufacturer's rating with proper inflation, as determined by the nomenclature imprinted on the tire. Cranes may be permitted with standard working components that are included within the rated capacity of the crane. A boom trailer or boom dolly will be permitted for the purpose of transferring load to meet weight requirements only when the boom is attached to the crane upper works. A crane may be permitted with counterweights, outrigger assemblies, load block, hook and cable tension ball assembly also loaded on the boom trailer or boom dolly, as long as those components are included in the rated capacity of the crane and do not cause the vehicle to exceed permitted weight limits.

3-6.4 Well Drilling Trucks (see also Fixed Loads)

Tire loading for the movement is limited to the lesser of 600 pounds per inch width of tire or the tire manufacturer's rating with proper inflation, as determined by the nomenclature imprinted on the tire. In addition to the fixed load, the vehicle may carry drill extensions.

3-6.5 Towing a Licensed Vehicle

A specialized self-propelled single unit vehicle registered as a fixed load, operating under a fixed load permit, and/or cranes operating under an oversize/overweight permit (exclusive of boom dollies or trailers), may be permitted to tow a vehicle with a gross vehicle weight rating not to exceed 8,000 pounds. The overall length of the combination must not exceed 75 feet. The towed vehicle must be used for the sole purpose of commuting to and from the jobsite where the specialized mobile equipment is in service.

Chapter 4 *Height, Length, and Width – Overlegal Permitting*

4-1 Height (RCW 46.44.090)

An overheight permit is required when a nondivisible load exceeds 14 feet. The permittee is responsible for planning the route by which the load is to be moved.

4-1.1 *Divisible Load Exceptions (WAC 468-38-071)*

Empty apple bins and hay bales may be permitted up to 15 feet high. A vehicle or vehicle combination transporting empty apple bins, or if owned and operated by ranchers hauling hay from their own fields for use with their own livestock may be issued a permit for 15 feet high. This permit may be used in conjunction with the overlength permit for single or double trailers. These loads are exempt from front escort requirements.

Tarping System Equipped Vehicles

A tarping system equipped vehicle may carry a nondivisible load within the confines of the tarping system up to 108 inches wide (9 feet) with a permit ([RCW 46.44.092\(3\)](#)). The new permit type, Tarping System Permit, will authorize over width only for divisible loads and under the following conditions:

- Authorized only for a vehicle or a combination of vehicles that are equipped with a tarping system as defined in [WAC 468-38-073\(5\)\(n\)](#).
- No permit is required for the tarping system as it is measurement exclusive.
- The load and securement devices must be within the confines of the tarping system dimensions. The tarping system must not exceed 3 inches from the sides of the vehicle body.
- The Tarping System Permit may be used in conjunction with a double-trailer permit and a single-trailer permit.
- Vehicles operating with the Tarping System Permit are exempt from requirements/restrictions as listed in [WAC 468-38-075\(1\)](#): (a) "Oversize Load" signs; (b) commuter and holiday restrictions; (c) nighttime movements; (d) prohibiting oversize loads when signs display "Traction Advisory/Oversized Vehicles Prohibited"; however, tire chain compliance is required.

Overheight Containers

Containers transported in an overheight configuration (e.g., transported on a flat bed trailer) may not carry divisible commodities. The container must be empty (i.e., becoming the nondivisible load), or holding a nondivisible load that requires the container for packing and protection, justification being provided by the shipper.

4-1.2 Height Permit Types and Fees

- \$10 for single trip (maximum 3 days).
- \$20 for a 30-day permit.
- \$240 Annual Permit – One permit may be issued for a combination of sequential 30 day periods, not to exceed 12 periods, or an annual permit for \$240. The permit is limited to 15 feet high.

4-2 Length (RCW 46.44.090)

Lengths resulting from nondivisible loads exceeding the legal limits stated in [Chapter 1](#) require permits.

4-3 Length Configurations (WAC 468-38-070)

4-3.1 Tractor With Semitrailer or Full Trailer

An overlength permit is required when a trailer or load exceeds 53 feet. The maximum length for a divisible load is 56 feet with a single trailer permit. All loads that are nondivisible and exceed 53 feet may be permitted for length. The trailer or load length, whichever is greater, must be stated on the permit. A trailer in excess of 56 feet will generally not be authorized to carry a load shorter than the overlength trailer. Unique circumstances (e.g., need for weight distribution and/or stability) can be petitioned through the CVS Office.

4-3.2 Tractor With Semitrailer and Full Trailer

An overlength permit is required when the combined trailer length, including space between trailers, exceeds 61 feet. The maximum length for a divisible load is 68 feet with a double trailer permit. This combination, when hauling a nondivisible load, is limited to loads not to exceed 10 feet wide. Both trailers may carry nondivisible loads with the widest load contained on the first trailer. This configuration may not carry over height, over length, or over weight loads.



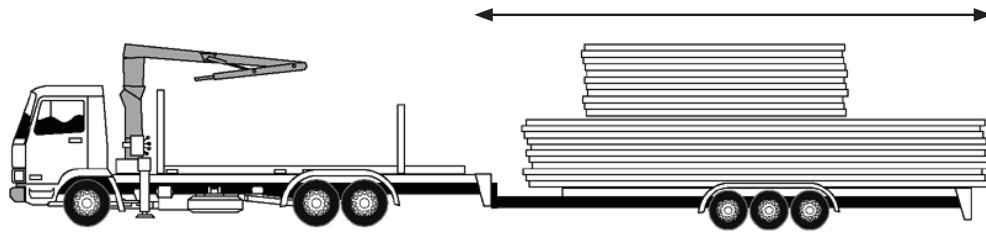
Two trailing units (doubles) may be permitted up to 68 feet.

4-3.3 Truck and Trailer

A truck and trailer may be permitted up to an overall length of 85 feet when hauling a nondivisible load. The nondivisible load may be loaded on the trailing unit with overhang entirely to the rear of the trailer, or loaded on the truck with overhang entirely to the front of the truck ([WAC 468-38-070](#)).

When the truck is unladen, the combination may be considered a tractor-semi trailer combination when hauling a nondivisible load on the trailer.

Loads may include multiple pieces if the load is legal weight and it is reduced to a practicable minimum.



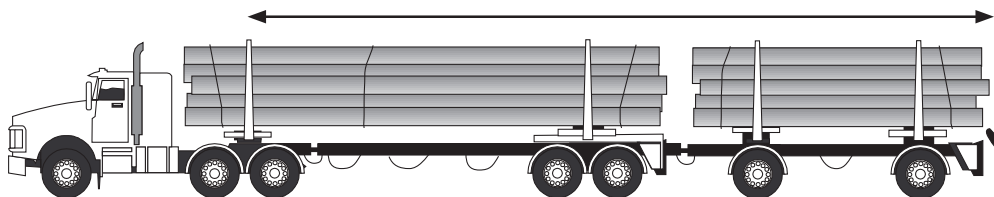
Towing Unit Unladen (treated as tractor) Load may exceed 53 feet with permit.

4-3.4 61-Foot Nondivisible Load

While this is a basic overlength permit, by limiting the length on the permit to 61 feet the carrier is eligible for an exemption from certain requirements such as signage, curfews, and winter movement; see [WAC 468-38-075](#).

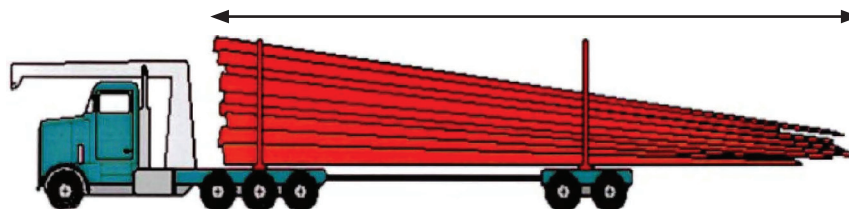
4-3.5 Log Trucks (RCW 46.44.030) (WAC 468-38-071)

A log truck, stinger-steered pole trailer, and full trailer carrying two loads may operate with a double trailer permit up to 68 feet. The length is determined by measuring from the front of the first bunk to the rear most part of the log or trailer, whichever is longer.



Log Truck, Pole Trailer, Trailer: 68 feet maximum with permit

A log truck pole trailer combination may operate with an overlength permit when carrying overlength poles or unprocessed logs destined to become poles of a length similar to the unprocessed log. This configuration is treated like a tractor trailer combination measured from the front of the load or first bunk, whichever comes first, to the end of the load. The trailer may not extend beyond the end of the load under an overlength permit.



4-3.6 Permitted Front and Rear Overhangs (RCW 46.44.034)

When the front overhang (FOH) extends more than 3 feet beyond the front wheel or original bumper line, a permit is required.

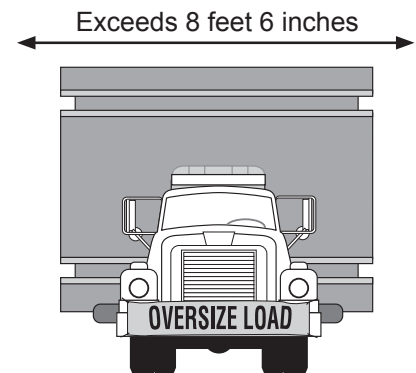
If a vehicle has a rear overhang (ROH) that extends more than 15 feet beyond the center of the last axle, a permit is required.

4-3.7 Length Permit Types and Fees (RCW 46.44.0941)

Length Permit Type	Fee
Single trip for nondivisible loads which exceed legal lengths.	\$10
Continuous movement for overlegal loads having overlength features only, for a period not to exceed 30 days.	\$10
Continuous movement for a combination of vehicles having a trailing unit that exceeds 53 feet in length but no more than 56 feet, for a period of one year.	\$100
Continuous movement of a combination of vehicles having two trailing units which together exceed 61 feet and are not more than 68 feet in length, for a period of one year.	\$100
Thirty-day permits may be issued for loads having a rear overhang exceeding 15 feet (measured from the center of the last axles) or a front overhang exceeding 3 feet beyond the front bumper.	\$10
Continuous movement of manufactured housing having nondivisible features (tractor and trailer) not to exceed 85 feet total length and 14 feet in width, legal height for a period of one year.	\$150

4-4 Width (RCW 46.44.092)

An overwidth permit is required when the vehicle or load being moved is over 8 feet 6 inches wide and cannot reasonably be reduced. Safety appurtenances such as door hinges, rub rails, or self tarp systems may extend 3 inches on each side of the vehicle. Safety appurtenances and mirrors are not to be considered in the overall width of the vehicle. Refer to [WAC 468-38-073](#) for a comprehensive list of measurement exclusive devices.



4-4.1 Limitations

In general, permitted movements on two-lane highways will be limited to vehicles or loads 14 feet wide. If a physical barrier such as a concrete divider or a median strip separates the opposing lanes of traffic, the permitted limit is 20 feet wide on multiple lane highways. When a physical barrier is absent, the limit on multiple lane highways is 32 feet. Exceptions to this limit must be approved through the CVS Office.

4-4.2 16-Foot Width Exception on Two-Lane Highways (RCW 46.44.092)

Single trip permits may be issued for movement during day light hours on two-lane highways if the vehicle or load width does not exceed 16 feet and the weight does not exceed 80,000 pounds. WSDOT may regulate or control these moves in whatever manner it deems appropriate in order to ensure safe traffic movement.

4-4.3 Width Permit Types and Fees

- \$10 for single trip (maximum 3 days).
- \$20 for a 30-day Permit – Manufactured housing may be issued a permit up to 15 feet (14-foot box plus 12 inches of eaves). All other loads limited to 14 feet wide.
- \$240 for an Annual Permit – A permit may be issued for a combination of sequential 30-day periods at \$20 per period, not to exceed 12 periods, or an annual permit for \$240. The permit is limited to 14 feet wide.

Chapter 5 *Superload Processing*

5-1 **Superload – General** **(RCW 46.44.091(6), RCW 46.44.092, WAC 468-38-405)**

Loads exceeding 125 feet long, 16 feet wide, 16 feet high, or 200,000 pounds are considered superloads.

Loads exceeding the superload dimension or weight threshold must be processed by CVS.

Superloads are allowed to move by permit under special circumstances. Because of their complexity, applications for such moves must be submitted to the CVS Office in Olympia at least 30 days in advance for weight and seven days in advance for over-dimension before the proposed movement. CVS must issue all permits for superloads.

The following information is **required when submitting written application** to move loads over 200,000 pounds:

1. The shipper must submit evidence describing that alternate mode of transport is not feasible and explain how the move will serve the public interest.
2. The item must be nondivisible. A sketch or photograph of the item with an explanation of why it cannot be shipped in parts or by another method must be provided.
3. **The Transporting Vehicles** – A sketch of the laden vehicle showing axle loadings, axle spacings, tire sizes, tires per axle, width, height, and length.
4. **The Route** – The applicant will propose a complete route including mileposts that they know are adequate to accommodate the width and height of the laden vehicle and appears adequate to support the weight of the vehicle and load. The speed, the route, times of movement, and a traffic control plan to ensure safe movement, will be mandated as conditions of the permit.

Note: If the route includes the use of county roads and/or city streets, the applicant must obtain approval from each of those jurisdictions.

5. If the department determines the movement is necessary, it will begin an analysis of bridges and pavements. If that analysis requires a significant expenditure of resources by WSDOT staff, the shipper may be required to share in those costs (WAC 468-38-405)(4)).

6. If the structures and pavements are judged inadequate, the permit request will be denied. The applicant must find an alternate acceptable route, or reconfigure the transported item on a vehicle(s) that can conform to the limitations of the proposed route.
7. Additional pilot/escort vehicles, and/or law enforcement vehicles, may be required as a result of dimensions or speed of the load relative to the route and the time of day the move will be made. The motor carrier, when planning a superload move, must take into consideration the potential for additional vehicles.
8. Loads exceeding 300,000 pounds are required to be submitted to the pavement division for analysis.

The following policy will be adhered to for the documentation and the issuing of superload permits. The Permit Program Manager may approve deviations of this policy.

5-2 Documents Needed for Individual Superload File

1. **Communications Log Sheet** – The log sheet is used to record all communications either written, in person, or by phone, associated with the approval process of the movement.
2. **Request for Approval/Approved Request** – A form submitted by the customer for approval. Once approved, the request is stamped and given an approval number associated with the specialist giving the approval. If one specialist is approving another's load, the approving specialist's number will be used.
3. **List of Regions/Bridge/Pavement (Routing Page)** – The routing page contains specified areas for contact.
4. **Responses From Regions/Bridge/Pavement** – Written responses either faxed or emailed. If written responses are not received, notify the Permit Program Manager.
5. **Restriction Outline Sheet** – This would be page 2 of 2 of your approval. The detailed restrictions page will list complex restrictions from each region in a uniform, easy to follow, format for the customer and the permit issuer. List all recommendations from the Maintenance Superintendents in order of areas of travel. This is also important if another specialist needs to check the status of the load for the customer in the event the permit specialist handling a particular load is away. The restrictions can be listed on the Request for Approval form (page 1) only if you can do so by using no more than three labels. Once the permit is issued, write the permit number on the cover page and on the approval.

When the superload is approved, the approval sheets need to be faxed to the customer. If the customer can comply with the restrictions, they will send in a permit application along with the approval. This makes it easy for other specialists to issue the permit if the approving specialist is out of the office.

6. **Copy of Permit Issued** – This copy may be the faxed copy sent to the Traffic Management Center (TMC).

5-3 Active Files (Before Movement)

Active files will be easily accessible at the specialist's desk for others to answer customer questions.

1. **Approved Request:** The approved request must be stamped with date, approval number, and specialist's initials. Restrictions are indicated on the approved request with labels or legibly written.
2. **Restriction Outline Sheet:** The sheet is for movements with complex routes/restrictions.

5-4 Issuing the Permit

1. All superload permits will be issued by CVS.
2. The customer will fax an Application and Approved Request to CVS.
3. The specialist that processed the request will also issue the permit. Another specialist can issue the permit when the processing specialist is unavailable.
4. The specialist will inquire, from the carrier, when the actual move date will occur and notify each affected TMC of the move date. (Only loads where regions were initially contacted.) If the superload is **only overweight**, the TMC does not need to be notified.

TMC notification will consist of a fax or email (within 24 hours):

- Cover sheet with a list of each office that was involved in the approval process.
 - Restriction Outline Sheet if one is required.
 - Approved Request.
 - If the carrier notifies the specialist of a change of move date, each affected TMC will be notified by fax coversheet with "Revised" written on it with the corrected date.
5. If the carrier notifies the specialist of a change of move date, each affected TMC will be notified by faxed cover sheet with "Revised" written on it and correction date.

5-5 When to Notify Area Offices

Length only Superloads will be processed through the Commercial Vehicle Services Office using the following escort car requirements:

180 Feet or Less Trailer/Load Length – Normal Escort Requirements

- Exceeding 105 feet – One rear escort required on two lane highways.
- Exceeding 125 feet – One rear escort required on all multi-lane highways, one front and one rear escort required on all two lane highways.

Exceeding 180 Feet Trailer/Load Length – Notify Regions

State Highways – Two-lane Highways

- All loads will require a front and rear escort car (regions may require more).

Interstate Highways – Multi-lane Highways

- Loads traveling the Interstate highways will require only a rear escort. The following city areas, which require one front escort and one rear escort:
 - I-5, milepost 0-9 and all of I-205 in the Vancouver area
 - I-5, milepost 119 in Tacoma through milepost 208 Everett area
 - I-405, all
 - I-90, Seattle to milepost 22
 - I-90, Spokane area
 - I-82, I-182 in Richland, Kennewick, Pasco area

5-6 When to Notify Signals

When a superload exceeds 16 feet in height, a message must be sent to signals.

If the load exceeds 16 feet 6 inches in height, you must wait for an approval before the move is approved. If the load is less than 16 feet 6 inches, just an FYI to signals is sufficient.

5-7 When to Notify Washington State Patrol (WSP)

Call 360-596-3800 at least 48 hours in advance.

5-8 When to Notify Pavement

Loads over 300,000 pounds must submit the following schematic drawing with details:

For Truck:

- side view
- top view
- end view
- dimensions from tire centers
- tire pressure
- weight of truck
- spacings between the inside tires

For Trailer:

- side view
- top view
- end view
- dimensions from tire centers
- tire pressure
- weight of total load (what is being moved and weight of trailer)
- spacings between the inside tires
- location of the move by state routes and mileposts
- when the move will take place

5-9 Approval Log Sheets

The log sheets are prepared and maintained by each specialist, showing approval numbers, carrier's name, dates, brief description of the load, and the permit numbers for all processed superloads.

5-10 TMC List

	Phone	Fax	Email
Seattle	206-440-4490	206-368-4500	nwcommctr@wsdot.wa.gov
Tacoma	253-538-3300	253-536-6092	olympicregiontacomatmc@wsdot.wa.gov
Vancouver	360-905-2269	360-905-2068	swtmc@wsdot.wa.gov
Wenatchee	509-667-2802	509-667-2850	wenatcheemaintoffice@wsdot.wa.gov wenatcheeradio&permits@wsdot.wa.gov
Yakima	509-577-1910	509-577-1906	centralwatmc@wsdot.wa.gov
Spokane	509-343-6401	509-343-6400	srtmc@wsdot.wa.gov

6-1 Building Moves

6-1.1 Application

All building/house moves are approved and permitted at the region level.

An application (WSDOT Form 720-028) for move must be completed and submitted to the Regional Administrator or designee at least ten working days before the scheduled move. The applications must have all the information pertaining to the move: the owner, the mover, the proposed route, traffic control plan, a physical description of the structure, arrangements for moving overhead wires or obstacles, the configuration of the hauling unit, and other information relevant to the safe movement of the building. The WSDOT office in the area where the move takes place will issue permits.

6-1.2 General Provisions

Vehicle/load not exceeding 80,000 pounds and 16 feet wide may be moved on two-lane highways with permit.

Buildings not exceeding 20 feet wide may be moved on multiple-lane highways with a median barrier or median strip with permit.

Exceptions to these general provisions may be proposed to the Regional Administrator or his designee.

The applicant shall notify WSP 48 hours in advance of the scheduled move, and provide WSP with time and route.

6-1.3 Distance and Speed

The maximum distance a structure may be moved when exceeding the above dimensions is 5 miles. Additional continuous 5-mile permits shall not be issued. An exemption may be granted by the Regional Administrator, or designee, if the special permit applicant can justify that the move is in the public interest or as the avoidance of extreme hardship.

The maximum speed for moves exceeding the general provision shall be 25 miles per hour. Controlled vehicular traffic shall be maintained in the opposing lanes as necessary at all times. Maximum traffic delay shall not exceed 5 minutes.

6-1.4 Inspection

When deemed necessary, a department employee shall make a visual inspection of the structure, hauling vehicles, and proposed route, and determine if state personnel will be required for the move. Vehicles used to move buildings must have a valid WSP Inspection Report.

6-2 US 97/SR 9 Canadian Weights

US Highway 97 – This permit allows drivers to haul reducible loads with Canadian Weights from the Canadian border to milepost 331.12 (Oroville Rail Yard). \$100.00 per month / \$1000.00 annual

State Route 9 – This permit allows drivers to haul reducible loads with Canadian Weights from the Canadian border to Sumas, Washington on SR 9. \$14.00 annual.

6-3 Collection Trucks (RCW 46.44.0941)

Two-axle collection trucks may be issued a permit authorizing an additional 6,000 pounds on the rear axle.

Three-axle collection trucks may be issued a permit authorizing an additional 8,000 pounds on the rear tandem axles. The wheelbase distance need not meet the lengths required in [RCW 46.44.041](#). This permit is not valid on Interstate Highways and tire size limits apply ([RCW 46.44.042](#)). After writing such a permit, a copy of the Collection Truck Restricted Bridge List ([Appendix G](#)) must be attached to the permit. The basic fee for collection trucks is \$42 per thousand pounds per year. Vehicles equipped with lift axles are not authorized additional weight.



3-Axle Collection Truck

6-4 Farm Implements (WAC 468-38-290, RCW 46.44.130, and RCW 46.44.140)

6-4.1 Definitions

Farm Implement – Farm implement includes any device that directly affects the production of agricultural products. Spray rigs including fertilizer or chemical applicator rigs or equipment auxiliary to any of these machines are considered farm implements (i.e., nurse rig). For purposes of this section, it must meet the following specifications:

1. Must weigh less than 65,000 pounds. Be equipped with pneumatic (rubber tires filled with compressed air) tires on public highways or rubber track vehicles with protuberances that will not damage the highway.
2. Less than 20 feet wide.
3. Up to 16 feet in height. Over 15 feet requires front escort vehicle with height pole.
4. A total length of 70 feet or less.

Farmer – Any person, firm, partnership, or corporation engaged in farming. If a person, firm, partnership, or corporation is engaged in activities in addition to that of farming, the definition shall only apply to that portion of the activity that is defined as farming. See following definitions.

Farming – The cultivation and tillage of the soil, dairying, the production, cultivation, growing, and harvesting of any agricultural, private sector cultured aquatic products, or horticultural commodities (except forestry or forestry operations), the raising of livestock, bees, fur-bearing animals or poultry, and any practices performed on a farm as incident to or in conjunction with such farming operations.

Agri-chemical Dealers – In order to clarify the permitting category of agricultural chemical dealers and the fees associated with those permits (see “Fees” below), the following definition is provided: When the intent of an agricultural chemical dealer is only to **deliver** fertilizer to a farm, in other words “maintaining” the farmers’ fertilizing implements, they fall under the dealer rate of \$25 for three months and \$100 for a year. When the intent of an agricultural chemical dealer is to **deliver and apply** fertilizer, then they are considered to be in the actual act of farming and eligible for the farmer permit rate of \$10 for three months and \$25 for a year.

6-4.2 *Permit and Permit Use Requirements*

A farm implement 16 feet wide or less does not require a permit when traveling on the state highway system other than those restricted by WSDOT regions.

A quarterly or annual permit to move farm implements may be purchased by a farmer or by a person engaged in the business of selling or maintaining farm implements.

A permit or copy will allow the person or company identified on the permit, that meet the definitions above, to draw, drive, or haul any farm implement on state highways.

Farm implements over 16 feet wide but less than 20 feet wide must apply in writing to CVS for approval. The counties to be traveled in must be specified. Each affected Maintenance Area Office will be notified by CVS of the approval and the permittee will notify the affected Maintenance Area Offices when they are to move.

Additionally, individual WSDOT Maintenance Areas may accept and process the written request for movements confined to their area. Because both CVS and the Region Maintenance Offices are involved in the analysis of farm implement moves, farm permits will be available only at these offices.

- **Note:** It is imperative, for liability purposes, that a new letter requesting authority to purchase a farm implement permit be received and maintained by CVS or the local Region Maintenance Office. (A modified or marked up version of a previous year letter is not acceptable as a “new” letter of request.)

A **signed** copy of the permit shall be carried on the self-propelled farm implement, or power unit, if towing a farm implement(s), during the period allowed by the permit. A separate permit will be issued to each power unit when operated by a dealer.

- **Note:** A **signed** copy of the permit is valid only when the implement in question is being moved by a farmer or employee of the farmer. The permit copy allowance does not apply to implement dealers.

Individuals/companies planning to move equipment over 16 feet wide are required to contact the local WSDOT offices 24 hours prior to the move.

The CVS or region approval letter must be attached to each permit.

Form [WAC 468-38-290](#) must be attached to each permit.

WSDOT [Form 560-002](#) must be attached to each permit.

Restricted routes for farm implements ([Appendix H](#)) must be attached to each permit.

6-4.3 Fees

	Fee
Farmers in the course of farming activities for any three-month period.	\$10.00
Farmers in the course of farming activities for a period not to exceed one year.	\$25.00
Person engaged in the business of sale, repair, or maintenance of such farm implements for any three-month period.	\$25.00
Persons engaged in the business of sale, repair, or maintenance of such farm implements for a period not to exceed one year.	\$100.00

6-4.4 Movement of Oversize Farm Implement – General

1. Farm implements shall travel at least 500 feet behind other vehicles, allowing other drivers to pass.
2. If five or more vehicles line up behind a farm implement, the operator of the farm vehicle shall pull off the road at the first point wide enough to allow traffic to pass safely.
3. Must abide by commuter hour traffic restrictions.
 - a. Movement may be allowed outside daylight hours during an emergent harvest season with written permission from the CVS Office in Olympia. Escort vehicles would be required for such movements.
 - b. If an emergency move is required, WSDOT or WSP may allow night movement with escort vehicles. In that case, the farm implements must be properly lighted (refer to Lighting Section [RCW 46.37.160](#)).
4. The conveying of farm implements is permitted with properly equipped escort vehicles.
5. [Appendix H](#), Restricted Routes for Farm Implements, shows specific routes that are closed to farm implements exceed either 14 feet wide or 16 feet wide.

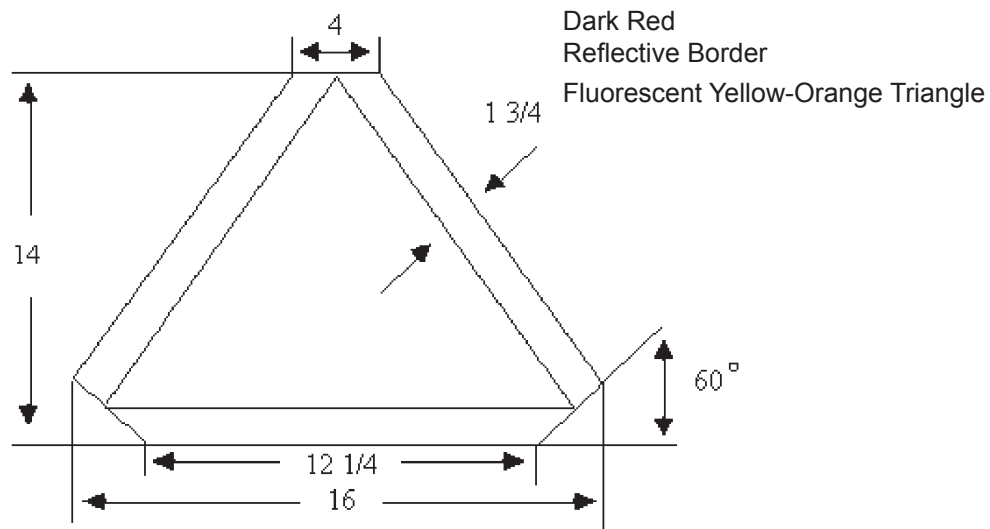
6-4.5 Slow Moving Vehicle Emblem

Every farm tractor and every self-propelled unit of farm equipment or implement of husbandry manufactured or assembled after January 1, 1970 designed for operations at speed not in excess of 25 miles per hour shall be equipped with a slow moving vehicle emblem mounted on the rear. Some exceptions are made.

1. If the towed unit is large and blocks the slow moving vehicle emblem on the towing unit. The towed unit shall be equipped with the sign.
2. When the towing unit emblem is not obscured, then either or both may be equipped with the emblem.

The emblem required shall comply with current standards and specifications enforced by WSP.

Example:



6-4.6 Signs

If the farm implement is over 10 feet wide, OVERSIZE LOAD signs (in compliance with [WAC 468-38-155](#)) visible to oncoming and overtaking traffic must be displayed.

6-4.7 Flags

If a farm implement is over 10 feet wide, it must display clean red flags at least 18 inches square to wave freely on all four corners of the vehicle and at the extreme ends of all protrusions, projections, or overhangs.

6-4.8 *Escort/Pilot Vehicle Use*

- Farm implements exceeding 12 feet 6 inches wide on two-lane highways must have escort vehicles front and rear.
- Implements not exceeding 12 feet and 6 inches wide are exempt from using escort vehicles.
- On multiple-lane state highways, one escort vehicle in the rear when vehicle or load exceeds 14 feet in width.
- A flag person(s) may be used in lieu of a pilot/escort(s) for moves under 500 yards. This allowance must be stated on any permit that may be required for the move.

6-4.9 *Escort/Pilot Vehicles and Operators – Certain Exemptions*

Pilot/escort vehicles must comply with the requirements of [WAC 468-38-100](#), except for the following specific exemptions related only to special permits for moving farm implements:

A farmer, farm implement dealer, or agri-chemical dealer (including employees of each) is exempt from [WAC 468-38-100\(4\)](#) regarding operator certification, [WAC 468-38-100\(8\)\(a\)](#) and (b) regarding escort vehicle physical description, [WAC 468-38-100\(10\)\(f\)](#) regarding use of height measuring device, and [WAC 468-38-100\(11\)](#) regarding passengers, when moving a farm implement off the interstate and on the following interstate segments:

- I-90 between Exit 109 (Ellensburg) and Exit 270 (Four Lakes).
- I-82 between Junction with I-90 (Ellensburg) and Exit 31 (Yakima).
- I-82 between Exit 37 (Union Gap) and Washington/Oregon border.
- I-182 between Junction with I-82 (West Richland) and Junction with SR-395.
- I-5 between Exit 208 (Arlington) and Exit 250 (south of Bellingham).

6-4.10 *Posting a Route*

Posting a route may be used in lieu of escort vehicles if the route to be traveled is less than 2 miles.

Signs reading OVERSIZE VEHICLE/LOAD MOVING AHEAD on a square at least 3 feet on each side shall be placed at points before the oversize farm implement enters or leaves the highway and at any entry points along the way.

These signs must be removed immediately after the oversize movement has been completed.

6-4.11 *Safety and Equipment Regulations*

Vehicles displaying a farm exempt decal must observe all safety and equipment regulations when traveling from farm to farm (i.e., lights, brakes, safety chains, tie downs, etc).

6-4.12 Farm Reciprocity

The Letter of Understanding between Washington, Idaho, and Oregon states that:

1. Oregon or Idaho farmers entering Washington, picking up a load and transporting it to another location within Washington, are limited to 50 miles from the border of the base state in which the vehicle is licensed.
2. Gross weight limited to [RCW 46.16.070](#) and [RCW 46.44.041](#).

A vehicle is only eligible for farm reciprocity when owned and operated by a farmer or rancher, used for transportation of such farmer's or rancher's own products from point of production to market or warehouse; and supplies, commodities, or equipment to be used on their farm or ranch.

6-5 Fire Trucks (RCW 46.44.091)

Fire trucks carrying water and/or the equipment needed to fight a fire often exceed the legal weight capacity of the fire truck. Firefighting apparatus operating within a fire district boundary of the owner of the apparatus, including any automatic or mutual aid agreement areas, may operate without a permit if:

- The weight does not exceed: 600 pounds per inch width of tire, 24,000 pounds on a single axle; 43,000 pounds on a tandem axle set; 67,000 pounds gross vehicle weight, subject to the gross weight limits of [RCW 46.44.091\(1\)\(c\)](#), (d), and (e) not to exceed the tire manufacture's load rating.
- There is no tridem axle set.
- The dimensions do not exceed: 8 feet 6 inches in width, 14 feet in height, 50 feet overall length, 15 feet front overhang, and the rear overhang not exceeding the length of the wheelbase.

The department, through the CVS office, may grant permits for firefighting apparatus that exceed the above weights, provided:

- Tandem axle weights may not exceed 50,000 pounds.
- Single axle weights may not exceed 31,000 pounds.
- The vehicle, when weighed, must include the weight of a full water tank, if applicable, all equipment necessary for operation, and the normal number of personnel, or four personnel, whichever is greater.

The department shall issue the permits on an annual basis for the apparatus to operate within the designated fire service areas, subject to applicable load restrictions of state bridges in that operating area and restrictions provided by the local jurisdictions on their infrastructure. Any limitations must be stipulated on the permit, including any structures where access by the apparatus is either based on special operating instructions or is denied.

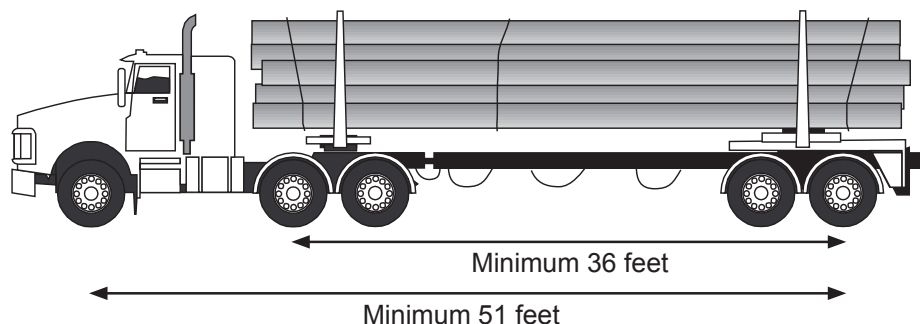
6-6 Log Tolerance Permits (RCW 46.44.047 and WAC 468-38-040)

Unprocessed logs may be transported on state highways by permit in excess of weight limits imposed on other loads. Shorter logs may be transported on a vehicle combination having less wheelbase than would otherwise be allowed by [RCW 46.44.041](#).

The conditions under which a Log Tolerance Permit may be used are:

- The combination hauling the unprocessed logs is a three-axle truck-tractor and a two-axle pole trailer only (see diagram below).
- The combination does not exceed 10 percent above maximum legal tonnage of 68,000 pounds (e.g., 6,800 pounds), for a total gross weight of 74,800 pounds.
- The combination does not exceed a maximum of 33,600 pounds on tandem axles due to the shortened wheelbase.
- The distance between the first (axle) and the fifth (center of rear tandem axle on logging trailer) axle must be at least 37 feet.
- If overweight logs are transported on city streets or county roads, approval must be obtained from these jurisdictions. The Log Tolerance Permit is applicable only on state highways.
- The combination is not used when emergency or severe emergency road restrictions are in effect.
- Permit validation begins April 1 of one year and expires on March 31 of the following year.

A log hauler may wish to haul longer logs and use maximum tonnage of 80,000 pounds for a five-axle combination. The hauler would be subject to the spacings in the Vehicle Weight Table ([RCW 46.44.041](#)). Spacing from center of axle one to center of axle five must be a minimum of 51 feet and space from center of axle two to center of axle five must be a minimum of 36 feet.



With a 10:00 tire on the steering axle, weight allowed is 12,000 pounds on axle one, 34,000 pounds on axles two and three, 34,000 pounds on axles four and five. Log tolerance does not apply to this combination. However, if shorter logs are hauled, and the wheelbase is shortened, the Log Tolerance Permit does apply and the basic capacity would revert from 80,000 to 74,800 pounds.

6-6.1 Fees for Log Tolerance

	Fee
For 1 year	\$50
If purchased after July 1	\$37.50
If purchased after October 1	\$25
If purchased after January 1	\$12.50
To transfer to another vehicle	\$14

Log tolerance fees cannot be prorated.

6-7 Manufactured Housing (WAC 468-38-120)

A manufactured home permit is applicable when the item to be moved is a structure, designed, and constructed to be transportable in one or more sections. It is built on a permanent chassis, and, designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities.

6-7.1 Conditions for Permits

- Maximum width allowed for annual or monthly permits is 15 feet, or 14 feet box with 12 inches of eaves.
- Maximum length allowed of the manufactured home is 80 feet including the tongue.
- Movement by permit of a 10-foot to 14-foot wide manufactured home is allowed only on state highways indicated on the manufactured housing map.
- Maximum height not to exceed 15 feet for monthly or annual permits.
- Permits may be purchased three ways: single trip, monthly, or annual.
- Permits may be issued to private owners, professional for-hire transporters, manufacturers, and manufactured housing dealers.
- Towing vehicle must have insurance in effect for the minimum amounts of \$100,000 to \$300,000 public liability and \$50,000 property damage.
- Vehicles used to escort manufactured housing must have insurance in effect for the minimum amounts of \$100,000 to \$300,000 public liability and \$50,000 property damage.
- A decal issued by the County Treasurer to be displayed on rear of manufactured home when transported on public highways. This is proof that the property taxes have been paid. See County Treasurer Decal Exemption at the end of this chapter.

6-7.2 14' × 85' Permit Manufactured Home Only (RCW 46.44.0941)

Continuous movement for one year of manufactured housing with features not to exceed an overall length of 85 feet (including towing unit), a width of not to exceed 14 feet (including eaves), and no more than legal height can be accommodated with a permit for \$150. The permit will specifically state “manufactured housing” with the envelope measurements.

6-7.3 Fees

Except as provided for the 14' × 85' combination above, permit fees for manufactured housing are the same as those provided in [Appendix A](#) for all other over dimensional moves.

6-7.4 Manufactured Home – Maximum Width (WAC 468-38-120(1)(b) and (c))

The width of a manufactured home unit must not exceed a box (base) of 16 feet. The unit may have eaves provided it does not extend beyond either side by:

- More than 30 inches for units with a box width less than 16 feet.
- More that 16 inches for units with box width of 16 feet.
- The overall width shall not, under any circumstances, exceed 18 feet.
- All loads exceeding 16 feet in width require special approval through the CVS Office in Olympia (Superload [WAC 468-38-405](#)).

Width Exemptions – External features, such as doorknobs, window fasteners, eaves cap, clearance lights, and load securing devices, that extend no more than 2 inches on each side of the unit are exempt from the overall width measurement.

All 14-foot to 16-foot-wide manufactured/mobile home moves are treated the same as any other 14-foot to 16-foot-wide move on all **multi-lane highways**. This will include having the move limited by both published road restrictions and commuter curfew hours.

A request to move a manufactured/mobile home that exceeds the width limitations noted on the manufactured housing map will require a single trip permit and will cause the affected maintenance area(s) to be contacted for input. **If permission is granted**, the permit must make reference to this approval and any special requirements before the permit can be issued.

If a carrier is moving through restricted highway segments in more than one maintenance area, the application must be faxed to the CVS office to be approved and issued. The CVS office will email the affected maintenance areas. The maintenance areas will email or fax all requirements to the agent issuing the permit. Documentation will be retained at the CVS office.

If a carrier is moving through restricted highway segments in only one maintenance area, the application can be approved and issued at that maintenance area.

All 14-foot to 16-foot-wide manufactured/mobile home moves occur during daylight hours, seven days a week, with the exception of commuter curfew hours. This is consistent with the permitting of all other like-sized moves.

An annual permit may be obtained for the dimensions of 15 feet wide, 15 feet high, and a maximum tongue/trailer length of 75 feet. There is no overall length maximum for the combination of the towing unit and manufactured home.

6-7.5 Height

A permit for height over 14 feet may be granted, but 15 feet is the maximum on monthly or annual permits. A single trip permit may be written for over 15 feet high. Loads exceeding 16 feet high require special approval through the CVS Office in Olympia (Superload [WAC 468-38-405](#)).

The pilot escort vehicle requirement to have a height measurement device (pole) on the front escort vehicle is waived for loads up to 15 feet in height.

6-7.6 County Treasurer Decal Exemption

County Treasurer decals are not required when a manufactured home is entering the state, when moved from manufacturer or distributor to a retail sales outlet, when moved from manufacturer or distributor to purchaser's designated location, or when being moved between retail sales outlets.

6-7.7 Duration of Permits

Single trip permits may be issued to dealers, manufacturers, professional transporters, and may also be issued to manufactured home owners. A single trip is for a specific route and is good for a maximum of three days.

Monthly permits may be issued to manufacturers, dealers, and professional transporters. Limited to 15 feet in height and width. The permit is good for all Washington State Highways approved for that particular size of load.

Annual permits may be issued to the same individuals as monthly permits with the same limitations as the monthly permit. Dealers, manufacturers, and professional transporters may be issued special plates from DOL to be placed on the manufactured home and these plates act as a temporary license while in transit on the public highways. If not, the manufactured home must have licensing.

Professional transporters are for-hire carriers and they fall under special regulations. They do a service for hire and must be registered with Washington Utilities and Transportation Commission (WUTC) as a for-hire carrier. If they transport in more than one state, they must be registered with the Federal Highway Administration. Call 360-753-9875 to obtain a USDOT number.

6-7.8 Private Owner

A private owner may move his own manufactured home if he meets several conditions:

- If the gross vehicle weight is above 26,000 pounds.
- The person must have a CDL Class A endorsed driver's license.
- The vehicle towing the manufactured home must meet specifications listed in [WAC 468-38-120](#).
- A three-day trip permit from DOL must be used to give the manufactured home a temporary license plate while in transit on public highways.

6-7.9 Brakes on Manufactured Housing (WAC 468-38-120)

Brakes must be designed and installed to activate if the housing unit accidentally breaks away from the towing vehicle. The vehicle combination must be capable of complying with the performance requirements of [RCW 46.37.351](#). In addition, there must be compliance with the following special installation criteria:

1. For housing units manufactured prior to June 15, 1976, brake installation must, at a minimum, comply with the following table:

Width of Unit at Base	Number of Axles Required	Wheels With Brakes
> 8' 6" but < 10'	2 or more	All wheels on 2 axles (a towing unit w/minimum. 9,000 GVWR all wheels on 1 axle)
10' to 14' (under 60' in length)	2 or more (3 or more if > 60' long)	All wheels on 2 axles (tires w/minimum 8:00 × 14.5, 10 ply)

2. For all vehicle/housing unit combinations exceeding 14 feet wide, all wheels on at least three of the axles must be properly equipped with brakes.

6-8 Sealed Container

State Route 509 - This permit allows for sealed shipping containers to travel on a portion of SR 509 in the Port of Tacoma. \$100.00 per month / \$1,000.00 per year

6-9 Tow Trucks – Oversize/Overweight Permitting (WAC 468-38-265)

The special permit issued specifically to tow trucks is an annual permit from date of purchase. The permit is valid for emergent and non-emergent moves. Annual Tow Truck permits may be issued to Class B and Class C tow trucks, including Class E tow trucks with either a Class B or Class C rating. (Class A or D tow trucks are not eligible for Annual Tow Truck permits.)

All tow trucks must conform to [RCW 46.44.041](#) when towing a disabled unit by a drawbar or tow chain method.

When any portion of the weight of the disabled unit rests upon the tow truck the weight must not exceed:

- 600 pounds per inch width of tire up to 22,000 pounds per single axle; or
- 43,000 pounds per tandem axle set; or
- The weight allowed for axle groups per the formula in [RCW 46.44.091\(1\)](#), plus:
 - The tow truck steering axle must carry sufficient weight to maintain safe operation.
 - A Class B tow truck steer axle must maintain 3,000 pounds and Class C steer axle must maintain 3,500 pounds at all times.
 - A Class E tow trucks with the B or C rating must meet the requirements for minimum steer axle load rating.

The special permit does not allow a tow truck to exceed legal weight limits when not in the tow or haul status.

6-9.1 Bridge Restrictions and Postings

The annual permit may not exceed published road and bridge restrictions or posted bridges. Restrictions and postings should be viewed for changes on a daily basis. Each permit will contain this instruction. Any exceptions to the rules will be handled on a case-by-case basis.

6-9.2 Towing Dimensions

No disabled unit, including load shall exceed 14 feet in height or 8 feet 6 inches in width, except when an accident or collision has caused a disfigurement of the disabled unit resulting in a width greater than 8 feet 6 inches, but not greater than 10 feet in width. In the event the vehicle does exceed 8 feet 6 inches, the disabled unit must be flagged during daylight hours per [WAC 468-38-155](#) and during the hours of darkness the extreme width must have clearance lights that comply with Federal Safety Regulations 49 CFR 393.11.

No class of single unit tow vehicle may exceed 40 feet in length. The length of the disabled unit may not exceed the length set down in statute. The towing of a vehicle combination (i.e., truck-trailer or tractor-trailer) is not allowed, except during an emergent situation when directed by the state patrol or the department to remove the disabled combination to the nearest safe location off of the roadway.

7-1 Bridge

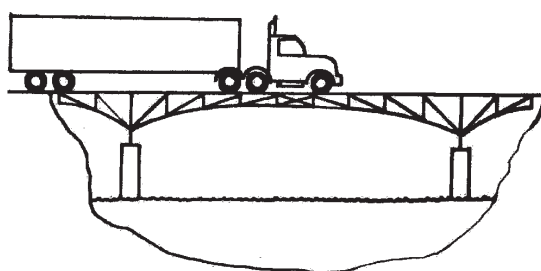
As bridge structures age, the department, through its bridge inspection program, make determinations about the loading capability of the various structures. Bridges at risk are protected by either posting or restricting their use.

7-1.1 Posted Bridges

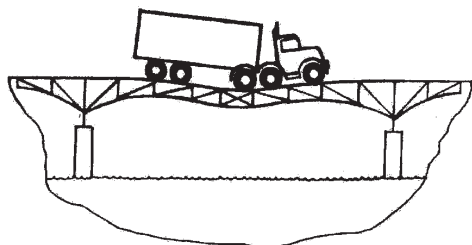
Bridges that are identified as unable to safely carry vehicles with legal weight, per [RCW 46.44.041](#), must be posted (signed) with the maximum weight limits. Applications for extra-legal weight moves that exceed a posted bridge limit on the requested route will be returned to the applicant by the department. The applicant may change the vehicle configuration to comply with the posted limit or change the proposed route. Vehicles that exceed the posted load limit must not cross the bridge.

7-1.2 Restricted Bridges

Some bridges may not be capable of carrying extra-legal weights, as provided for in [RCW 46.44.091](#). The department may determine that a vehicle cannot safely cross a bridge at extra-legal weights. As a result, the department must restrict axle weights on the identified bridges. These restrictions are not posted on the bridge, but are disclosed to the special permit applicant. Applications that exceed a bridge restriction on the requested route are returned to the applicant by the department. The applicant may change the vehicle configuration to comply with the restriction or change the proposed route. Vehicles permitted with extra-legal weight must comply with any bridge restriction noted on the permit. A violation of any restriction will void the special permit.



Appropriate axle weights and spacings



Axle weights are too heavy and/or axle spacings are too close together

7-1.3 Restriction Classifications

Bridges that have been restricted are placed on a list by the Bridge and Structures Office and passed to CVS where it is incorporated into eSNOOPI and the Commercial Vehicle Services website. Generally, the allowable weight is determined by tire size and axle spacing. The load capacity is divided into three classes that are shown on the restricted bridge list as follows:

BL (Big Load) = Restrictions apply to three- and four-axle single unit vehicles and combinations with six axles or more and some five-axle vehicles not covered by the other classes.

CL-8 (Class 8) = Restrictions apply to five-axle combinations only (three-axle power unit with a two-axle trailing unit).

SA (Single Axle) = Restrictions apply to two-axle vehicles with very large tires, as described in [RCW 46.44.091\(3\)](#) (e.g., cranes).

Whenever there is any doubt about a classification or its application to a particular vehicle, contact CVS for assistance.

7-2 Chains – Tire

Standards for tire chains are covered in [Chapter 204-24 WAC](#). Traction devices are covered in [Chapter 204-24 WAC](#).

Between November 1 and April 1, any vehicle or combination of vehicles over 10,000 pounds must carry approved chains when traveling on specific highways ([WAC 204-24-050](#)). This information can be found at: www.wsdot.wa.gov/commercialvehicle (click on Minimum Chain Requirements)

7-3 Convoy

Overlegal vehicles or loads requiring pilot/escort vehicles must not travel in convoy unless specifically authorized by the department through CVS.

7-4 Commuter Traffic Restrictions (WAC 468-38-175(2))

Vehicles operating under special permit for overweight/overdimensional, except as provided for in [WAC 468-38-075](#) (see below), may be restricted from specified sections of state highways having excessive volumes of traffic during morning and afternoon commuting hours. The department shall identify and publish on the internet, and as an addendum to the special permit, specific areas, hours, and vehicle widths relating to the restrictions. The current published curfew areas are shown on WSDOT [Form 560-002](#) on the following page.



Washington State Department of Transportation

Special Motor Vehicle Permit Regulations and Conditions

A signed permit must be carried in the power unit at all times.

Pilot/Escort Vehicle Requirements

A pilot/escort vehicle and operator must comply with the requirements of WAC 468-38-100 Escort vehicle requirements. Pilots/Escort vehicles are required when:

1. Vehicle(s) or load exceeds 11 feet in width; escort vehicles (both front and rear) are required on all two-lane highways.
2. Vehicle(s) or load exceeds 14 feet wide; one rear escort vehicle is required on multiple-lane highways.
3. Trailer length including load exceeds 105 ft., of a tractor/trailer combination, requires a rear escort vehicle on all two-lane highways.
4. Trailer length including load exceeds 125 ft., of a tractor/trailer combination, requires a rear escort vehicle on multiple-lane highways.
5. Rear overhang of a tractor/trailer or truck/trailer combination exceeds 1/3 of the trailer length including load, requires one rear escort vehicle on two-lane highways.
6. Rear overhang exceeds 20 feet on a single unit vehicle, requires one rear escort vehicle on two-lane highways.
7. Loads exceed 14 feet and 6 inches high, one escort vehicle is required in front equipped with a height pole. Manufactured housing requires front escort with height pole when exceeding 15 feet in height. The Department does not guarantee height clearances; therefore, on any route where the height is in question, a front escort vehicle equipped with a height pole should be used.
8. The vehicle(s) or load exceeds twelve feet in width on a multilane highway and has a height that requires a front pilot/escort vehicle: One rear pilot/escort vehicle is required.
9. In the opinion of the Department of Transportation, escort vehicles are necessary to protect the traveling public, for any overdimensional and/or overweight move, either across, upon, or along a highway. Holidays and Related Times on which Permit Movements are Prohibited (WAC 468-38-175) Overweight vehicles that cannot maintain the speed of the surrounding traffic flow, and all over dimensional vehicles/loads are prohibited on the holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, day after Thanksgiving Day, Christmas Day, and during the afternoon of the day preceding said holidays.

Nighttime Movements (WAC 468-38-075)

A vehicle or vehicle combinations not exceeding the defined envelope of 12 feet wide, 14 feet 6 inches high and 105 feet long, including legal overhang(s), may move at night. A vehicle or vehicle combination which exceeds the defined envelope may also be permitted to move at night on state highways subject to Department preferred hours/routes of travel, and must have "Nighttime movement approved" stated on permits. All night moves must comply with published curfew restrictions. Night means one-half hour after sunset to one-half hour before sunrise. Vehicle and load must have proper lighting (49 CFR 393.11).

Winter Road Restrictions

Movement by permit is prohibited in areas where any of the following signs are displayed: "TRACTION ADVISORY OVERSIZE VEHICLES PROHIBITED", "VEHICLES OVER 10,000GVWR CHAINS REQUIRED", and "ALL VEHICLES CHAINS REQUIRED EXCEPT ALL-WHEEL DRIVE" except as specified in WAC 468-38-075.

Railroad Crossing Emergencies

Call 1-888-877-7267

Other Regulations relating to the movement of permitted loads are printed in Chapter 468-38 WAC (Washington Administrative Code).

THE USE OF COUNTY ROADS OR CITY STREETS is subject to approval by the jurisdiction that maintains those roadways. This permit from the State of Washington does not authorize the use of roadways under local jurisdiction.

Commuter Curfew Hours (see page 2)

Warning: Rules are subject to change. Holders of extended permits (monthly, annual) are subject to current rule. Rules, as described herein, should be periodically reviewed for updates to insure compliance.

Commuter Curfew Hours: (Monday through Friday only)

Vehicles operating under a Special Motor Vehicle Permit that are required to display "Oversize Load" signs are restricted from the following areas during the listed times (table). Exception: Vehicles with over dimension in width only and do not exceed the width limits of the table are not subject to curfew hours. Over weight is not a factor in this restriction unless the vehicle cannot maintain the speed of surrounding traffic.

Vicinity	SR	Direction	Mile Post	Location and Boundaries	Hours (M-F)	Width
Seattle-Everett	2	EB	0 - 2.42	I-5 to SR 204	3-7 PM	9'
		WB	2.42 - 0		6-9 AM	9'
	5	NB	127.48 - 155.94	SR 512 to SR 599	6-9 AM, 3-6 PM	10'
		SB	155.94 - 127.48		3-6 PM	10'
		NB	155.94 - 174.58	SR 599 to SR 523	6-9 AM, 3-6 PM	9'
		SB	174.58 - 155.94		6-9 AM, 3-6 PM	9'
		NB	174.58 - 199.11	SR 523 to SR 528	3-6 PM	10'
		SB	199.11 - 174.58		6-9 AM, 3-6 PM	10'
		NB	199.11 - 206.08	SR 528 to SR 531	4-6 PM	10'
		SB	206.08 - 199.11		7-9 AM, 4-6 PM	10'
	18	EB	.01 - 4.15	I-5 to SR 164	6-9 AM, 3-7 PM	10'
		WB	4.15 - .01		6-9 AM, 3-7 PM	10'
		EB	4.15 - 11.38	SR 164 to SR 516	6:30-8:30 AM, 3-7 PM	10'
		WB	11.38 - 4.15		6-9 AM, 3-7 PM	10'
	90	EB	2.54 - 9.93	I-5 to I-405	6-9 AM, 3-7 PM	10'
		WB	9.93 - 2.54		6-9 AM, 3-7 PM	10'
		EB	9.93 - 18.36	I-405 to Sunset I/C	3-7 PM	10'
		WB	18.36 - 9.93		6-9 AM, 3-7 PM	10'
	167	NB	5.98 - 14.33	SR 512 to SR 18	6-9 AM	10'
		SB	14.33 - 5.98		3-7 PM	10'
		NB	14.33 - 26.29	SR 18 to I-405	6-9 AM, 3-7 PM	10'
		SB	26.29 - 14.33		3-7 PM	10'
	405	NB	0 - 30.32	Entire Route	6-9 AM, 3-7 PM	10'
		SB	30.32 - 0		6-9 AM, 3-7 PM	10'
	518	EB	0 - 3.81	SR 509 to I-5	6-9 AM, 3-7 PM	10'
		WB	3.81 - 0		6-9 AM, 3-7 PM	10'
	522	EB	11.10 - 14.09	I-405 to SR 9	3-7 PM	10'
		WB	14.09 - 11.10		6-9 AM	10'
Tacoma	5	NB	118 - 127.48	Exit 118 to SR 512	6:30-8:30 AM, 4-6 PM	10'
		SB	127.48 - 118		6:30-8:30 AM, 4-6 PM	10'
	16	EB	10.28 - 0	I-5 to Olympic Drive	6-9 AM	10'
		WB	0 – 10.28		3-7 PM	10'
	512	EB	0 - 8.74	I-5 to SR 161	3-7 PM	10'
		WB	8.74 - 0		7-9 AM, 3-7 PM	10'
		EB	8.74 - 12.06	SR 161 to SR 167	3-7 PM	10'
Olympia	5	WB	12.06 - 8.74		3-7 PM	10'
		NB	99 - 109	Exit 99 to Exit 109	4-6 PM	10'
Vancouver	5	SB	109 - 99		4-6 PM	10'
		NB	0 - 7.48	Oregon to I-205	3-6 PM	10'
Kelso	205	SB	7.48 - 0		6-9 AM	10'
		NB	26.59 – 37.16	Oregon to I-5	4-7 PM	10'
		SB	37.16 - 26.59	I-5 to Oregon	6-9 AM	10'
Spokane	433	NB	.94 - 0	Lewis and Clark Bridge	6-9 AM	10'
		SB	0 - .94		6-9 AM	10'
Spokane	90	EB	272.66 - 295.73	Medical Lk. to Liberty Lk. Exit	6-9 AM, 3-7 PM	11'2"
		WB	296.64 - 272.96	Liberty Lk. to Medical Lk. Exit	6-9 AM, 3-7 PM	11'2"

7-5 Emergency – Load – Heavy Vehicles

The department may determine from time to time that an emergency road condition exists, e.g., freeze/thaw condition or saturation from flooding, and place weight restrictions on that highway segment. The restrictions will be in the form of limiting tire loadings and/or closing the segment. Operators will be notified through postings. Permits may be issued at the region offices (not part of eSNOOPI) to allow school buses and vehicles delivering perishable items to the affected community. For more details, refer to [WAC 468-38-080](#).

7-6 Fixing America's Surface Transportation (F.A.S.T.) Act

The FAST Act defines an emergency vehicle as one designed to be used under emergency conditions to transport personnel and equipment to support the suppression of fires and mitigation of other hazardous situations (23 U.S.C. 127(r)(2)). The gross vehicle weight limit for EV's is 86,000 pounds under section 127(r). The statute imposes the following additional limits, depending upon vehicle configuration:

- 24,000 pounds on a single steering axle
- 33,500 pounds on a single drive axle
- 62,000 pounds on a tandem axle
- 52,000 pounds on a tandem rear drive steer axle

WSDOT has compiled a list of bridges with EV postings. You can access this list at the following location: [Bridge List with EV weight postings](#)

7-7 Emergency – Road – Weather and Other Conditions

The department and/or state patrol may restrict vehicle movement by closing highway segments or restricting certain classes of vehicles from movement when weather or other temporary conditions exist that create a safety hazard to motorists. Operating under a special motor vehicle permit does not exempt vehicles from these restrictions. For more details, see [WAC 468-38-095](#).

7-8 Holiday Travel

Except for vehicles qualifying for a waiver of certain restrictions ([WAC 468-38-075](#)), permitted vehicles are restricted from travel on state highways on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and the day after Thanksgiving, Christmas Day, and commencing at noon on the day preceding each of the aforementioned holidays.

7-9 Oversized Trailing Units – Restricted Use (WAC 468-38-070)

Over-width trailers cannot be used to transport legal sized loads or loads not as wide as the trailer. The intent of the requirement is to keep over-width trailers off the road unless they are needed to haul wide loads, or unless the added dimension is necessary to spread the weight of the load to comply with requirements established by the department to protect the infrastructure or to add stability to an over height, and/or overweight load. Exceptions for back-haul and front-haul loads are referenced on [pages 2-2 and 2-3](#).

7-10 Night Movements (WAC 468-38-175(3))

Routine – A vehicle or vehicle combination that falls within the defined envelope of 12 feet wide, 14 feet 6 inches high, and 105 feet long, including legal overhang(s), may move at night without special consideration.

Non-routine – A vehicle or vehicle combination, exceeding the previously defined envelope, may also be permitted to move at night on state highways subject to department preferred hours/routes of travel, and must have “Nighttime Movement Approved” stated on the permit. The most common request is to move within a metropolitan area during early morning hours to avoid traffic. To receive approval to move at night, the applicant must submit their request to CVS to be coordinated between jurisdictions and document any special instructions for the nighttime move. The request must contain at a minimum: (a) a justification for night travel (description of unique circumstance); (b) a defined route of travel; and (c) the actual hours of travel being requested. CVS will send a letter to the carrier with the specific instructions to include times of travel, escort car requirements, and any other requirements to follow during the move. The permit may then be acquired at any permit office where the requirements must be placed on the permit. If there is no letter or memo from CVS, the carrier must not be authorized nighttime travel for dimensions outside the defined envelope. The only exception to processing the request through CVS is when the entire move occurs within one WSDOT maintenance area; that area permit office may approve the nighttime move without CVS intervention.

All night moves must comply with published curfew restrictions. Night means one-half hour after sunset to one-half hour before sunrise. Vehicle and load must have proper lighting (49 CFR 393.11).

7-11 Restrictions Waived – Qualifying Vehicles (WAC 468-38-075)

Certain restrictions such as sign requirements, curfews, the prohibition against night movements, or holiday movements may be waived. The exception applies only on permits authorizing the following movements:

- A tractor-single trailer combination in which the trailer or load exceeds 53 feet but does not exceed 56 feet.
- A tractor-double trailer combination in which the two trailers with load exceed 61 feet but do not exceed 68 feet including the space between the trailers.
- A combination in which the single trailer and nondivisible load do not exceed 61 feet (with 15 feet or less of rear overhang). If rear overhang exceeds 15 feet, WSDOT [Form 560-002](#) must be attached. The exemption does not apply.
- Overweight vehicles with no over-dimensional feature that can maintain the speed of the surrounding traffic flow.
- Vehicles with front overhang not exceeding 4 feet beyond the 3-foot legal limit set in [RCW 46.44.034](#).
- Single unit fixed load vehicles not exceeding an overall length of 45 feet including a 4-foot front overhang beyond the legal 3-foot limit and a rear overhang not to exceed 15 feet measured from the center of the last axle.
- Vehicles equipped with tarping systems not to exceed 9 feet wide.

Permits authorizing any of these six types of permitted movement have the following notation written in the “Special Conditions” section of the permit: **“Certain overlength requirements are exempted, per [WAC 468-38-075](#).”**

7-12 Reversible Lane – Flammable Liquid Cargoes

Vehicles carrying flammable liquids (defined in [RCW 46.04.187](#)), whether operating under special permit or not, are prohibited from using the reversible lanes in Seattle on I-5 between James Street and 110th Street N.E.

7-13 Speed of Travel

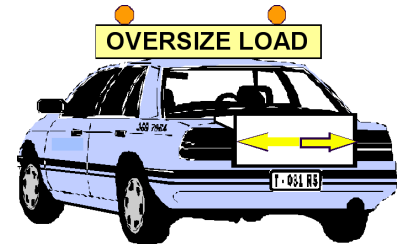
Unless otherwise stated on the permit, the maximum speed for permitted movements is the posted speed limit for trucks. When driving on the roadway shoulder is required, the maximum speed is 25 mph. If a maximum speed is stated on the permit, it must not be exceeded. If a slower speed is posted, the slower speed will take precedence.

7-14 Winter Conditions (WAC 468-38-095)

Movement by permit is prohibited when the following sign is displayed: "Traction Advisory/Oversized Vehicles Prohibited." Additional signs may also be displayed communicating specific prohibitions or requirements. If the permit is marked "Certain over length requirements are exempted, per [WAC 468-38-075\(1\)\(d\)](#)," the vehicles may move under the same conditions as other legal loads or combinations unless advised otherwise by WSDOT or WSP personnel.

8-1 Types of Escort Vehicles (WAC 468-38-100(8))

- The escort vehicle shall be a passenger vehicle, a two-axle truck or van not to exceed 14,000 pounds GVWR.
- Escort vehicles must be equipped with outside rear view mirrors on each side of the vehicle.
- Escort vehicles shall be at least 60 inches in width but no greater than 102 inches.
- Escort vehicles will be in safe operating condition and be properly licensed.



8-2 Escort Vehicle Operators (WAC 468-38-100(4))

- Escort vehicle operators must be certified in the operation of escort vehicles for the state of Washington and may not carry passengers, human or animal, except for a certified individual in-training status or necessary flag person. For detailed information, refer to [WAC 468-38-100](#).
- When an out-of-state transporter travels on Washington highways, they need an escort, certified for the state of Washington, or certified in a state that has reciprocity with Washington. Other states recognized in Washington as certified are: Arizona, Colorado, Georgia, Minnesota, Virginia, North Carolina, Oklahoma, and Utah.

8-3 When an Escort Vehicle(s) is Required (WAC 468-38-100(1))

Escort vehicles driven by persons certified for the state of Washington are required when:

- Vehicle(s) and/or load exceeding 11 feet wide; two escorts required, one in the front and one in the rear on two-lane state highways.
- Vehicle(s) and/or load exceeding 14 feet wide; one escort required in rear on multi-lane state highways.
- Vehicle(s) and/or load exceeding 20 feet wide; two escorts required, one in the front and one in the rear on multi-lane undivided state highways.
- The trailer length, including load, of a tractor/trailer combination exceeds one hundred five feet (105) or when the rear overhang of a load measured from the center of the rear axle exceeds one-third of the trailer length plus load of a tractor/trailer combination; one escort required in rear on two-lane state highways.
- Rear overhang (distance from center of rear axle to end of load) of a single unit vehicle exceeds 20 feet; one escort required in rear on two-lane state highways.

- The trailer length, including load (whichever is greater); of a tractor/trailer combination exceeds one hundred twenty-five feet (125); one escort required in rear on multi-lane state highways.
- Vehicle(s) and/or load exceeding 14 feet 6 inches in height; one escort with a height pole required in front on all highways. Manufactured homes require a front escort with height pole when exceeding 15 feet in height.
- The vehicle(s) or load exceeds twelve feet in width on a multilane highway and has a height that requires a front pilot/escort vehicle: One rear pilot/escort vehicle is required.
- If the front overhang, measured from the center of steering axle, exceeds 20 feet, one escort is required in front on all two-lane highways.

Extra escorts may be required when, in the opinion of WSDOT, they are deemed necessary to protect the traveling public. Assignments of this nature must be authorized through the department's administrator for CVS.

See [Chapter 7](#), Farm Implements, for additional information on pilot/escort use.

8-4 Escort Vehicle Equipment (WAC 468-38-100(10))

All escort vehicles shall carry:

- A standard 18 inch STOP and SLOW paddle sign.
- Three emergency reflective triangles.
- A fire extinguisher, first aid supplies, and a flashlight.
- A reflectorized vest, shirt, or jacket and a hard hat.
- A height measuring device.

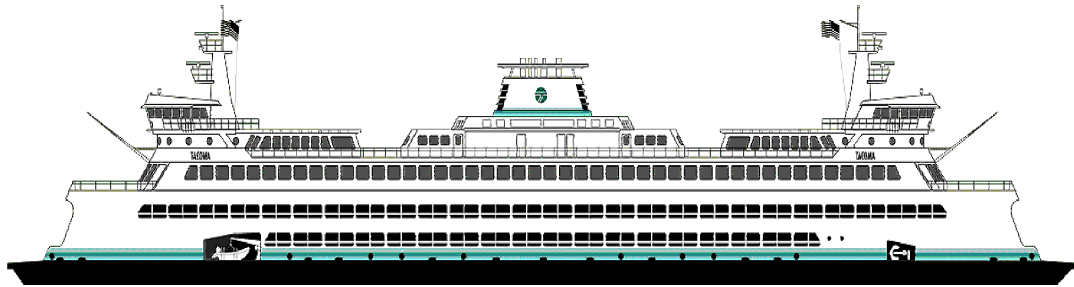


- An oversize load sign shall be mounted above the roofline of the escort vehicle.

The sign must be at least 5 feet wide, 10 inches high with black lettering at least 8 inches high in 1-inch brush stroke on yellow background, and must be retracted when not escorting an oversize load.

- Minimum of two flashing or rotating amber lights will be displayed above the roof line on the escort vehicle.
- A front escort vehicle shall use a height pole at all times when loads exceed 14 feet 6 inches, except when transporting a manufactured home up to 15 feet in height.
- Two-way radio communication, licensed under federal communication commission regulations, must be maintained between the towing unit and escort vehicles.
- Vehicles traveling under permit authority requiring escorts may not travel in convoy, unless they are moving farm implements or directed to do so by the CVS office.
- An escort vehicle escorting manufactured housing must maintain liability insurance in the amounts of \$100,000 for bodily injury to or death of one person in any one accident, \$300,000 for bodily injury to or death of two or more persons, and \$50,000 damage to property of others.

9-1 Crossing Puget Sound via Washington State Ferries (WSF)



Warning—Ferry Travel—Call prior to traveling

9-2 General Information

For movement of commercial vehicles, **registered with a GVW in excess of 80,000 pounds, or having a height in excess of 13 feet 4 inches measured from the road bed, or width excess of 8 feet 6 inches at the widest point, or in excess of 85 feet bumper to bumper**, on marine highways (the ferry system), special information is required. The applicant must contact the Marine Division, 24 hours in advance of the move. This allows the ferry staff to determine if the vessel can carry the vehicle or combination. This will also allow them to determine if there will be any problems with the terminal at either end of the trip.

The following information will be needed to obtain approval for travel on Washington State Ferries:

- Gross weight.
- Total length of vehicle or vehicle combination.
- Height from road to highest point.
- Width at widest point on vehicle.
- Ground clearance from road to lowest point on vehicle.
- Number of axles.
- Weight per axle, with load, for the trip in question.
- Over weight loads should contact WSF at least a work day in advance of the proposed movement to allow time for engineers to make a determination if the load can be approved for travel.

Upon examination of the specifics of the load, a WSF permit granting travel on a specific WSF trip will be issued. This permit must be carried by the driver and presented to the WSF ticket seller at the terminal or the vehicle/load will not be allowed to board.

Note: This requirement is also true if the vehicle is operating under a WSDOT Special Commercial Vehicle Permit for oversize and overweight load that requires travel on the WSF System.

9-3 Hazardous Materials

Federal regulations (49 CFR) prohibit the transporting of hazardous materials by ferries while carrying passengers, such as, but not limited to, the following common compressed gases: commercial propane, butane, acetylene, and gasoline. Hazardous material charters are available and requests for charters must be made seven days in advance to allow time for securing a charter agreement.

Tank trucks must demonstrate that cargo being carried meets the requirements of 49 CFR. Any empty tank truck must certify that they are vapor free prior to being allowed to board the ferries.

9-4 Contacting Washington State Ferries

For more detailed information, the following phone numbers are provided:

Automated message on basic travel conditions (in-state only) 511 or
1-800-843-3779

Information Agents and transfer to terminals (in-state use only) 1-888-808-7977

Information Agents and transfer to terminals (for local and out of state)
206-464-6400

Customer Service Agent-for commercial vehicle and/or oversize requests
Phone: 206-390-8543 Fax: 206-515-3846

Internet Home Page: www.wsdot.wa.gov/ferries

With this information, the permit number can be given to the driver to expedite the emergency move in lieu of actual permit. Payment will be by bankcard. The permit will be transmitted by facsimile to a location of the carrier's choice.

Also, during normal business hours or when telecommunications are severed, the carrier/provider can obtain a permit in person from any of the statewide special motor vehicle permit offices. Payment of fees may be by cash, check, money order, or bankcard.

During Non-Business Hours: Authorization for emergency over legal vehicle/ loads must be requested at one of the following five Traffic Management Centers (TMCs). Commercial Vehicle Services must be contacted the following day after any emergency move.

Seattle
206-440-4490

Spokane
509-343-6401

Tacoma
[253-538-3300](tel:253-538-3300)

Vancouver
360-905-2269

Yakima
509-577-1910

10-1 Permitting During an Emergency Event

10-1.1 Criteria

The term “emergency,” as used in this sub-section, shall mean an event or set of circumstances that meet the following criteria:

- The circumstance demands immediate action to preserve public health, protect life, protect public property, or to provide relief to any stricken community overtaken by such event, or
- The event reaches such a degree of destruction that the governor declares a “state of emergency.” Notification will normally come to the department from the public agency responsible for responding to the emergency, but may also be made by a utility or railroad entity when applying for a permit.

10-1.2 Procedures

During Normal Business Hours (8:00 a.m. to 4:30 p.m., Monday through Friday)

The following list contains three ways to obtain oversize/overweight permits:

1. Self-Issue *
2. Visit a WSDOT office
3. Contact an Agent

*Permits that you cannot self-issue or that must be approved by Commercial Vehicle Services:

- Superloads (dimensions exceeding 16 feet wide, 16 feet high, 125 feet load length, or loads exceeding 200,000 pounds).
 - Nighttime travel requests that exceed at least one of the following dimensions: 12 feet wide, 14 feet 6 inches high, or 105 feet overall length
 - 8-tire axle weight permits (when exceeding 21,500 lbs. an axle)
 - Farm implement permits
 - Manufactured housing permits that exceed allowances on the Manufactured Home Map
4. Also, during normal business hours or when telecommunications are severed, the carrier/provider can obtain a permit in person from any of the statewide special motor vehicle permit offices. Payment of fees may be by cash or check **During Business Hours**.
 5. The carrier can self-issue their permit, or contact a permit agent on the WSDOT CVS website at www.wsdot.wa.gov/commercialvehicle for permit processing. Some agent offices are open seven days a week, 24 hours a day. Agents generally charge a service fee.

6. If unable to self-issue or contact a permit agent, contact one of the TMCs listed. The TMC will record the company name and contact number of the carrier. The TMC will then assist with restrictions on the proposed route and inform the carrier to check the road restrictions and bridge restrictions listed on the CVS website. CVS must be contacted the following business day after any emergency move.

Seattle

206-440-4490

Vancouver

360-905-2269

Spokane

509-343-6401

Yakima

509-577-1910

Tacoma

253-538-3300

10-2 Issuing Permits During Power or Other Technical Failure

10-2.1 Criteria

The following procedures provide steps to follow when the WSDOT network is either partially or completely inaccessible to permit issuers.

10-2.2 Procedures

When Access to eSNOOPI Has a Local Interruption

Forward customer information to a permit office with network accessibility. If unable to forward the information, refer the customer to an alternate location, telephone and fax number.

When There Is No Access to eSNOOPI Due to Total Network Interruption

1. Permit offices should contact CVS to see how long the network will be down.
2. CVS will determine if handwritten permits are to be issued.
3. When authorized by CVS, DOT permit offices will issue handwritten permits on forms provided by CVS and stored at office locations.
4. Road and bridge restrictions will have to be checked with a hard copy of the restrictions.
5. Pilot/escort vehicle requirements will be checked by hand.
6. When the network becomes operational, the handwritten permits will be entered into the eSNOOPI program.
7. Issuing permits by telephone is reserved for declared emergency situations and must follow the procedures discussed at the beginning of this chapter.

Note: Calls placed to a TMC should be forwarded or otherwise referred to the CVS office for processing. Action by a TMC is restricted to after-hour contacts during declared emergencies.

10-3 Statewide Emergencies When the Headquarters EOC is Activated

All oversize movement requests will be coordinated by the Headquarters Emergency Operations Center (EOC).

The Headquarters Emergency Operations Center personnel will (using the permitting notebook):

- Assist carrier with escort car requirements and provide contact phone numbers.
- Provide phone numbers to available permit agents when possible.
- Forward the movement information to Commercial Vehicle Services and a permit will be issued when the emergency is called off.
- Assist with restrictions (notebook) on the proposed route and inform the carrier to check the Road Restrictions and Bridge Restrictions listed on the Commercial Vehicle Services website at www.wsdot.wa.gov/commercialvehicle.
- When necessary, contact Commercial Vehicle Services assigned personnel for assistance.

Chapter 11 Other Permits

11-1 Temporary Additional Tonnage

A temporary additional tonnage permit is available when vehicles are licensed to at least 40,000 pounds for a single unit, or 80,000 pounds for a combination vehicle, but need additional weight up to the maximum legal allowed ([RCW 46.44.041](#)). Permits must be acquired for a minimum of five days.

For Example: To calculate the temporary additional tonnage for a configuration licensed to 80,000 pounds, but can carry 87,900 pounds, look at the table below. Find the column that covers the nearest 2,000 pound increment, including fraction thereof, need for the additional tonnage. The column is 8000. The cost would be \$56 for 5 days. The configuration would now have paperwork showing total tonnage of 88,000 pounds; however, it is still restricted by law to a maximum carrying capacity of 87,900 pounds.

Pounds								
Fees for Temporary Additional Tonnage Fee Rate: \$2.80 Per Day for Each 2,000 Pounds Minimum Permit: 5 Days								
Days	2000	4000	6000	8000	10000	12000	14000	16000
5	\$14	\$28	\$42	\$56	\$70	\$84	\$98	\$112
6	17	34	50	67	84	101	118	134
7	20	39	59	78	98	118	137	157
8	22	45	67	90	112	134	157	179
9	25	50	76	101	126	151	176	202
10	28	56	84	112	140	168	196	224

11-2 Vehicle License Trip Permits

A vehicle license trip permit allows a vehicle to operate for three consecutive days at the maximum legal weight for that vehicle (up to 40,000 pounds for a single unit vehicle and up to 80,000 pounds for a combination vehicle). The permit is in lieu of license or registration. A permit must be obtained for commercial vehicles with a GVWR that exceed 12,001 lbs. or any vehicle with 3 or more axles ([RCW 46.85.060](#) Section 3). Trip Permits are not valid if the carrier is under a Washington State Patrol (WSP) Out Of Service Order (OOSO).

Out-of-state vehicles prorated with Washington State are not required to purchase a trip permit.

A trip permit for a truck pulling a licensed trailer provides licensing to operate up to 80,000 pounds gross weight of both the trailer and towing unit. A separate trip permit for both the truck and trailer is required if the trailer is not currently licensed/registered.

Note: If a vehicle is currently licensed/registered and has had valid tonnage during the current registration period, that vehicle cannot operate on a trip permit in lieu of buying regular tonnage.

If a vehicle is currently licensed/registered and has valid tonnage, but does not have tonnage to the maximum, a trip permit may be used to increase the tonnage temporarily on a vehicle up to 40,000 pounds for a single unit vehicle and up to 80,000 for a combination vehicle.

No more than three trip permits may be issued in any period of 30 consecutive days. The cost of each permit is \$25.

The WSDOT Permit Program requires complete information (vehicle I.D., dates of use, etc.) prior to issuance.

11-3 Special Fuel Trip Permits

Two axle vehicles with a gross weight or registered weight exceeding 26,000 pounds are required to display an International Fuel Tax Agreement (IFTA) license or special fuel permit to enter this state. Vehicles with three or more axles, regardless of weight or combination vehicles over 26,000 pounds are also required to display the license or permit. Vehicles requiring the license or permit are commercial vehicles that use diesel fuel or propane.

A carrier may purchase a special fuel permit in lieu of a special fuel license. The cost of the permit is \$30 ([RCW 82.38.100](#)).

Each permit is valid for three consecutive days beginning and ending on the dates specified on the face of the permit. The WSDOT permit program requires complete information (VIN, dates of use, etc.) prior to issuance.

Chapter 12 Accounting

Information in this chapter outlines general accounting requirements, as well as policies and procedures for WSDOT offices and Permit Sales Agents, and is subdivided into three sections: A. General Knowledge; B. Requirements for WSDOT offices; and C. Requirements for Permit Sales Agents.

12-1 General Knowledge

12-1.1 Permit Fees

Customers are NEVER to receive a permit prior to making payment.

Article VIII, Section 5 of the Washington State Constitution reads: **CREDIT NOT TO BE LOANED**. The credit of the state shall not, in any manner be given or loaned to, or in aid of, any individual, association, company or corporation.

12-1.2 Void Policy

Permits May Be Voided

A permit may be voided only when there is an error in fact or an error of law that occurs at the time the permit is obtained and/or purchased. The permit is eligible to be voided only when the incorrect permit was replaced with a correct permit for the same move.

Permits Shall Not Be Voided

- Department of Licensing (DOL) trip permits and fuel permits are not authorized to be voided after the permit has been obtained. [RCW 46.16.150\(5\)](#) and [RCW 82.38.100\(5\)](#) - No Exceptions
- When the applicant, after obtaining a permit, decides not to use the permit or cannot use the permit because of circumstances beyond their control. Examples not eligible include but are not limited to the following:
 - Road closures
 - Weather conditions
 - Cancellation of move by shipper
 - Equipment failure
- By anyone other than Commercial Vehicle Services (CVS) after the date the permit was issued.

If a permit does not qualify for a void, submit a permit refund application. (This would include all DOL Trip and Fuel permits.)

Procedures for Voiding Permits

Self-Issuers **MUST**:

- Notify WSDOT CVS before 9:00 am the following business day after purchase.
- Identify the original permit number to be voided
- Identify error(s) in fact or law
- Provide the replacement permit number

Procedures for DOT offices and Permit Sales Agents are contained in their respective sections of Chapter 13.

12-1.3 *Permit Refund Policy*

Refunds may only be approved and issued by the Commercial Vehicle Services (CVS) office.

A memorandum from the Office of the Attorney General sets clear guidelines, based on [RCW 43.88.170](#), as to when permit moneys can be refunded. Accordingly, the following policy will be followed:

Refunds may only be made on permits issued in consequence of error, either of fact or of law. This refers to those errors occurring when the permit is purchased or obtained. Examples of errors in fact are incorrect weight or height, and examples of errors of law, wrong type of permit or duplicate permits. The fee is eligible to be refunded only when the incorrect permit was replaced with a correct permit for the same move.

All refunds must be approved by the appropriate authority. The CVS Administrator has the authority to approve or deny requests for refunds of WSDOT permits. This authority has been delegated to the CVS Permit Program Manager. Further sub-delegation of the authority is authorized upon written approval from the Administrator.

Reasons for Denial of Refund

Those instances where the applicant, after obtaining a permit, decides not to use it or because of circumstances beyond the applicant's control cannot use it are not eligible for refund. Examples not eligible would include but not be limited to road closures, weather conditions, cancellation of move by shipper, or equipment failure.

There is no refund policy for DOL trip and fuel permits sold per [RCW 46.16.150\(5\)](#) and [RCW 82.38.100\(5\)](#).

Refund Application

Refund Applications must be submitted on DOT Form 560-024. The form is available online at: www.wsdot.wa.gov/commercialvehicle/permits.

The application must be filled out in its entirety and signed. It must show the permit number being requested for refund, the date it was issued, the permit number of the replacement permit, the name of company or individual the permit was issued to, and the complete mailing address. (Checks will be made out to the Firm or individual the permit was issued unless otherwise approved).

Requests for refunds must be submitted and received by the CVS Office within sixty days of permit issuance.

Those applications received later than sixty days will be returned to the application and refunds will be denied. The application is required to give an explanation for the refund request. If more space is required, the applicant may use a plain sheet of paper to complete the explanation.

Supporting Documents

In order to process the refund request, the following documents may be required:

1. The original copy of the permit.
2. If replaced, the permit number it was replaced by.

Refund Reconsideration Process

If an application for refund is denied, the applicant may submit a reconsideration request to the Administrator, CVS Office. The request shall be made in writing and submitted within ten working days of receipt of refund denial. All extenuating circumstances must be given for why the original disapproval should be reversed.

12-2 Requirements for WSDOT Offices

Cash Handling – The provisions in the *WSDOT Accounting Manual* must be followed. A copy of the *Accounting Manual* is available online at the Publications Services website at wwwi.wsdot.wa.gov/publications/manuals/m13-82.htm.

Accounting Manual M 13-82

Section 6-2	Cash Receipts
Section 6-3	Collection of Dishonored Checks
Section 6-4.4	Change Fund

12-2.1 **Cash Handling Guidelines**

- Checks must be endorsed immediately upon receipt.
- For walk-in customers, check number must be entered into eSNOOPI.
- Use a lockable metal storage unit for the change fund and funds collected.
- Cash and checks received must be placed in a secure location when the transaction is complete.
- The total cash and checks received must equal the total on the eSNOOPI Closing Report.
- Segregate the duties of selling permits, preparing the Cash Receipt (CR) Document, and preparing the deposit as much as possible.
- Without a waiver, deposits are to be made within 24 hours of receipt.

12-2.2 **Best Practice**

- Requirement:
 - * When staffing allows, deposit slips must be verified and initialed by another employee.
- Additional recommendations for deposit preparation can be found on [Washington State Treasure's](#) website.

12-2.3 **Deposits Waiver**

WSDOT has a waiver to the 24-hour deposit rule from the Office of the State Treasurer. Collected funds must be deposited:

- At a **minimum** of once a week; or
- Within 24 hours of the issued permit(s) if the collected funds meet or exceed \$250.

A copy of the deposit waiver issued by the State Treasurer is located online at the Cashiers website at wwwi.wsdot.wa.gov/accounting/cash.

12-2.4 **Signatures**

One of the following must be forwarded to the CVS office weekly for all permits issued:

- Signed and dated permit application for cash or check transactions.
- Signed permit.
- Signed "Shopping Cart Permits" receipt.

12-2.5 Security and Confidentiality of Customer Information

WSDOT offices shall NOT accept or receive debit/credit card numbers

- Applications or any other correspondence containing debit/credit card numbers must be destroyed immediately,

If a debit/credit card number is received on a permit application or any other correspondence **via fax**:

- Contact the customer and inform them that WSDOT shall NOT accept permit applications or other correspondence that includes a debit/credit card number. WSDOT only accepts cash or checks for purchases.
- Shred the document immediately or place in a confidential recycling bin.
- If it is permit type issued by the Commercial Vehicle Services office (CVS), the customer must resubmit their application without the debit/credit card number.

If a debit/credit card number is received, on a permit refund application or from the bank **via mail**:

- Immediately cut off and shred the debit/credit card number.
- The approval/denial letter will notify the customer not provide debit/credit card numbers in the future.

If a debit/credit card number is received on a permit application or any other correspondence **via email**:

- Contact the customer and inform them that WSDOT shall NOT accept permit applications or other correspondence that includes a debit/credit card number. WSDOT only accepts cash and checks for purchases.
- If it is a permit type issued by CVS, the customer must resubmit their application without the debit/credit card number.
- Immediately delete the email from the inbox
- Delete the email from the "Deleted Items" folder
- Delete the email from the "Recover Deleted Items"
 - Select "Folders" at the top of your email address bar; and select "Recover Deleted Items"
 - Delete the items from "Recover Deleted Items" and permanently delete the item; you will not be able to recover this item once deleted. This will ensure your PC is PCI Compliant.

Note: Utilize a "Cross Cut Shredder" for shredding debit/credit card information.

12-2.6 *Issuing Permits Between WSDOT Offices*

Permits must appear on the eSNOOPI Closing Report of the office collecting the cash or check.

To issue the permit under the office receiving the money:

1. In eSNOOPI, select Maintenance and then Office Location.
2. For Office, select the office receiving the money and save.
3. Issue the permit.

12-2.7 *Applications for Specialty Permits*

Signed and dated specialty permit applications are required before issuing permits for cash or check transactions. Permits are to be issued as requested.

12-2.8 *Receiving Applications*

- Applications must be kept in a secure location at all times. Only employees issuing permits should have access to customer information.
- Applications must be signed and dated for cash or check transactions.
- After issuing, write the permit number and amount on the application.
- All original applications are to be kept at CVS in a secure location for three months after the permit issue date and destroyed before disposal. (See Security and Confidentiality of Customer Information above.)

12-3 Issuing Receipts for Permits

The permit is the customer's receipt. The Permit by Company report in eSNOOPI is another option for a receipt. A handwritten receipt can be issued if requested. The CVS Office maintains a supply of receipt books.

12-3.1 *Cash and Check Reconciliation*

Checking Reports Process

1. Print one copy of the eSNOOPI Closing Report.
2. Verify the total amount collected (cash and checks) equals the total cash permit sales. The two totals **must be the same**. If the totals are not the same, compare receipts with the eSNOOPI Closing Report to find the discrepancy.

Note on Corrections

- a. Make corrections in the program and reprint the eSNOOPI Closing Report.
- b. If there is a discrepancy, provide a short explanation, date, and sign the report.

Cash Report Sets

For each deposit, prepare a **Cash Report Set** consisting of:

1. Deposit Slip.
2. TRAINS Cash Receipt (CR) Document.
3. eSNOOPI Closing Report.

Timely Reporting

When a deposit is made, a CR Document must be entered into TRAINS by the end of the following business day. The **Cash Report Set** must be mailed to the CVS Office at that time. The CVS Office will approve Cash Receipt Documents within two days of receipt.

12-3.2 Cash Receipt (CR) Documents

Permit Sales

The totals from the eSNOOPI Closing Report are entered into TRAINS using the following Revenue Source codes:

Special Motor Vehicle Permits	0299-21
Trip Permits	0920-08
Fuel Permits	0920-09
Total Deposit	0925-02

Revenue Source Code 0925 02 must match the amount on the banks deposit receipt. Enter the Total Deposit amount into TRAINS using a "D" in the I/D field.

Cash Short/Over

If there is a discrepancy between the banks deposit receipt and the Grand Total on the eSNOOPI Closing Report, enter the amount into TRAINS using the revenue source code 0490-01. If cash is over, enter an "I" in the I/D field. If cash is short, enter a "D" in the I/D field in TRAINS.

Deposit Date

The date on the banks deposit receipt must be used on all CR Documents.

12-3.3 Procedures for Voiding Permits

The Void Policy outlined on Page 13-1 **MUST BE** followed.

- When staffing allows, permits are to be voided by someone other than the agent that issued the permit.
- The void reason must identify the specific error that was made when a permit is not issued as requested.
- Include the replacement permit number in the indicated field. This is a requirement when voiding a permit.
- Check box to certify if you are the only employee in the office. **This box will only appear if you were the issuing agent.
- For Self-Issued Permits (CVS Office only):
 - Business day for the eSNOOPI Self-Issuer Terms of Service shall mean Monday through Friday, 8:00 am to 4:30 pm, Pacific Time, except holidays as observed by the State of Washington.
 - If approved for void, the voided permit will not be charged a fee.
 - Identify the person requesting the void in the void reason
 - Include the replacement permit number in the indicated field.

12-3.4 NSF Checks

It is a WSDOT policy that persons with outstanding Non-Sufficient Funds (NSF) charges be restricted in their access to WSDOT Services. The Commercial Vehicle Services (CVS) Office issues a NSF List containing the names of those with outstanding NSF charges.

- Permits are NOT to be issued to any person or company on the NSF list.
- Payment for NSF charges not sent to collections must be received by WSDOT in the form of cash, cashier's check, or money order. For help recording payments on a Cash Receipt, please see examples tab on NSF List spreadsheet distributed by CVS.
- WSDOT is NOT to accept payment for NSF charges sent to collections. Payment must be made to Alliance One at 1-800-456-8838.

For questions regarding the payment of an NSF check, contact HQ DOT Project Support and Receivables at 360-705-7579 or the CVS Financial Analyst at 360-705-7340.

12-3.5 Handwritten Permits

Handwritten permits are only to be issued by WSDOT Offices.

1. They are to be secure at all times, maintained in a safe or locked drawer.
2. They are to be considered a “last resort,” issued only when eSNOOPI is completely down or when an office has no power.
3. They are only to be issued for Special Motor Vehicle Permits.
4. They are not to be issued as a Trip or Fuel Permit.

Permits Custodian

One person in each office is to be assigned as the permits custodian. The permits custodian is responsible for all additions and withdrawals from inventory of Handwritten Permits.

Permits Inventory

Annually, the CVS Office will request an inventory be taken of handwritten permits. An employee, other than the permits custodian will count and report the number of handwritten permits. A Crime/Loss Report (Form 134-210) must be submitted for any missing handwritten permits.

Handwritten Permit Procedures

1. Permission to issue handwritten permits must be obtained from the CVS Office prior to issuing any handwritten permits.
2. Fill out the handwritten permit completely.
3. Handwritten permits shall only be issued by WSDOT Offices for cash or check payments. If applicable, include the check number on the handwritten permit.
4. Send or give the permit to the customer.
5. Enter Handwritten Permits into eSNOOPI as soon as it is available.
 - a. Go to the Issue Permit screen and enter all the data then proceed.
 - b. At the top of the second screen, select the Handwritten button.
 - c. At the bottom of the second screen, enter the permit number.
 - d. The fee will calculate automatically. (If the fee is not the same as that on the handwritten permit, it can be changed.)
 - e. Enclose the yellow copy of the handwritten permit with the daily report.

12-4 Requirements for Permit Sales Agents

Agents will be required to make a daily deposit of the previous day's permit sales, less applicable handling fee, into a State of Washington Public Deposit Protection Commission (PDPC) qualified financial institution. The Washington State Treasurer shall withdraw all monies contained in the account on a regularly scheduled basis.

12-4.1 Permit Sales Reconciliation

Permit agents have until noon the following business day to:

- Verify permit sales.
- Notify CVS by email at cvsagentdeposits@wsdot.wa.gov if there are any:
 - Deposit discrepancies.
 - Void requests (see below for Procedures on Voiding Permits).

12-4.2 Procedures for Voiding Permits

The Void Policy outlined on Page 13-1 MUST BE followed.

- When staffing allows, permits are to be voided by someone other than the agent that issued the permit.
- The void reason must identify the specific error that was made when a permit is not issued as requested.
- Include the replacement permit number in the indicated field. **This is a requirement when voiding a permit.
- Check box to certify if you are the only employee in the office. **This box will only appear if you were the issuing agent.

To void a permit after the date issued but before noon the following business day, send an email to cvsagentdeposits@wsdot.wa.gov. The email shall include the permit number to be voided, the replacement permit number (if applicable), whether there is only one employee in the office, and the void reason.

Permits cannot be voided after the reconciliation period has ended. To request a refund, send a completed and signed Transportation Permit Refund Application (WSDOT [Form 560-024](#)) and all supporting documentation to cvsagentdeposits@wsdot.wa.gov or fax it to 360-704-6384.

12-4.3 Deposit Timeline

For the purpose of permit sales, a Sales Period is defined as:

	From	To
Monday	12:00 a.m.	11:59 p.m.
Tuesday	12:00 a.m.	11:59 p.m.
Wednesday	12:00 a.m.	11:59 p.m.
Thursday	12:00 a.m.	11:59 p.m.
Friday	12:00 a.m.	–
Saturday	–	–
Sunday	–	11:59 p.m.

When a bank holiday falls on a Monday, Tuesday, Wednesday, or Thursday, the Sales Period will be:

	From	To
Previous Business Day	12:00 a.m.	–
Holiday	–	11:59 p.m.

When a bank holiday falls on a Friday the Sales Period will be:

	From	To
Thursday	12:00 a.m.	–
Sunday	–	11:59 p.m.

For each Sales Period, using the eSNOOPI Deposit Report, permit agents are required to deposit the deposit amount indicated on the report by 3:00 p.m. the following business day.

For questions, please contact the CVS Fiscal Analyst at 360-705-7340.

12-4.4 Late Deposits

In the event that a deposit cannot be made on the date required, permit agents must notify CVS by sending an email to cvsgentdeposits@wsdot.wa.gov by 3:00 p.m. on the day the deposit is required. The email must contain an explanation as to why the deposit cannot be made and the date the permit agent will make the deposit.

For late deposits, CVS will send an email identifying the past due amount to the email address designated in the Agent Agreement. If a deposit is 15 calendar days or more past due **or** the permit agent has not made three consecutive required deposits, CVS may terminate the Permit Agent Agreement, pursuant to Section 13 of the Agent Agreement, and CVS shall notify state Accounting and Financial Services (AFS) who will send the permit agent Dunning Letters at 30, 60, and 90 calendar day intervals.

For deposits over 90 calendar days past due, AFS will escalate collection efforts which may include referral to a collection agency.

Appendix A Permit Fees

Fee Summary

	Fee
Over Width	
Single Trip	\$10.00
Monthly (30 days) up to 14 feet wide	\$20.00
Annual up to 14 feet wide	\$240.00
Over Height	
Single Trip	\$10.00
Monthly (30 days) up to 15 feet	\$20.00
Annual up to 15 feet high	\$240.00
Over Length	
Single Trip	\$10.00
Monthly (30 days)	\$10.00
Monthly (Over 15 feet ROH, over 3 feet FOH)	\$10.00
Annual	\$120.00
Annual (single trailer up to 56 feet)	\$100.00
Annual (double trailers up to 68 feet)	\$100.00
Annual (nondivisible load up to 125 feet)	\$120.00
Other	
Monthly (30 days) over width and/or over height	\$20.00
Monthly (30 days) over width, height and length	\$30.00
Annual overwidth, height, and length	\$360.00
Annual (14 feet wide, 14 feet high x 85 feet total length – Manufactured Housing only)	\$150.00
Monthly Manufactured Housing 15 feet wide (limited to 14 foot box, 12 inch eaves) 15 feet high - 75 feet long (trailer and tongue)	\$30.00
Transfer	\$14.00
Trip Permit (DOL)	\$25.00
Fuel Permit (DOL)	\$30.00
Collection Trucks	
Annual Over Axle for two-axle up to 6,000 pounds	\$42.00*
Annual Over Axle for three-axle up to 8,000 pounds	\$42.00*
<i>*per thousand pounds (annual permit only)</i>	
Fixed Loads	
Monthly (30 days) three-axle 65,000 pounds maximum	\$70.00*
Monthly (30 days) four-axle 86,000 pounds maximum	\$90.00*
<i>*may include dimensions</i>	

	Fee
Tow Trucks	
Annual overweight for Class C or Class E with Class C rating while performing emergency or non-emergency moves of oversize or overweight, or both, vehicles and vehicle combinations, under rules adopted by the transportation commission	\$150.00
Annual overweight for Class B or Class E with Class B rating while performing emergency or non-emergency moves of oversize or overweight, or both, vehicles and vehicle combinations, under rules adopted by the transportation commission	\$75.00
Sealed Containers Used in International Trade	
Port of Tacoma on SR 509 between MP 0.25 and MP 3.88 (Vicinity of East "D" Street and Taylor Way). The tire load not to exceed 600 pounds per inch width of tire. Single axles not to exceed 22,000 pounds. Tandem axles not to exceed 43,000 pounds. Gross weight not to exceed 105,500 pounds. Weight for axle groups must comply with RCW 46.44.091 :	
Monthly	\$100.00
Annual	\$1,000.00
Temporary Additional Tonnage	
Temporary Additional Tonnage	\$2.80*
*per day per 2,000 pounds (minimum 5 days, minimum fee \$14)	
Farm Implements (for farmers in the course of farming)	
Up to 16 feet wide, 16 feet high	Exempt
Over 16 feet but less than 20 feet wide (legal height):	
Three-Month Period	\$10.00
Annual	\$25.00
Farm Implements (Implement Dealer)	
Up to 16 feet wide, 16 feet high	Exempt
Over 16 feet but less than 20 feet wide (legal height):	
Three-Month Period	\$25.00
Annual	\$100.00
Log Tolerance	
Annual (April 1–March 31)	\$50.00
Purchased after July 1	\$37.50
Purchased after October 1	\$25.00
Purchased after January 1	\$12.50

The department may issue any of the previously listed permits that involve height, length, or width for an expanded period of consecutive months not to exceed one year.

Overweight Graduated Fee Schedule

Minimum Fee for Overweight Permit	\$14.00
Excess Weight Over Legal Capacity	Fee Per Mile on State Highways
0-9,999	\$0.07
10,000-14,999	\$0.14
15,000-19,999	\$0.21
20,000-24,999	\$0.28
25,000-29,999	\$0.35
30,000-34,999	\$0.49
35,000-39,999	\$0.63
40,000-44,999	\$0.79
45,000-49,999	\$0.93
50,000-54,999	\$1.14
55,000-59,999	\$1.35
60,000-64,999	\$1.56
65,000-69,999	\$1.77
70,000-74,999	\$2.12
75,000-79,999	\$2.47
80,000-84,999	\$2.82
85,000-89,999	\$3.17
90,000-94,999	\$3.52
95,000-99,999	\$3.87
100,000 or more	\$4.25*

**The fee for weights in excess of 100,000 pounds is \$4.25 plus \$0.50 for each 5,000 pounds increment or portion thereof exceeding 100,000 pounds.*

Appendix B Federal Weight Table

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 20,000 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 34,000 pounds each, if the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more.

Distance in Feet Between
First and Last Axle of Any
Group of Consecutive Axles

Maximum load in pounds carried on any group of two 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	34,000						
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	85,500	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			66,000	70,500	75,500	81,000	86,500	92,000
37			66,000	71,000	76,000	81,500	87,000	93,000
38			67,500	71,500	77,000	82,000	87,500	93,500
39			68,000	72,500	77,500	82,500	88,500	94,000
40			68,500	73,000	78,000	83,500	89,000	94,500

Maximum load in pounds carried on any group of two or more consecutive axles								
	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles
41			69,500	73,500	78,500	84,000	89,500	95,000
42			70,000	74,000	79,000	84,500	90,000	95,500
43			70,500	75,000	80,000	85,000	90,500	96,000
44			71,500	75,500	80,500	85,500	91,000	96,500
45			72,000	76,000	81,000	86,000	91,500	97,500
46			72,500	76,500	81,500	87,000	92,500	98,000
47			73,500	77,500	82,000	87,500	93,000	98,500
48			74,000	78,000	83,000	88,000	93,500	99,000
49			74,500	78,500	83,500	88,500	94,000	99,500
50			75,500	79,000	84,000	89,000	94,500	100,000
51			76,000	80,000	84,500	89,500	95,000	100,500
52			76,500	80,500	85,000	90,500	95,500	101,000
53			77,500	81,000	86,000	91,000	96,500	102,000
54			78,000	81,500	86,500	91,500	97,000	102,500
55			78,500	82,500	87,000	92,000	97,500	103,000
56			79,500	83,000	87,500	92,500	98,000	103,500
57			80,000	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
61				86,000	90,500	95,500	101,000	105,500
62				87,000	91,000	96,000	101,500	105,500
63				87,500	92,000	96,500	102,000	105,500
64				88,000	92,500	97,500	102,500	105,500
65				88,500	93,000	98,000	103,000	105,500
66				89,500	93,500	98,500	103,500	105,500
67				90,000	94,000	99,000	104,500	105,500
68				90,500	95,000	99,500	105,000	105,500
69				91,000	95,500	100,000	105,500	105,500
70				92,000	96,000	101,000	105,500	105,500
71				92,500	96,500	101,500	105,500	105,500
72				93,000	97,000	102,000	105,500	105,500
73				93,500	98,000	102,500	105,500	105,500
74				94,500	98,500	103,000	105,500	105,500
75				95,000	99,000	103,500	105,500	105,500
76				95,500	99,500	104,500	105,500	105,500
77				96,000	100,000	105,000	105,500	105,500
78				97,000	101,000	105,500	105,500	105,500
79				97,500	101,500	105,500	101,500	105,500
80				98,000	102,000	105,500	105,500	105,500
81				98,500	102,500	105,500	105,500	105,500
82				99,000	103,000	105,500	105,500	105,500
83				100,000	104,000	105,500	105,500	105,500
84					104,500	105,500	105,500	105,500
85					105,000	105,500	105,500	105,500
86+					105,500	105,500	105,500	105,500

When inches are involved: If less than 6 inches take lower, 6 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 allowance as set forth in the table above.

Appendix C Tire Load Capacity Charts

Steering Axle(s) (RCW 46.44.042)

The maximum weight allowed for the steering axle of the power unit (specifically, the axle(s) controlled by the vehicle operator through the vehicle's steering mechanism) is determined by tire width and manufacturers' rating. The width of the tire is provided by the tire nomenclature imprinted on the tire sidewall, e.g., 11.00/75R22.5 with the number in front of the hash mark usually representing width. The width is multiplied by 600 pounds. The following are allowances for steer axles equipped with two common size tires¹:

11:00 tires = 13,200 pounds	16:00 tires = 19,200 pounds
12:00 tires = 14,400 pounds	17:00 tires = 20,400 pounds
13:00 tires = 15,600 pounds	18:00 tires = 21,600 pounds ²
14:00 tires = 16,800 pounds	19:00 tires = 22,800 pounds ³
15:00 tires = 18,000 pounds	20:00 tires = 24,000 pounds

Many brands of tires also provide the width information in metric measurement, e.g., 285/75R22.5. To convert the metric measurement to inches, simply use this formula:

$A \div 25.4 = B$ (where A = metric tire size (e.g., 285/75R22.5) and
B = inch width of tire). Sample: 285 (A) $\div$ 25.4 = 11.22 (B) of tire width.
Tire size allowance shall be computed to the second decimal point.

Should the manufacturer's load rating for the tire differ from the mathematical calculation, the lesser of the two shall govern.

Non-steering Axles (RCW 46.44.042)

A non-steering axle (specifically, an axle(s) not controlled by the operator through the vehicles steering mechanism) carrying more than 10,000 pounds gross weight must have four or more tires. Instead of the four or more tires per axle requirements, an axle may be equipped with two tires limited to 500 pounds per inch width of tire. This does not apply to vehicles operating with oversize or overweight permits, or both, issued under [RCW 46.44.090](#), while carrying a non-divisible load.

The following are allowances for non-steer axles equipped with two common size tires limited to 500 pounds per inch width of tire:

11:00 tires = 11,000 pounds	17:00 tires = 17,000 pounds
12:00 tires = 12,000 pounds	18:00 tires = 18,000 pounds
13:00 tires = 13,000 pounds	19:00 tires = 19,000 pounds
14:00 tires = 14,000 pounds	20:00 tires = 20,000 pounds
15:00 tires = 15,000 pounds	21:00 tires = 21,000 pounds
16:00 tires = 16,000 pounds	22:00 tires = 22,000 pounds

¹ These limits also apply to single axles with two tires operating under a Special Motor Vehicle Permit.

² Single axles are limited to 20,000 pound maximum for legal weight.

³ Single axles on vehicles operating under a special motor vehicle permit are generally limited to 22,000 pounds.

Exceptions to the 500 Pound Limit

The following equipment may operate at 600 pounds per inch width of tire:

- A tiller axle on fire fighting apparatus.
- A rear booster trailing axle equipped with two tires on a ready-mix concrete truck.
- A straddle trailer manufactured before January 1, 1996, equipped with single-tire axles used exclusively for the transport of fruit bins between field, storage, and processing. A straddle trailer manufactured after January 1, 1996, meeting the use criteria may carry 515 pounds per inch width of tire on 16½ inch wide tires.

The Axle and Axle Spacing Factor

Regardless of the mathematical calculations and manufacturer's load ratings, there is still one other governing factor, axle groups and spacings. Axle groups are limited to the weight allowances provided by the Federal Bridge Formula, see Federal weight Table in [Appendix B](#). Vehicles operating under a special motor vehicle permit are also governed by the axle group formulas illustrated in [Chapter 3](#).

Appendix D Forms

Description	Form Number
Special Motor Vehicle Permit Regulations and Conditions Commuter Curfew Hours	560-002
Axle Spacing Report for Overweight Permits	560-013
Permit Application for SR 9/US 97 Canadian Weights	560-020
Oversize/Overweight Vehicle Permit Application	560-021
Request for Approval of Oversize/Overweight Movement – Superloads	560-022
Transportation Permit Refund Application Permit Refund Policy	560-024
Application for Temporary Vehicle License/Fuel Use Permit	560-025
Monthly or Annual Special Oversize/Overweight Application	560-026
Sealed Container Oversize/Overweight Vehicle Permit Application	560-027
Special Oversize/Overweight Vehicle Permit Application	560-029
Public Fire Truck Permit Application	560-048
Building Move Application	720-028

To view or download the most current form, go to the Forms Management website at wwwi.wsdot.wa.gov/fasc/adminservices/forms.

Appendix E Offices and Agencies Issuing Permits

Locations for Obtaining Various Washington Commercial Vehicle Permits

Agents

Company Name	Address	Phone	Fax
Ronald J Wallace Inc DBA Better Weigh Mfg	168 Foster Creek Rd Toledo, WA 98591-9406	360-864-6800	360-864-6802
Comdata Inc.	5301 Maryland Way Brentwood, TN 37027-5055	800-749-7166	800-553-3906
deCourcy Hoder Inc DBA Hoquiam Licensing & Transportation	2616 Sumner Ave Aberdeen, WA 98520-4319	360-533-4333	360-533-8307
RF Mollno, Inc DBA The Permit Company	789 S Arroyo Pkwy Pasadena, CA 91105-3234	800-874-5512	323-475-1617
LexisNexis VitalChek Network Inc DBA Permit Wizard	6 Cadillac Dr Ste 400 Brentwood, TN 37027-5080	615-372-6850	866-873-8506
WTA Services Inc	2102 Carriage Drive SW Bldg F Olympia, WA 98502-1049	253-838-1650	
Permit America Inc.	116 Collision Center Dr Frankfurt, KY 40601	866-573-7648	866-706-5766
Electronic Funds Source DBA T-Chek Systems Inc	8170 Upland Cir Ste 100 Chanhausen, MN 55317-9625	877-237-2435	952-975-6373
Judith K. Albright DBA US Permit Services & Consulting	660 Melton Rd Castle Rock, WA 98611-9418	888-453-3763	888-478-0467
Reliable Permit Solutions LLC	4700 Topeka Dr Tarzana, CA 91356-4704	909-436-4220 888-949-4220	909-801-2850
Transport Permits of Des Moines, Inc DBA Transport Permits, Inc.	1906 Grand Ave W Des Moines, IA 50265-4217	800-725-9400	800-721-3299
JJ Keller & Associates Inc.	3003 Breezewood Ln Neenah, WI 54957	800-231-5266	866-440-6358
Transport Permits Ltd	3825 W 9th St Waterloo, IA 50702-5909	319-235-9033 ext 17	319-235-6639
On the Move Permits Inc	965 E Martin Luther King Jr Dr Ste A Tarpon Springs, FL 34689-4802	727-942-2006	727-942-5744
West Coast Services LLC dba WCS Permits	150 E Arrow Hwy San Dimas, CA 91773-3336	626-930-9292	626-930-9220
D & S Trucking Solutions Inc dba Glostone Trucking Solutions	PO Box 1650 Clackamas, OR 97015-1650	503-607-1088	503-650-6399
Jet Permit Ltd	5555 S 108 TH St PO Box 349 Hales Corners, WI 53130-0349	800-788-0603	800-760-7434

Department of Transportation

Office	Office Location	City	Phone
Aberdeen Maintenance (No Longer Issues Permits)	4801 Olympic Highway	Aberdeen	360-538-8530
Bellevue Maintenance	10833 Northup Way NE	Bellevue	425-739-3730
Bellingham Maintenance	3920 Airport Way	Bellingham	360-788-2500
Chehalis Maintenance	1411 Rush Road	Chehalis	360-748-2181
Cle Elum Maintenance	151 S Bullfrog Road	Cle Elum	509-577-1907
Colfax Maintenance	5 mi N of Colfax on 195	Colfax	509-397-3051
Colville Maintenance	440 N Highway 395	Colville	509-684-7434
Davenport Maintenance	1407 Morgan Street	Davenport	509-324-6583
Ephrata Maintenance	804 N Basin Street	Ephrata	509-750-0888
Everett Maintenance	709 N Broadway	Everett	425-339-1780
Goldendale Maintenance	1231 Scale House Road	Goldendale	509-773-4533
Kent Maintenance	26620 68th Avenue S	Kent	253-372-3900
Mount Vernon Maintenance	400 Cedardale Road	Mount Vernon	360-848-7230
Okanogan Maintenance	28862 Highway 97	Okanogan	509-826-7364
Pasco Maintenance	1816 N 4th Avenue	Pasco	509-545-2202
Port Angeles Maintenance	1707 S "C" St	Port Angeles	360-457-2713
Port Orchard Maintenance	8293 Spring Creek Road SE	Port Orchard	360-874-3050
Raymond Maintenance	103 5th Street	Raymond	360-942-2092
Spokane Maintenance	12223 N Division	Spokane	509-324-6566
Tacoma Maintenance	11211 41st Avenue SW	Tacoma	253-983-7550
CVS	7345 Linderson Way	Tumwater	360-704-6340
Vancouver Maintenance	4100 Main	Vancouver	360-905-2133
Walla Walla Maintenance	Rt 4 Box 193	Walla Walla	509-527-4548
Wenatchee Maintenance	2830 Euclid Avenue	Wenatchee	509-667-2802
Selah/Yakima Maintenance	900 E Selah Road	Yakima	509-577-1920

Appendix F **County and City Contacts**

Counties

Following is a list of counties with telephone numbers to contact before moving oversized or overweight loads on county roads.

Adams 509-659-3276	Grays Harbor 360-249-4222	Pend Oreille 509-447-4513
Asotin 509-243-2074 Ex. 352	Island 360-679-7331	Pierce 253-798-7250 or 3687
Benton 509-786-5611	Jefferson 360-385-0890 or 9160	San Juan 360-370-0500 or 317-8493
Chelan 509-667-6415	King 206-477-6531	Skagit 360-416-1400
Clallam 360-417-2379	Kitsap 360-337-5777 or 7121	Skamania 509-427-3910
Clark 360-397-2434	Kittitas 509-962-7523	Snohomish 425-388-6453
Columbia 509-382-2534	Klickitat 509-773-4616	Spokane 509-477-3600
Cowlitz 360-577-3030	Lewis 360-740-1122 or 1123	Stevens 509-684-4548
Douglas 509-884-7173	Lincoln 509-725-7041	Thurston 360-867-2300
Ferry 509-775-5225 Ex. 5	Mason 360-427-9670 Ex. 450	Walla Walla 509-524-2710
Franklin 509-545-3514	Okanogan 509-422-7300	Whatcom 360-676-6730
Garfield 509-843-1301	Pacific 360-875-9368	Whitman 509-397-4622
Grant 509-754-6082		Yakima 509-574-2300

Cities

Not all cities have formal permit systems, although the cities listed below do. If a hauler wants to move a heavy or overdimensional item in other cities, he/she should call the city hall of the city maintaining the streets.

Aberdeen

360-537-3218

Bellevue

425-452-4599

425-452-4617

Bellingham

360-778-8300

Bremerton

360-473-5270

Brewster

509-689-3464

Centralia

360-330-7512

Chehalis

360-748-0238

360-748-0271

Cle Elum

509-674-2262

Ellensburg

509-962-7230

Everett

425-257-8810

Press 7

Email: oversizeloadpermit@everettwa.gov

Fife

253-922-6633

Kennewick

509-585-4247

Kent

253-856-5300

Longview

360-442-5200

Mercer Island

206-236-5300

Press 1

Moses Lake

509-764-3951

Okanogan

509-422-3600

Olympia

360-753-8419

Omak

509-826-1170

Redmond Police Department

425-556-2570

Renton

425-430-7266

Richland

509-942-7742

509-942-7790

509-942-7504

Ritzville

509-659-1930

Seattle

206-684-5086

Spokane

509-625-7749

Stevenson

509-427-5970

Tacoma

253-591-5479

Email: cve@cityoftacoma.org

Vancouver

360-487-7800

Press 2

Woodinville

425-489-2754

Press 1

Yakima

509-575-6126

Appendix G Collection Truck Restricted List

Collection trucks are not permitted on Interstate highways

State Route	MP	Traffic Direction	Bridge Number	Bridge Name	TANDEM AXLE LIMITS	SINGLE AXLE LIMITS
2	0.77	Westbound	2/6N	EBEY ISLAND VIADUCT	39000	26000
2	30.28	East & West	2/35	SKYKOMISH R	42000	26000
4	28.92	East & West	4/120	SKAMOKAWA CR CS3505	41000	26000
9	10.87	Overcrossing	9/122	SR 9 OC, BICKFORD AVE	39000	26000
10	89.33	East & West	10/142	TEANAWAY R	34000	20000
10	90.10	East & West	10/143	BRISTOL FILL	34000	20000
12	323.06	East & West	12/631	CREEK	40000	26000
17	19.07	North & South	17/10.25	SCOOTENEY WASTEWAY	40000	26000
20	423.75	East & West	20/924	DAVIS CR	42000	26000
21	108.25	East & West	21/108.25	Dry Run	34000	20000
26	132.94	East & West	26/285	PALOUSE RIVER BR	42000	26000
97	30.80	East & West	97/20	SATUS CREEK	40000	26000
97	135.73	North & South	97/205	DRAIN CANAL	40000	26000
99	29.84	Northbound	99/540N-N	FIRST AVENUE ON RAMP	34000	20000
99	29.84	Northbound	99/540NB	ALASKAN WAY V NORTHBOUND	34000	20000
99	29.84	Ramp	99/540N-E	SENECA ST OFF RAMP	34000	20000
99	29.84	Southbound	99/540SB	ALASKAN WAY V SOUTHBOUND	34000	20000
99	30.00	Ramp	99/540S-S	FIRST AVENUE OFF RAMP	POSTED BRIDGE	POSTED BRIDGE
99	31.00	Ramp	99/540W-S	COLUMBIA STREET ON RAMP	POSTED BRIDGE	POSTED BRIDGE
99	32.76	North & South	99/547	BROAD ST OC	41000	26000
101	32.52	North & South	101/29	SOUTH NEMAH R NO 1	39000	26000
101	86.76	East (Southerly Bridge)	101/125W	HOQUIAM R-SIMPSON CS1412	POSTED BRIDGE	POSTED BRIDGE
101	211.55	North & South	101/320	SOL DUC R	40000	26000
112	21.89	East & West	112/22	N FK GREEN CR	40000	23000
112	23.72	East & West	112/24	GREEN CR	40000	23000
122	1.03	East & West	122/1	SILVER CR	34000	20000
162	19.64	East & West	162/22	SPIKETON CREEK	40000	26000
165	11.50	North & South	165/10	CARBON R	POSTED BRIDGE	POSTED BRIDGE
167	6.40	North	167/20E	PUYALLUP R	34000	20000
195	37.46	North & South	195/22	SPRING FLAT CR	39000	24000
241	1.34	North & South	241/5	MABTON-SUNNYSIDE #650	POSTED BRIDGE	POSTED BRIDGE
303	1.47	North & South	303/4A	MANETTE BRIDGE	POSTED BRIDGE	POSTED BRIDGE
409	2.92	North & South	409/10	JULIA BUTLER HANSEN BR	38000	26000
503	27.84	North & South	503/26	LEWIS R YALE	POSTED BRIDGE	POSTED BRIDGE

Collection trucks are not permitted on Interstate highways

State Route	MP	Traffic Direction	Bridge Number	Bridge Name	TANDEM AXLE LIMITS	SINGLE AXLE LIMITS
508	13.65	East & West	508/12	S FK NEWAUKUM R	POSTED BRIDGE	POSTED BRIDGE
509	0.22	North & South	509/5A	MURRAY MORGAN	Closed	Closed
520	1.63	East & West	520/8	ALBERT D. ROSELLINI BR	34000	20000
524	6.68	East & West	524/15	SWAMP CREEK	34000	20000
529	3.82	North	529/10E	SNOHOMISH R	34000	20000
529	5.42	South	529/20W	STEAMBOAT SL CS3115	40000	26000
529	6.21	North & South	529/25	EBEY SLOUGH CS3116	POSTED BRIDGE	POSTED BRIDGE
530	56.22	East & West	530/207	SAUK RIVER BRIDGE	POSTED BRIDGE	POSTED BRIDGE
548	11.54	East & West	548/10	DAKOTA CR	POSTED BRIDGE	POSTED BRIDGE

Current as of January 1, 2010

For updates, contact the Permit Program Manager at 360-704-6340.

Appendix H Farm Implement Route Restrictions

Routes Closed to Farm Implements Exceeding 16 Feet Wide

Asotin County

SR 129 MP 0 (Oregon State Line) to MP 422 (Bridge Street in Clarkston)

Benton County

SR 240 from Richland to West Gate at Hanford

SR 224 Kiona to West Richland

SR 225 Entire Route

Clark County

SR 14 MP 19.0 to MP 28.0

SR 500 MP 7.5 to MP 20.37

SR 501 MP 5.25 to MP 12.20

SR 501 MP 16.91 to MP 19.88

SR 502 MP 0.00 to MP 7.58: Entire Route

SR 503 MP 4.00 to MP 27.87

Columbia County

SR 261 MP 0 (Jct. SR 12) to MP 15 (Lyons Ferry Bridge)

Cowlitz County

SR 4 MP 47.5 to MP 62.28

SR 411 MP 0.0 to MP 10.0

SR 433 MP 0.00 to MP 1.75: Entire Route

SR 503 MP 27.87 to MP 54.38

Franklin County

SR 17 from Mesa to the Adams County Line

SR 260 Connell west to SR 17

Grant County

SR 24 from MP 44 to MP 79.64

SR 243 MP 0.0 to 28.26

SR 262 MP 0.0 to MP 24.22

SR 170 MP 0.00 to MP 3.68

SR 17 MP 21.8 to MP 87.41

SR 171 MP 0.00 to MP 3.82

SR 283 MP 9.2 to MP 9.23 (Winchester Wasteway Bridge)

King County

SR 410 from MP 22.77 (Enumclaw) to MP 42.76 (King/Pierce Co. Line)
SR 123: Entire Route

Kittitas County

SR 10 at Jct. with 970, MP 88.37 to MP 104.45: Entire Route
SR 821 at Jct. with I 82 at Thrall, MP 25.21 to MP 12.72: Entire Route
SR 903 entering Roslyn, MP 4.67 to MP 10.06: end of road at Lake Cle Elum
SR 906 at Exit 52 of I 90, MP 00.0 to MP 2.98 at Exit 54, I 90 near Hyak

Klickitat County

SR 142 Entire Route
SR 14 from MP 30 to SR 197

Lewis County

SR 508 MP 13.5 to MP 28.5

Pacific County

SR 100 Entire Route
SR 101 MP 16 to MP 28
SR 103 Entire Route

Wahkiakum County

SR409 Entire Route

Walla Walla County

SR 124 from MP 0 (Jct with SR12) to MP 45 (Waitsburg): Entire Route
SR125 from MP 6 (Jct with SR12 north to MP 24 (Prescott))

Yakima County

SR 823 (from Rest Haven Interchange to Jct. with SR 821): Entire Route
SR 410 (from Summit of Chinook Pass to Jct. with SR 12 west of Naches):
Entire Route
SR 22 from MP 0 to MP 4.00 (from Jct. SR 82 to Jct. SR 97 at Toppenish)
SR 97 from MP 33.50 to MP 51.90 (from Klickitat County Line to Dry Creek)
SR 12 from MP 166.17 to MP 185.49 (from Wildcat Creek to Jct. with SR 410
west of Naches)
SR 241 from Sunnyside to SR 24

Routes Closed to Farm Implements Exceeding 14 Feet Wide

Island County

SR20 MP 42 (CanoePass Bridge) to MP 38.8 (Troxell Rd)

SR20 MP 12.88 (Fort Casey State Park) to MP 20.27 (Rhododendron Rd)

Skagit County

SR 9 MP 37.73 (Snohomish Co. Line) to MP 54.56 (Skagit River)

SR 9 MP 58.24 (north city limits Sedro Woolley) to MP 66.88
(Whatcom County Line)

SR 20 MP 42.00 (Canoe Pass Bridge) to MP 47.89 (Sharps Corner)

SR 20 MP 97.69 (Jct. with SR 530) to MP 148.12 (Granite Creek)

SR 534 MP 0.00 (Jct. I 5) to MP 5.08 (Lake McMurray)

Snohomish County

SR530 MP 28.78 (Cicero Bridge) to MP 39 (310th Street NE)

SR530 MP 43.70 (White Horse vicinity) to MP 45 (411th Ave NE)

SR9 MP 29.46 (Jct SR530) to MP 37.73 (Skagit County Line)

SR530 MP 0.00 (Terry's Corner) to MP 3.8 (Stanwood)

Appendix I

Glossary of Terms

Axle – A beam or structure in the same or approximately the same transverse plane with a vehicle supported by wheels and on which wheels rotate.

Axle Spacing – The distance between individual axles or groups of axles measured from center to center of the defined axles.

Axle Spacing Report – A report stating the maximum amount of weight a vehicle, or vehicle combination can carry, both legally and under permit, based on the number of axles, the distance between axles, and the number and sizes of tires on the vehicle, or vehicle combination.

Axle Weight – Amount of weight transmitted to the ground by one axle or the combined weight of the two axles in a tandem assembly.

Bus – A motor vehicle designed primarily for the transportation of persons rather than property and having a passenger-carrying capacity of more than 15 persons including the driver, other than a taxi cab or limousine constructed and designed for transporting persons for commercial purposes.

Combination Length – The total length of a combination of vehicles, i.e., truck-tractor, semitrailer, trailer combination, measured from front extremity of the first vehicle to the rear extremity of the last vehicle, including the connecting space between vehicles and any overhanging load.

Combined Trailer Length – The total length of a combination of trailers measured from the front extremity of the first trailer to the rear extremity of the last trailer including the connecting space and any overhanging load.

Container – An article of transport equipment which is: (1) Of a permanent character and strong enough for repeated use; (2) Specially designed to facilitate the carriage of goods by one or more modes of transport without intermediate reloading; (3) Fitted with devices permitting it's ready handling, particularly its transfer from one mode to another. The term "container" does not include vehicles or conventional packing. Also referred to as a freight container, cargo container, and intermodal container.

Container Chassis – A trailer chassis having simply a frame (excluding floor, side, and roof) with locking devices for securing and transporting a container as a wheeled vehicle.

Converter Dolly – An auxiliary undercarriage assembly with a fifth-wheel and tow bar used to convert a semi-trailer to a full trailer.

Daylight Hours – One-half hour before sunrise until one-half hour after sunset.

Doubles – Trailer combination consisting of a truck tractor, semi-trailer, and a full trailer coupled together. Formerly called double trailer or double-bottom.

FHWA – Federal Highway Administration, the USDOT division concerned with highway construction and usage. Other similar divisions of USDOT relate to air, rail, water transportation, and motor carrier safety.

Farm Tractor – Every motor vehicle designed and used primarily as a farm implement for drawing plows, mowing machines, and other implements of husbandry.

Farm Vehicle – Any vehicle other than a farm tractor or farm implement which is designed and/or used primarily in agricultural pursuits on farms for the purpose of transporting machinery, equipment, implements, farm products, supplies, and/or farm labor thereon and is only incidentally operated on or moved along public highways for the purpose of going from one farm to another.

Fifth-Wheel – A device used to connect a truck tractor or converter dolly to a semi-trailer in order to permit articulation between the units. It generally is composed of a lower part consisting of a plate, and latching mechanism mounted on the truck tractor (or dolly) and a kingpin assembly mounted on the semi-trailer.

Full Trailer – A full trailer is a truck trailer constructed so that all of its own weight and that of its load rests upon its own wheels. It does not depend upon a truck tractor to support it. A semi-trailer equipped with a dolly is considered a full trailer.

Gooseneck – On a drop frame trailer, the upper level at the front of the trailer together with the structure connecting it to the lower level. Originally so named because of the resemblance to the neck of a goose.

Gross Weight – The weight of a vehicle and/or combination of vehicles plus the weight of any load thereon.

Gross Vehicle Weight Rating (GVWR) – The weight capacity of a vehicle or combination of vehicles certified by the manufacturer of the vehicle(s).

Height – The total vertical dimension of a vehicle above the ground surface including any load or appurtenance.

Kingpin – Attaching pin on a semi-trailer that mates with and pivots within the fifth wheel coupler of a truck tractor or converter dolly while coupling the two units together.

Length – The total longitudinal dimension of a single vehicle, vehicle combination (see Combination Length), or individual trailer or semitrailer. Trailer length is measured from the front of the cargo-carrying unit to its rear, exclusive of all overhangs from safety or energy efficiency devices. Length of a loaded trailer must include any overhangs of load when determining compliance with length limits or need for a special permit.

Lift Axles-Variable – An axle that may be lifted from the roadway surface, whether by air, hydraulic, mechanical, or any combination of these means. Will convert a vehicle into a multi-axle unit, providing the vehicle with a greater load carrying capacity.

Lowboy – A low trailer designed for hauling heavy machinery.

Manufactured Home – A structure designed and constructed to be transportable in one or more sections, and is built on a permanent chassis, and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities. Manufactured home does not include a modular home.

Modular Home – Any factory-built housing designed primarily for residential occupancy by human beings, which does not contain a permanent frame and must be mounted on a permanent foundation. Does not have its own axles and is transported on a licensed trailer.

Multi-Lane Highway – A highway with two or more lanes of travel in the same direction.

Nondivisible Load – A load which cannot be readily or reasonably dismantled and which is reduced to a minimum practical size and weight. Portions of a load can be detached and reloaded on the same hauling unit when the separate pieces are necessary to the operation of the machine or equipment which is being hauled; provided that the arrangement does not exceed permit limits for the configuration without the reloaded pieces.

The federal definition of nondivisible load for vehicles operating on the interstate is as follows: any load or vehicle exceeding applicable length or weight limits which, if separated into smaller loads or vehicles, would compromise the intended use of the vehicle, destroy the value of the load or vehicle, or require more than 8 work hours to dismantle using appropriate equipment.

Pilot/Escort Vehicle – A motor vehicle used for the express purpose as a warning and guide vehicle for extra-legal vehicles.

Pintle Hitch – A connecting device at the rear of a vehicle used to pull a full trailer with provision for easy coupling.

Pole Trailer – Every vehicle without motive power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach, or pole, or by being boomed or otherwise secured to the towing vehicle, and ordinarily used for transporting long or irregular shaped loads such as poles, pipes, logs or structural members capable, generally, of sustaining themselves as beams between the supporting connections.

Rear Overhang – The distance from the center of the last axle to the end of the load, or the end of the portion of the vehicle, whichever is longer.

Running Lights – Marker, clearance, and identification lights required by regulations.

Semi-Trailer – A truck trailer equipped with one or more axles and constructed so that the front end and a substantial part of its own weight and that of its load rests upon a truck tractor.

Single Axle – An assembly of two or more wheels whose centers are in one transverse vertical plane or may be included between two parallel transverse planes 40 inches apart extending across the full width of the vehicle.

Single Unit – A motor vehicle with no attached vehicles, i.e., truck, bus, truck tractor.

Sliding Fifth-Wheel – A fifth-wheel assembly capable of being moved forward or backward on the truck tractor to vary load distribution on the tractor and to adjust the overall length of combination.

Steering Axle – The axle or axles on the front of a motor vehicle that are activated by the operator to directly accomplish guidance or steering of the vehicle and/or a combination of vehicles.

Superload – Any load that would require special analysis by one or more state permit offices because of dimensions or weight. Criteria for superloads in Washington State are found in WAC 468-38-405.

Tag Axle – Non-powered rear axle on a tractor.

Tandem Axle – Two consecutive axles whose centers are spaced at least 4 feet but not more than 8 feet apart. Reference: RCW 46.44.041

Tote – Common term for a motor vehicle used to transport manufactured housing.

Tractor – Motor vehicle designed not for carrying freight, but for pulling other vehicles and constructed to carry a considerable portion of the weight of the vehicle it is pulling (Fifth Wheel Attachment).

Trailer – Vehicle without motive power designed to be pulled by a truck or another trailer, usually attached by pintle hook and constructed so that no appreciable part of the weight rests upon the truck or the other trailer.

Tri-Axle – Three-axle construction in which at least two of the axles are spaced approximately 48 to 50 inches apart and the third axle may be spread or equally spaced with total spacing not more than 12 feet apart.

Truck – A self-propelled vehicle, on its own wheels, primarily designed for transportation of property rather than passengers

Truck Tractor – Motor vehicle designed for pulling other vehicles and can also carry freight.

Width – The total outside transverse dimension of a vehicle including any load or load holding devices thereon, but excluding approved safety devices and tire bulge due to load.