



NEW HAMPSHIRE TRUCK WEIGHT OVERVIEW

FEBRUARY 18, 2016

By Associated General Contractors of NH (AGC)

SUMMARY

In November of 2015, AGC started to receive inquiries regarding whether any truck weight changes had passed the State or federal government. AGC was unaware of any changes to the state or federal laws, but the New Hampshire State police had begun handing out warnings and over-weight fines for trucks that were registered for 99,000 pounds but did not meet a trailer length as specified in an axle distance table passed in 1987.

The association's Executive Vice President Gary Abbott met with NH Department of Safety Commissioner John Barthelmes to discuss the issue, who explained that this change was made based on a Federal Highway annual review that asked that the state follow NH state law in accordance with Federal law changes done in 2005. AGC's first step was to see how large a problem this was, so we started by surveying contractors and subcontractors who may have the truck/trailer combinations that would be affected. The second step was to look at the federal and state laws.

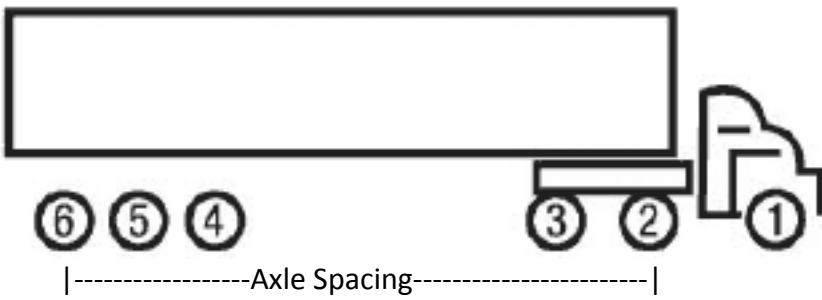
In order to keep the report manageable we have summarized specific sections of law and summarized our comments in each section.

AGC NEWSLETTER STORY/REQUEST FOR SURVEY SUBMISSIONS – DEC. 2015

Truck Weight Changes

In the middle of November, AGC was made aware of enforcement action being taken on the maximum weight on vehicles with particular axle distances. AGC arranged a meeting with the NH Department of Safety Commissioner John Barthelmes and State Police Captain Bill Haynes to review the changes and history of the past law.

In the late 80's, the NH legislature increased the federal truck weight guideline to accommodate for the newer trucks that were safer due to increased tire and axle size. Since the law allowed the Commissioner of Safety to grant exceptions to the axle and maximum weight table, it was also updated to exempt 28-foot dump trailers, permitting them to carry up to 99,000 pounds. Eventually, the Department of Safety felt it was unfair to give just the 28 footers the additional weight, so it made the exemption for all trucks between 28 and 35 feet long with 6 axles. The diagram below shows the exempted spacing between the front and rearmost axles, not including the steering axle.



Until May of 2015, you could carry 99,000 pounds if you met all of the vehicle conditions in the law and in the chart below. However, a new chart was issued in May that removed the footnote exemption. AGC was unaware of this change, which meant all vehicles between 28 and 35 feet were no longer permitted to carry 99,000 pounds. For the first few months, drivers received warnings, since the exemption had been in place for more than 10 years and many companies had purchased these tractor/trailers believing they could carry 99,000 pounds. When the State Police started handing out tickets in November, AGC started getting calls.

The chart below shows the maximum weight with the exemption.

LENGTH TO MAXIMUM WEIGHT TABLE		
DISTANCE*	TOTAL AXLES	GROSS WT.
8.....	4 or more	59,000
9.....	"	60,000
10.....	"	61,000
11.....	"	62,000
12.....	"	63,000
13.....	"	64,000
14.....	"	65,000
15.....	"	66,000
16.....	"	67,000
17.....	"	68,000
18.....	"	69,000
19.....	5 or more	70,000
20.....	"	72,000
21.....	"	74,000
22.....	"	76,000
23.....	"	78,000
24.....	"	80,000
25.....	"	80,000
26.....	"	80,000
27.....	"	80,000
28.....	"	82,000
29.....	"	84,000
30.....	6 or more	86,000
31.....	"	88,000
32.....	"	90,000
33.....	"	92,500
34.....	"	95,000
35.....	"	97,500
36.....	"	99,000

* The distance in feet noted is that between extreme axles, excluding the steering axle.
 ** Exception: 28' on dump trailers, 6 or more axles 99,000

In the meeting with AGC's Board of Directors, Captain Haynes discussed the change made by the department. The Captain explained that the change came about after the annual audit by the Federal Highway Administration (FHWA), which didn't approve of the 28-foot dump trailer exemption. According to Haynes, if

the department didn't remove the exemption, the FHWA would withhold 7% of the state's highway funds. Since the state of NH cannot afford to lose those funds, the Department of Safety changed the exemption, and in an oversight, did not notify the AGC. The department now recognizes that this will have unintended financial impact on some contractors, subcontractors, and owner/operators. The department said it is willing to work with AGC to address the impact on firms and owners, but must still adhere to the FHWA request to abide by the chart and remove the exemption.

Over the next thirty days, the AGC will need to develop a reasonable plan to present to the Department of Safety and Federal Highway. The association has sent a survey due Friday, December 11th to members and other interested parties asking contractors to submit information regarding vehicles they own that are affected by the exemption removal. If you have any questions or concerns on the issue, please feel free to contact the AGC at (603) 225-2701.

AGC SURVEY SUMMARY RESULTS – DEC 2015

The association's survey gauged how many firms or individuals would be affected by the Department of Safety change. The survey was not an attempt to get an inventory of all truck/trailer combinations used in New Hampshire.

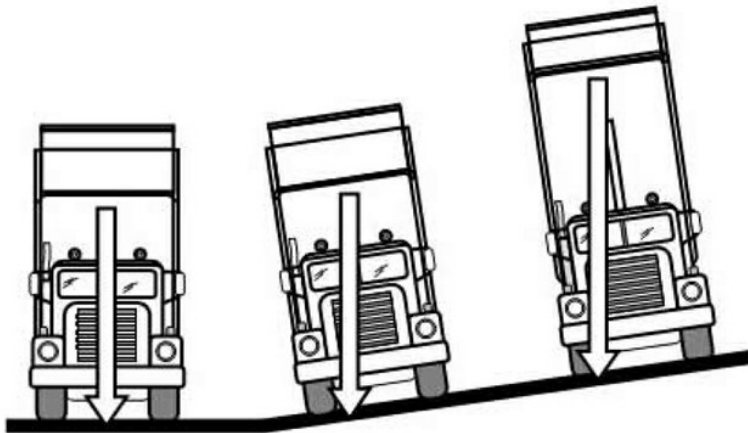
Thirty-two companies and independent owner operators submitted information. Of these, a 138 trailers would be affected with the footnote removed from the allowable weight chart. We did get a total of 143 trailers submitted for the survey but 5 were not in the 28 to 35 foot range that would be affected. Below is a chart of how the 138 trailers broke down by axle length.

Trailer Axle Spacing	Number of Trailers
28	30
29	3
30	13
31	7
32	40
33	32
34	7
35	6
Total Trailers	138

AGC believes this survey may only represent about 5% of those that would be affected based on the limited time frame of the survey and number of trailer owners reached. *For survey data see the Appendix.*

SAFETY IMPLICATIONS – INSTABILITY OF LONGER TRAILERS

A dump truck or trailer becomes less stable as its bed is raised, particularly when the ground is less than perfectly flat. The greater the length of the truck or trailer bed, or the greater a slope, the greater is the hazard of tip over. As the bed is raised, it is important that the load center of gravity stay between the frame rails of the bed, preferably right in the center. Even when the ground is relatively flat, a slight slope can be created by one set of tires setting in a hole or deep set of ruts, low tire pressure on one side, or a ground depression that is created on one side as an off-center load is unloaded on soft ground. Often it is a combination of these conditions that result in instability and a tip over. Figure below shows the tip over hazard from raised beds on sloped ground. A longer bed presents a greater risk of tip over than a shorter bed.



FINANCIAL IMPLICATIONS

A simplified way of calculating the financial implications is to start with an example. Below we take a tractor/trailer combo that measures axle distance of 32 feet. This means the dump trailer is 34 feet long.

If the tractor/trailer can carry 32 tons of material at the 99,000 lbs. And the typical rental rate for such a piece of equipment is \$95 an hour and assuming a 2 hour trip delivering the material, the cost per ton would be \$5.94. (This cost includes driver and fuel.) If the same truck can only carry 90,000 lbs, it will only be able to carry 27.5 tons and now cost \$6.91 per ton. This is a small change of .97 per ton of material but it correlates to \$26.68 more per truck load.

In addition to the cost of moving materials, the number of trucks needed to complete a project would also be impacted. For example, a two-thousand ton project using a 99,000 lbs truck would take 63 loads to complete the job. If restricted to only 90,000 lbs a truck they would need 72 loads to complete the same project.

For those firms who currently use dump trailers with axle distances measuring between 28 ft to 35 ft, this change in the exemption will increase the cost of trucking material and the number of trucking trips needed to move the same amount of material.

NH TRUCK WEIGHT LAWS

In 1986, the NH legislature passed House Bill 129, which allowed increased truck weights on NH highways under RSA 266:18-b (see appendix), limited to non-Interstate, effective January 1, 1987. This was done for a number of reasons as truck manufacturers were making larger trucks to accommodate not only hauling the material but also improving the distribution of weight to minimize the impact on pavements and bridges. Additionally, these vehicles had larger tires and brakes which helped reduce the braking distances making them safer.

Also in 1987, the NH Department of Safety Commissioner was given additional authority to grant waiver under RSA 266:24-a to specifically the axle length. This law we believe allowed for the footnotes granting the exemptions in the table. The association was unable to find any legislative history why this statute was added. Below is the RSA.

266:24-a Truck Axle Length; Waiver. – *Notwithstanding any other provision of this subdivision, the commissioner of safety shall have authority to waive the maximum lengths between axles of trucks provided for under this subdivision when the commissioner finds that such waiver will not adversely affect the safety of the users of the state's interstate, defense, non-interstate, and general highway system.*

Source. 1987, 404:27, eff. July 25, 1987. (AGC was unable to verify the effective date of this statute and/or the timing of any modifications.)

2005 FEDERAL TRUCK WEIGHT LAW

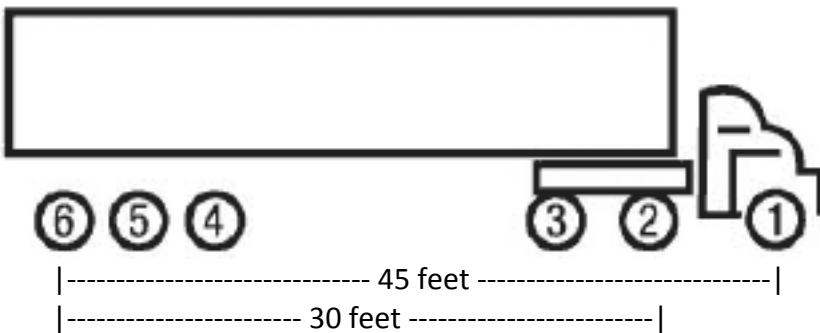
Prior to 2005 a federal law change was made to allow New Hampshire's Interstate 95 to follow NH state truck weight laws. This change was made in large part due to the higher truck weights allowed in both Massachusetts and Maine for trucks traveling between the two states. AGC did not track down the specific law since additional federal changes were made in 2005 allowing increased truck weights in New Hampshire on interstates 93, 95 and 89. AGC has found two sections that may apply to New Hampshire under that federal law.

This is New Hampshire's very specific exemption under 23 U.S. Code 127 (a) (10) which reads:

(10) With respect to Interstate Routes 89, 93, and 95 in the State of New Hampshire, State laws (including regulations) concerning vehicle weight limitations that were in effect on January 1, 1987, and are applicable to State highways other than the Interstate System, shall be applicable in lieu of the requirements of this subsection.

STATE COMPARISONS

Based on the AGC survey, we also wanted to compare what the other states in the New England area allow. So below we took the same New Hampshire 6 axle dump trailer with an axle distance of 30 feet and overall axle length of 45 feet.



These are the maximum weight allowed in each state for this vehicle configuration without tolerances (NH has 5% tolerance):

New Hampshire – 86,000 lbs without exemption (99,000 lbs with exemption)

Maine – 96,000 lbs using an exemption allowed based on special commodity

Massachusetts – 99,000 lbs (5 axles)

Vermont – 80,000 lbs if under 51 feet between extreme axles (as shown in configuration above); 99,000 lbs if 51 feet or more. (This could be accomplished with a longer tractor configuration.)

Rhode Island- 104,800 lbs

New York – 107,000 lbs

Rhode Island Permit Document:

sos.ri.gov/documents/archives/.../pdf/.../DMV_1673_.pdf

New York Permit Info

<https://www.dot.ny.gov/nypermits/repository/vlt-section-385.html>

https://www.dot.ny.gov/nypermits/repository/perm69_Permit_types_and_Fees.pdf

Massachusetts Permit Info

<http://www.mhd.state.ma.us/default.asp?pgid=content/permPL&sid=about>

Vermont Permit Info

http://dmv.vermont.gov/sites/dmv/files/pdf/DMV-VX012-Oversize_Permit_Rules.pdf

Maine Permit Info

[http://www.maine.gov/sos/bmv/commercial/Commercial%20Vehicle%20Laws%20&%20Regulations%20\(June%206,%202012\).pdf](http://www.maine.gov/sos/bmv/commercial/Commercial%20Vehicle%20Laws%20&%20Regulations%20(June%206,%202012).pdf)

OVERALL RECAP AFTER REVIEWING THE FINDING ABOVE

The removal of the footnote to the state axle distance chart will result in a change to the industry past practice of some 10 to 20 years. Based on the AGC survey, a number of firms that believed they were in compliance will be affected.

The law changes in 2005 clarify that Federal Highway has jurisdiction over the interstate highways and specifically allow weights passed by the state in effect on January 1, 1987.

Current Options for the State to Consider:

- Keep the same laws and exemptions in place prior to 2015 and enforce those regulations (FHWA is looking to the state to be sure it is enforcing NH weight laws).
- If state decides to remove the exemption then it should allow owners to upgrade trailers over a period of time or grandfather existing registered trucks.

APPENDIX *(note: not all formatting was retained in document)*

Federal Law 2005

23 U.S. Code 127:

(a) In General.—

(1) The Secretary shall withhold 50 percent of the apportionment of a State under section 104(b)(1) in any fiscal year in which the State does not permit the use of The Dwight D. Eisenhower System of Interstate and Defense Highways within its boundaries by vehicles with a weight of twenty thousand pounds carried on any one axle, including enforcement tolerances, or with a tandem axle weight of thirty-four thousand pounds, including enforcement tolerances, or a gross weight of at least eighty thousand pounds for vehicle combinations of five axles or more.

(2) However, the maximum gross weight to be allowed by any State for vehicles using The Dwight D. Eisenhower System of Interstate and Defense Highways shall be twenty thousand pounds carried on one axle, including enforcement tolerances, and a tandem axle weight of thirty-four thousand pounds, including enforcement tolerances and with an overall maximum gross weight, including enforcement tolerances, on a group of two or more consecutive axles produced by application of the following formula:

LN

W=500 A

XXXXX

12N 36B

N-1

where W equals overall gross weight on any group of two or more consecutive axles to the nearest five hundred pounds, L equals distance in feet between the extreme of any group of two or more consecutive axles, and N equals number of axles in group under consideration, except that two consecutive sets of tandem axles may carry a gross load of thirty-four thousand pounds each providing the overall distance between the first and last axles of such consecutive sets of tandem axles (1) is thirty-six feet or more, or (2) in the case of a motor vehicle hauling any tank trailer, dump trailer, or ocean transport container before September 1, 1989, is 30 feet or more: Provided, That such overall gross weight may not exceed eighty thousand pounds, including all enforcement tolerances, except for vehicles using Interstate Route 29 between Sioux City, Iowa, and the border between Iowa and South Dakota or vehicles using Interstate Route 129 between Sioux City, Iowa, and the border between Iowa and Nebraska, and except for those vehicles and loads which cannot be easily dismantled or divided and which have been issued special permits in accordance with applicable State laws, or the corresponding maximum weights permitted for vehicles using the public highways of such State under laws or regulations established by appropriate State authority in effect on July 1, 1956, except in the case of the overall gross weight of any group of two or more consecutive axles on any vehicle (other than a vehicle comprised of a motor vehicle hauling any tank trailer, dump trailer, or ocean transport container on or after September 1, 1989), on the date of enactment of the Federal-Aid Highway Amendments of 1974, whichever is the greater.

(3) Any amount which is withheld from apportionment to any State pursuant to the foregoing provisions shall lapse if not released and obligated within the availability period specified in section 118(b)(2) [\[1\]](#) of this title.

(4) This section shall not be construed to deny apportionment to any State allowing the operation within such State of any vehicles or combinations thereof, other than vehicles or combinations subject to subsection (d) of this section, which the State determines could be lawfully operated within such State on July 1, 1956, except in the case of the overall gross weight of any group of two or more consecutive axles, on the date of enactment of the Federal-Aid Highway Amendments of 1974.

(5) With respect to the State of Hawaii, laws or regulations in effect on February 1, 1960, shall be applicable for the purposes of this section in lieu of those in effect on July 1, 1956.

(6) With respect to the State of Colorado, vehicles designed to carry 2 or more precast concrete panels shall be considered a nondivisible load.

(7) With respect to the State of Michigan, laws or regulations in effect on May 1, 1982, shall be applicable for the purposes of this subsection.

(8) With respect to the State of Maryland, laws and regulations in effect on June 1, 1993, shall be applicable for the purposes of this subsection.

(9) The State of Louisiana may allow, by special permit, the operation of vehicles with a gross vehicle weight of up to 100,000 pounds for the hauling of sugarcane during the harvest season, not to exceed 100 days annually.

(10) With respect to Interstate Routes 89, 93, and 95 in the State of New Hampshire, State laws (including regulations) concerning vehicle weight limitations that were in effect on January 1, 1987, and are applicable to State highways other than the Interstate System, shall be applicable in lieu of the requirements of this subsection.

(11)(A) With respect to all portions of the Interstate Highway System in the State of Maine, laws (including regulations) of that State concerning vehicle weight limitations applicable to other State highways shall be applicable in lieu of the requirements under this subsection through December 31, 2031.

(B) With respect to all portions of the Interstate Highway System in the State of Vermont, laws (including regulations) of that State concerning vehicle weight limitations applicable to other State highways shall be applicable in lieu of the requirements under this subsection through December 31, 2031.

(12) Heavy duty vehicles.—

(A) In general.—

Subject to subparagraphs (B) and (C), in order to promote reduction of fuel use and emissions because of engine idling, the maximum gross vehicle weight limit and the axle weight limit for any heavy-duty vehicle equipped with an idle reduction technology shall be increased by a quantity necessary to compensate for the additional weight of the idle reduction system.

(B) Maximum weight increase.—

The weight increase under subparagraph (A) shall be not greater than 550 pounds.

(C) Proof.—On request by a regulatory agency or law enforcement agency, the vehicle operator shall provide proof (through demonstration or certification) that—

- (i)** the idle reduction technology is fully functional at all times; and

(ii) the 550-pound gross weight increase is not used for any purpose other than the use of idle reduction technology described in subparagraph (A).

(b) Reasonable Access.—

No State may enact or enforce any law denying reasonable access to motor vehicles subject to this title to and from the Interstate Highway System to terminals and facilities for food, fuel, repairs, and rest.

(c) Ocean Transport Container Defined.—

For purposes of this section, the term “ocean transport container” has the meaning given the term “freight container” by the International Standards Organization in Series 1, Freight Containers, 3rd Edition (reference number IS0668–1979(E)) as in effect on the date of the enactment of this subsection.

(d) Longer Combination Vehicles.—

(1) Prohibition.—

(A) General continuation rule.—

A longer combination vehicle may continue to operate only if the longer combination vehicle configuration type was authorized by State officials pursuant to State statute or regulation conforming to this section and in actual lawful operation on a regular or periodic basis (including seasonal operations) on or before June 1, 1991, or pursuant to section 335 of the Department of Transportation and Related Agencies Appropriations Act, 1991 ([104 Stat. 2186](#)).

(B) Applicability of state laws and regulations.—

All such operations shall continue to be subject to, at the minimum, all State statutes, regulations, limitations and conditions, including, but not limited to, routing-specific and configuration-specific designations and all other restrictions, in force on June 1, 1991; except that subject to such regulations as may be issued by the Secretary pursuant to paragraph (5) of this subsection, the State may make minor adjustments of a temporary and emergency nature to route designations and vehicle operating restrictions in effect on June 1, 1991, for specific safety purposes and road construction.

(C) Wyoming.—

In addition to those vehicles allowed under subparagraph (A), the State of Wyoming may allow the operation of additional vehicle configurations not in actual operation on June 1, 1991, but authorized by State law not later than November 3, 1992, if such vehicle configurations comply with the single axle, tandem axle, and bridge formula limits set forth in subsection (a) and do not exceed 117,000 pounds gross vehicle weight.

(D) Ohio.—

In addition to vehicles which the State of Ohio may continue to allow to be operated under subparagraph (A), such State may allow longer combination vehicles with 3 cargo carrying units of 28½ feet each (not including the truck tractor) not in actual operation on June 1, 1991, to be operated within its boundaries on the 1-mile segment of Ohio State Route 7 which begins at and is south of exit 16 of the Ohio Turnpike.

(E) Alaska.—

In addition to vehicles which the State of Alaska may continue to allow to be operated under subparagraph (A), such State may allow the operation of longer combination vehicles which were not in actual operation on June 1, 1991, but which were in actual operation prior to July 5, 1991.

(F) Iowa.—

In addition to vehicles that the State of Iowa may continue to allow to be operated under subparagraph (A), the State may allow longer combination vehicles that were not in actual operation on June 1, 1991, to be operated on Interstate Route 29 between Sioux City, Iowa, and the border between Iowa and South Dakota or Interstate Route 129 between Sioux City, Iowa, and the border between Iowa and Nebraska.

(2) Additional state restrictions.—

(A) In general.—

Nothing in this subsection shall prevent any State from further restricting in any manner or prohibiting the operation of longer combination vehicles otherwise authorized under this subsection; except that such

restrictions or prohibitions shall be consistent with the requirements of sections 31111–31114 of title 49.

(B) Minor adjustments.—

Any State further restricting or prohibiting the operations of longer combination vehicles or making minor adjustments of a temporary and emergency nature as may be allowed pursuant to regulations issued by the Secretary pursuant to paragraph (5) of this subsection, shall, within 30 days, advise the Secretary of such action, and the Secretary shall publish a notice of such action in the Federal Register.

(3) Publication of list.—

(A) Submission to secretary.—

Within 60 days of the date of the enactment of this subsection, each State (i) shall submit to the Secretary for publication in the Federal Register a complete list of (I) all operations of longer combination vehicles being conducted as of June 1, 1991, pursuant to State statutes and regulations; (II) all limitations and conditions, including, but not limited to, routing-specific and configuration-specific designations and all other restrictions, governing the operation of longer combination vehicles otherwise prohibited under this subsection; and (III) such statutes, regulations, limitations, and conditions; and (ii) shall submit to the Secretary copies of such statutes, regulations, limitations, and conditions.

(B) Interim list.—

Not later than 90 days after the date of the enactment of this subsection, the Secretary shall publish an interim list in the Federal Register, consisting of all information submitted pursuant to subparagraph (A). The Secretary shall review for accuracy all information submitted by the States pursuant to subparagraph (A) and shall solicit and consider public comment on the accuracy of all such information.

(C) Limitation.—

No statute or regulation shall be included on the list submitted by a State or published by the Secretary merely on the grounds that it authorized, or could have authorized, by permit or otherwise, the operation of longer combination vehicles, not in actual operation on a regular or periodic basis on or before June 1, 1991.

(D) Final list.—

Except as modified pursuant to paragraph (1)(C) of this subsection, the list shall be published as final in the Federal Register not later than 180 days after the date of the enactment of this subsection. In publishing the final list, the Secretary shall make any revisions necessary to correct inaccuracies identified under subparagraph (B). After publication of the final list, longer combination vehicles may not operate on the Interstate System except as provided in the list.

(E) Review and correction procedure.—

The Secretary, on his or her own motion or upon a request by any person (including a State), shall review the list issued by the Secretary pursuant to subparagraph (D). If the Secretary determines there is cause to believe that a mistake was made in the accuracy of the final list, the Secretary shall commence a proceeding to determine whether the list published pursuant to subparagraph (D) should be corrected. If the Secretary determines that there is a mistake in the accuracy of the list the Secretary shall correct the publication under subparagraph (D) to reflect the determination of the Secretary.

(4) Longer combination vehicle defined.—

For purposes of this section, the term “longer combination vehicle” means any combination of a truck tractor and 2 or more trailers or semitrailers which operates on the Interstate System at a gross vehicle weight greater than 80,000 pounds.

(5) Regulations regarding minor adjustments.—

Not later than 180 days after the date of the enactment of this subsection, the Secretary shall issue regulations establishing criteria for the States to follow in making minor adjustments under paragraph (1)(B).

(e) Operation of Certain Specialized Hauling Vehicles on Interstate Route 68.—

The single axle, tandem axle, and bridge formula limits set forth in subsection (a) shall not apply to the operation on Interstate Route 68 in Garrett and Allegany Counties, Maryland, of any specialized vehicle

equipped with a steering axle and a tridem axle and used for hauling coal, logs, and pulpwood if such vehicle is of a type of vehicle as was operating in such counties on United States Route 40 or 48 for such purpose on August 1, 1991.

(f) Operation of Certain Specialized Hauling Vehicles on Certain Wisconsin Highways.—

If the 104-mile portion of Wisconsin State Route 78 and United States Route 51 between Interstate Route 94 near Portage, Wisconsin, and Wisconsin State Route 29 south of Wausau, Wisconsin, is designated as part of the Interstate System under section 103(c)(4)(A), the single axle weight, tandem axle weight, gross vehicle weight, and bridge formula limits set forth in subsection (a) shall not apply to the 104-mile portion with respect to the operation of any vehicle that could legally operate on the 104-mile portion before the date of the enactment of this subsection.

(g) Operation of Certain Specialized Hauling Vehicles on Certain Pennsylvania Highways.—

If the segment of United States Route 220 between Bedford and Bald Eagle, Pennsylvania, is designated as part of the Interstate System, the single axle weight, tandem axle weight, gross vehicle weight, and bridge formula limits set forth in subsection (a) shall not apply to that segment with respect to the operation of any vehicle which could have legally operated on that segment before the date of the enactment of this subsection.

(h) Waiver for a Route in State of Maine During Periods of National Emergency.—

(1) In general.—

Notwithstanding any other provision of this section, the Secretary, in consultation with the Secretary of Defense, may waive or limit the application of any vehicle weight limit established under this section with respect to the portion of Interstate Route 95 in the State of Maine between Augusta and Bangor for the purpose of making bulk shipments of jet fuel to the Air National Guard Base at Bangor International Airport during a period of national emergency in order to respond to the effects of the national emergency.

(2) Applicability.—

Emergency limits established under paragraph (1) shall preempt any inconsistent State vehicle weight limits.

(i) Special Permits During Periods of National Emergency.—

(1) In general.—Notwithstanding any other provision of this section, a State may issue special permits during an emergency to overweight vehicles and loads that can easily be dismantled or divided if—

(A) the President has declared the emergency to be a major disaster under the Robert T. Stafford Disaster Relief and Emergency Assistance Act ([42 U.S.C. 5121](#) et seq.);

(B) the permits are issued in accordance with State law; and

(C) the permits are issued exclusively to vehicles and loads that are delivering relief supplies.

(2) Expiration.—

A permit issued under paragraph (1) shall expire not later than 120 days after the date of the declaration of emergency under subparagraph (A) of that paragraph.

(j) Operation of Vehicles on Certain Other Wisconsin Highways.—

If any segment of the United States Route 41 corridor, as described in section 1105(c)(57) of the Intermodal Surface Transportation Efficiency Act of 1991, is designated as a route on the Interstate System, a vehicle that could operate legally on that segment before the date of such designation may continue to operate on that segment, without regard to any requirement under subsection (a).

(k) Operation of Vehicles on Certain Mississippi Highways.—

If any segment of United States Route 78 in Mississippi from mile marker 0 to mile marker 113 is designated as part of the Interstate System, no limit established under this section may apply to that segment with respect to the operation of any vehicle that could have legally operated on that segment before such designation.

(l) Operation of Vehicles on Certain Kentucky Highways.—

(1) In general.—

If any segment of highway described in paragraph (2) is designated as a route on the Interstate System, a

vehicle that could operate legally on that segment before the date of such designation may continue to operate on that segment, without regard to any requirement under subsection (a).

(2)Description of highway segments.—The highway segments referred to in paragraph (1) are as follows:

(A) Interstate Route 69 in Kentucky (formerly the Wendell H. Ford (Western Kentucky) Parkway) from the Interstate Route 24 Interchange, near Eddyville, to the Edward T. Breathitt (Pennyrile) Parkway Interchange.

(B) The Edward T. Breathitt (Pennyrile) Parkway (to be designated as Interstate Route 69) in Kentucky from the Wendell H. Ford (Western Kentucky) Parkway Interchange to near milepost 77, and on new alignment to an interchange on the Audubon Parkway, if the segment is designated as part of the Interstate System.

NH State Statutes

Title XXI

Motor Vehicles

Chapter 266 – Weight

Section 266:18

266:18 Weight on Interstate and Defense Highway System. – The driving on the interstate and defense highway system of this state of any vehicle or combination of vehicles exceeding the limitations of this section is hereby prohibited.

I. Maximum tire and axle gross weights allowable:

(a) The manufacturer's load rating for the tires.

(b) When being driven with a gross weight in excess of 73,280 pounds:

(1) 20,000 pounds per axle on axles more than 8 feet apart;

(2) 17,000 pounds per axle on axles not more than 8 feet apart;

(c) When being driven with a gross weight not in excess of 73,280 pounds:

(1) 22,400 pounds per axle on 3-axle single unit vehicles and on all other vehicles with axles 10 feet or more apart, including combination vehicles;

(2) 18,000 pounds per axle on axles of vehicles less than 10 feet apart, except 3-axle single unit vehicles.

(d) Two axles less than 40 inches apart shall be considered as a single axle unit.

II. Maximum allowable vehicle gross weights:

(a) For 2-axle vehicles, 33,400 pounds.

(b) For single unit 3-axle vehicles, 47,500 pounds, or a gross weight not in excess of that produced by application of the weight formula as defined in subparagraph (g), whichever is greater, as shown in table III.

(c) For single unit 4-axle vehicles, 47,500 pounds, or a gross weight not in excess of that produced by application of the weight formula as defined in subparagraph (g), whichever is the greater. Such vehicles shall have drive on 2 rear axles, and the tridem may contain not more than one retractable axle and, if not factory installed and load equalizing, must provide a system of load equalization by hydraulic, pneumatic or mechanical means, and be equipped with brakes.

(d) For a combination of truck-tractor and semi-trailer equipped with 3 axles, the gross weight shall not exceed that set forth in table I as follows:

Table I.

Distance Between Maximum Gross Weight

Extreme Axles in Feet in Pounds

25 54,500

26 55,500

27 56,000

28 57,000
 29 57,500
 30 58,500
 31 59,000
 32 60,000

Further provided that the maximum tire and axle gross weights as provided in paragraph I shall apply and the maximum load in pounds carried on any group of 2 or more consecutive axles shall not exceed that produced by application of the weight formula as defined in subparagraph (g).

(e) For a combination of truck-tractor and semi-trailer equipped with 4 axles, the gross weight shall not exceed that set forth in table II as follows:

Table II.

Distance Between Maximum Gross Weight
 Extreme Axles in Feet in Pounds

28 60,500
 29 61,500
 30 62,000
 31 62,500
 32 63,500
 33 64,000
 34 64,500
 35 65,500
 36 66,000
 37 66,500
 38 67,500
 39 68,000

Further provided that the maximum tire and axle gross weights as provided in paragraph I shall apply, and the maximum load in pounds carried on any group of 2 or more consecutive axles shall not exceed that produced by application of the weight formula as defined in subparagraph (g).

(f) For a combination of truck-tractor and single semi-trailer with 5 or more axles with gross weight not in excess of 73,280 pounds, the weight on any single axle shall not exceed 22,400 pounds and the weight on any tandem axle shall not exceed 36,000 pounds.

(g) For a combination of truck-tractor and single semi-trailer equipped with 5 or more axles with a gross weight in excess of 73,280 pounds or a combination of truck-tractor and more than one trailing unit, the total gross weight shall not exceed 80,000 pounds including all law enforcement tolerances, and the overall gross weight on a group of 2 or more consecutive axles shall not exceed that produced by application of the following formula, known as the weight formula:

$$LN$$

$$W = 500 \frac{L}{N} + 12N + 36$$

$$N-1$$

(In which W equals overall gross weight on any group of 2 or more consecutive axles to the nearest 500 pounds; L equals the distance measured to the nearest foot between the extreme of any group of 2 or more consecutive axles; and N equals the number of axles in the group under consideration.) Except that 2 consecutive sets of tandem axles may carry a gross load of 34,000 pounds each, provided the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more and provided that

such gross weight shall not exceed 80,000 pounds, including all law enforcement tolerances.

LN

The formula $W = 500 \text{ -----} + 12N + 36$

N-1

when expressed in tabular form results in maximum allowable load in pounds carried on any group of 2 or more consecutive axles as follows in table III.

Table III.

Distance * 2 axles 3 axles 4 axles 5 axles 6 axles 7 axles

4	34,000					
5	34,000					
6	34,000					
7	34,000					
8 and less	34,000	34,000				
more than 8	38,000	42,000				
9	39,000	42,500				
10	40,000	43,500				
11	44,000					
12	45,000	50,000				
13	45,500	50,500				
14	46,500	51,500				
15	47,000	52,000				
16	48,000	52,500	58,000			
17	48,500	53,500	58,500			
18	49,500	54,000	59,000			
19	50,000	54,500	60,000			
20	51,000	55,500	60,500	66,000		
21	51,500	56,000	61,000	66,500		
22	52,500	56,500	61,500	67,000		
23	53,000	57,500	62,500	68,000		
24	54,000	58,000	63,000	68,500	74,000	
25	54,500	58,500	63,500	69,000	74,500	
26	55,500	59,500	64,000	69,500	75,000	
27	56,000	60,000	65,000	70,000	75,500	
28	57,000	60,500	65,500	71,000	76,500	
29	57,500	61,500	66,000	71,500	77,000	
30	58,500	62,000	66,500	72,000	77,500	
31	59,000	62,500	67,500	72,500	78,000	
32	60,000	63,500	68,000	73,000	78,500	
33	64,000	68,500	74,000	79,000		
34	64,500	69,000	74,500	80,000		
35	65,500	70,000	75,000			
** 36	66,000	70,500	75,500			
** 37	66,500	71,000	76,000			
** 38	67,500	71,500	77,000			
39	68,000	72,500	77,500			
40	68,500	73,000	78,000			

- 41 69,500 73,500 78,500
- 42 70,000 74,000 79,000
- 43 70,500 75,000 80,000
- 44 71,500 75,500
- 45 72,000 76,000
- 46 72,500 76,500
- 47 73,500 77,500
- 48 74,000 78,000
- 49 74,500 78,500
- 50 75,500 79,000
- 51 76,000 80,000
- 52 76,500
- 53 77,500
- 54 78,000
- 55 78,500
- 56 79,500
- 57 80,000

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

FN** Distance in feet between the extremes of 4 axles. (2 sets of 2 axles) 68,000 gross weight exception.

The permissible loads are computed to the nearest 500 pounds.

(h) The following loaded vehicles shall not be driven over H15-44 bridges:

(1) A combination vehicle equipped with 5 axles in the configuration of 3-axle truck-tractor and 2-axle semi-trailer with wheel base less than 38 feet or 2-axle truck-tractor with 1-axle semi-trailer and 2-axle full trailer with wheel base less than 45 feet.

(2) A loaded single unit vehicle with full trailer equipped with axles with wheel base less than 45 feet.

(3) Vehicles with 7, 8, or 9 axles.

(i) Coupled vehicles consisting of a truck together with a trailer attached to the truck by a pintle hook or similar coupling device with adequate breakaway protection as provided in RSA 266:63 may be driven, provided the total combined gross weight of the vehicles does not exceed 80,000 pounds and provided that each unit of the coupled vehicles shall be limited to the maximum permissible axle weights and gross weights of the individual units, and further provided that the weight of 2 or more consecutive axles of the coupled vehicle shall not be in excess of that produced by application of the weight formula as defined in subparagraph (g) and shall be limited to a total combined gross weight not in excess of 80,000 pounds, a single axle limit of 20,000 pounds and a tandem axle limit of 34,000 pounds.

III. Notwithstanding paragraphs I and II, for as long as exemptions exist in 23 U.S.C. section 127 that allow maximum gross weights of up to 99,000 pounds on interstate routes 89, 93, and 95 of the interstate and defense highway system, the provisions of RSA 266:18-a regarding weight on the non-interstate and general highway system shall also apply to vehicles or combination vehicles while being operated on any sections of interstate routes 89, 93, or 95 not posted by the commissioner of transportation for lower weights. Such vehicles shall not exceed the weight limits in paragraphs I and II unless they have been certified pursuant to RSA 266:18-d for the higher weights and paid the required fee the same as vehicles operating on the non-interstate highways as provided in RSA 266:18-d.

Source. 1921, 119:25. PL 103:22. 1927, 77:1. 1929, 33:1. 1933, 157:1. 1935, 133:1. 1937, 82:1. 1939, 131:1. 1941, 169:1. RL 119:37. 1947, 11:1. 1949, 104:1. 1950, 11:1, 2. 1951, 20:11. RSA 263:61. 1955, 230:1; 310:2. 1963, 189:1, 3; 202:1. 1973, 468:2. 1977, 487:1, 2. 1979, 219:1; 220:2; 239:1; 358:12. 1981, 55:1; 146:1. 1983, 434:15. 1986, 121:2. 1987, 404:20. 2005, 203:9, eff. July 1, 2005.

Title XXI

Motor Vehicles

Chapter 266 – Equipment of Vehicles

Weight

Section 266:18-a

266:18-a Weight on Non-Interstate and General Highway System. – The driving on ways of this state, other than on the interstate and defense highway system as provided by RSA 266:18, of any vehicle or combination of vehicles exceeding the limitations of this section is hereby prohibited; provided, however, that any police officer shall allow on any way other than the interstate and defense highway system a tolerance of 5 percent above said limitations.

I. Maximum tire and axle gross weights allowable:

(a) The manufacturer's load rating for the tires.

(b) Two axles less than 40 inches apart shall be considered as a single axle unit.

(c) When being driven on any way other than the interstate and defense highway system with a gross weight not in excess of 73,280 pounds:

(1) 22,400 pounds per axle on 3-axle single unit vehicles and on all other vehicles with axles 10 feet or more apart, including combination vehicles;

(2) 18,000 pounds per axle on axles of vehicles less than 10 feet apart, except 3-axle single unit vehicles.

II. Maximum allowable vehicle gross weight:

(a) For 2-axle vehicles, 33,400 pounds.

(b) For single unit 3-axle vehicles, 55,000 pounds, or a gross weight not in excess of that produced by application of the weight formula as defined in subparagraph (g), whichever is greater, as shown in table III in subparagraph (g).

(c) For single unit 4-axle vehicles, 60,000 pounds, or a gross weight not in excess of that produced by application of the weight formula as defined in subparagraph (g), whichever is the greater. Such vehicles shall have drive on 2 rear axles, and the tridem may contain not more than one retractable axle and, if not factory installed and load equalizing, must provide a system of load equalization by hydraulic, pneumatic, or mechanical means, and be equipped with brakes.

(d) For a combination of truck-tractor and semi-trailer equipped with 3 axles, the gross weight shall not exceed that set forth in table I as follows:

Table I.

Distance Between Maximum Gross Weight

Extreme Axles in Feet in Pounds

25 54,500

26 55,500

27 56,000

28 57,000

29 57,500

30 58,500

31 59,000

32 60,000

Further provided that the maximum tire and axle gross weights as provided in paragraph I shall apply, and the maximum load in pounds carried on any group of 2 or more consecutive axles shall not exceed that produced by application of the weight formula as defined in subparagraph (g).

(e) For a combination of truck-tractor and semi-trailer equipped with 4 axles, the gross weight shall not exceed that set forth in table II as follows:

Table II.

Distance Between Maximum Gross Weight

Extreme Axles in Feet in Pounds

28	60,500
29	61,500
30	62,000
31	62,500
32	63,500
33	64,000
34	64,500
35	65,500
36	66,000
37	66,500
38	67,500
39	68,000

Further provided that the maximum tire and axle gross weights as provided in paragraph I shall apply, and the maximum load in pounds carried on any group of 2 or more consecutive axles shall not exceed that produced by application of the weight formula as defined in subparagraph (g).

(f) For a combination of truck-tractor and single semi-trailer with 5 or more axles with gross weight not in excess of 73,280 pounds, the weight on any single axle shall not exceed 22,400 pounds and the weight on any tandem axle shall not exceed 36,000 pounds.

(g) For a combination of truck-tractor and single semi-trailer equipped with 5 or more axles with a gross weight in excess of 73,280 pounds or a combination of truck-tractor and more than one trailing unit, the total gross weight shall not exceed 80,000 pounds including all law enforcement tolerances, and the overall gross weight on a group of 2 or more consecutive axles shall not exceed that produced by application of the following formula, known as the weight formula.

LN

The formula $W = 500 \frac{LN}{N-1} + 12N + 36$

N-1

(In which W equals overall gross weight on any group of 2 or more consecutive axles to the nearest 500 pounds; L equals the distance measured to the nearest foot between the extreme of any group of 2 or more consecutive axles; and N equals the number of axles in the group under consideration.) Except that 2 consecutive sets of tandem axles may carry a gross load of 34,000 pounds each, provided the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more and provided that such gross weight shall not exceed 80,000 pounds, including all law enforcement tolerances.

LN

The formula $W = 500 \frac{LN}{N-1} + 12N + 36$

N-1

when expressed in tabular form results in maximum allowable load in pounds carried on any group of 2 or more consecutive axles as follows in table III.

Table III.

Distance * 2 axles 3 axles 4 axles 5 axles 6 axles 7 axles

4	34,000					
5	34,000					
6	34,000					
7	34,000					
8 and less	34,000	34,000				
more than 8	38,000	42,000				
9	39,000	42,500				
10	40,000	43,500				
11	44,000					
12	45,000	50,000				
13	45,500	50,500				
14	46,500	51,500				
15	47,000	52,000				
16	48,000	52,500	58,000			
17	48,500	53,500	58,500			
18	49,500	54,000	59,000			
19	50,000	54,500	60,000			
20	51,000	55,500	60,500	66,000		
21	51,500	56,000	61,000	66,500		
22	52,500	56,500	61,500	67,000		
23	53,000	57,500	62,500	68,000		
24	54,000	58,000	63,000	68,500	74,000	
25	54,500	58,500	63,500	69,000	74,500	
26	55,500	59,500	64,000	69,500	75,000	
27	56,000	60,000	65,000	70,000	75,500	
28	57,000	60,500	65,500	71,000	76,500	
29	57,500	61,500	66,000	71,500	77,000	
30	58,500	62,000	66,500	72,000	77,500	
31	59,000	62,500	67,500	72,500	78,000	
32	60,000	63,500	68,000	73,000	78,500	
33	64,000	68,500	74,000	79,000		
34	64,500	69,000	74,500	80,000		
35	65,500	70,000	75,000			
** 36	66,000	70,500	75,500			
** 37	66,500	71,000	76,000			
** 38	67,500	71,500	77,000			
39	68,000	72,500	77,500			
40	68,500	73,000	78,000			
41	69,500	73,500	78,500			
42	70,000	74,000	79,000			
43	70,500	75,000	80,000			
44	71,500	75,500				
45	72,000	76,000				

- 46 72,500 76,500
- 47 73,500 77,500
- 48 74,000 78,000
- 49 74,500 78,500
- 50 75,500 79,000
- 51 76,000 80,000
- 52 76,500
- 53 77,500
- 54 78,000
- 55 78,500
- 56 79,500
- 57 80,000

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

FN** Distance in feet between the extremes of 4 axles. (2 sets of 2 axles) 68,000 gross weight exception.

The permissible loads are computed to the nearest 500 pounds.

(h) The following loaded vehicles shall not be driven over H15-44 bridges:

(1) A combination vehicle equipped with 5 axles in the configuration of 3-axle truck-tractor and 2-axle semi-trailer with wheel base less than 38 feet or 2-axle truck-tractor with 1-axle semi-trailer and 2-axle full trailer with wheel base less than 45 feet.

(2) A loaded single unit vehicle with full trailer equipped with axles with wheel base less than 45 feet.

(3) Vehicles with 7, 8, or 9 axles.

(i) Coupled vehicles consisting of a truck together with a trailer attached to the truck by a pintle hook or similar coupling device with adequate breakaway protection as provided in RSA 266:63 may be driven, provided the total combined gross weight of the vehicles does not exceed 80,000 pounds and provided that each unit of the coupled vehicles shall be limited to the maximum permissible axle weights and gross weights of the individual units, and further provided that the weight of 2 or more consecutive axles of the coupled vehicle shall not be in excess of that produced by application of the weight formula as defined in subparagraph (g) and shall be limited to a total combined gross weight not in excess of 80,000 pounds, a single axle limit of 20,000 pounds and a tandem axle limit of 34,000 pounds.

Source. 1983, 434:16. 1986, 121:3; 136:7. 1987, 404:21. 2008, 39:1, eff. July 11, 2008.

Title XXI

Motor Vehicles

Chapter 266 – Equipment of Vehicles

Weight

Section 26:18-b

266:18-b Weight on Non-Interstate and General Highway System for Vehicles With Additional Registration.

– The provisions of this section shall only apply to vehicles or combinations of vehicles which have been certified pursuant to RSA 266:18-d and shall only apply to the driving of such vehicles on any way other than the interstate and defense highway system. The driving of any such vehicle exceeding the limitations of this section is hereby prohibited; provided, however, that any police officer shall allow on any way other than the interstate and defense highway system a tolerance of 5 percent above said limitations and 10 percent above

said limitations on the axle weights.

I. The maximum gross weights allowable for tires shall be the manufacturer's load rating for the tire.

II. Maximum axle weights allowable:

(a) 22,400 pounds per axle on 3-axle single unit vehicles and 20,000 pounds per axle on 4-axle single unit vehicles and 22,400 pounds on all other vehicles with axles 10 feet or more apart, including combination vehicles.

(b) 18,000 pounds per axle on axles of vehicles less than 10 feet apart, except 3-axle single unit vehicles and 4-axle single unit vehicles.

(c) Two axles less than 40 inches apart shall be considered as a single axle unit.

(d) The distribution of loads shall be further controlled as:

(1) No single axle of a tandem unit shall support more than 60 percent of the total weight supported by the tandem unit. It shall not be considered a violation if neither axle of a tandem unit exceeds the weight legally allowed on a single axle unit for the same vehicle.

(2) No single axle of a tri-axle unit shall support more than 40 percent of the total weight supported by the tri-axle unit.

(3) The allowable gross weight of a vehicle shall not be increased by the addition of a trailing axle, so called, unless the trailing axle supports at least 50 percent of the added weight permitted by the addition of that trailing axle.

III. Maximum allowable vehicle gross weights:

(a) For 2-axle vehicles, 37,400 pounds.

(b) For single unit 3-axle vehicles, 65,000 pounds.

(c) For single unit 4-axle vehicles, 73,000 pounds. Such vehicles shall have drive on 2 rear axles, and the tridem may contain not more than one retractable axle and, if not factory installed and load equalizing, must provide a system of load equalization by hydraulic, pneumatic, or mechanical means, and be equipped with brakes.

(d) For a combination of truck-tractor and semi-trailer equipped with 3 axles, the gross weight shall not exceed that set forth in table I as follows:

Table I.

Distance Between Maximum Gross Weight
Extreme Axles in Feet in Pounds

25	54,500
26	55,500
27	56,000
28	57,000
29	57,500
30	58,500
31	59,000
32	60,000

Further provided that the maximum tire and axle gross weights as provided in paragraph I shall apply, and the maximum load in pounds carried on any axle shall not exceed that provided in paragraph II.

(e) For a combination of truck-tractor and semi-trailer equipped with 4 axles or more, the gross weight shall not exceed that set forth in the following table:

Distance %45*%46 Total Axles Gross Wt.

8	4 or more	59,000
9		60,000
10		61,000

- 11 62,000
- 12 63,000
- 13 64,000
- 14 65,000
- 15 66,000
- 16 67,000
- 17 68,000
- 18 69,000
- 19 5 or more 70,000
- 20 72,000
- 21 74,000
- 22 76,000
- 23 78,000
- 24 80,000
- 25 80,000
- 26 80,000
- 27 80,000
- 28 82,000
- 29 84,000
- 30 6 or more 86,000
- 31 88,000
- 32 90,000
- 33 92,500
- 34 95,000
- 35 97,500
- 36 99,000

* The distance in feet noted is that between extreme axles, excluding the steering axle.

Further provided that the maximum tire and axle gross weights as provided in paragraphs I and II shall apply.

(f) For a combination of truck-tractor and single semi-trailer with 4 or more axles, the weight on any single axle shall not exceed 22,400 pounds and the weight on any tandem axle shall not exceed 36,000 pounds, and the weight of any tri-axle shall not exceed 54,000 pounds.

(g) For a combination of truck-tractor and one or more trailing units being driven upon any way of this state, the total gross weight shall not exceed 99,000 pounds.

(h) The commissioner of transportation may restrict at his discretion the crossing of certain bridges or other structures, which he determines to have insufficient strength to safely carry multiple legal loads, by limiting vehicles to a caution crossing, whereby the bridge is restricted to one vehicle certified under RSA 266:18-d exceeding 37,400 pounds on the bridge at any one time. When multiple vehicles of more than 2 axles are located on the designated bridge, all loaded certified vehicles shall be required to stop and wait until other traffic passes before crossing the bridge. A bridge so restricted shall be posted according to RSA 266:18-c.

(i) The following loaded vehicles shall not be driven over H15-44 bridges unless so authorized by the commissioner of transportation:

(1) A combination vehicle equipped with 5 axles in the configuration of 3-axle truck-tractor and 2-axle semi-trailer with wheel base less than 38 feet or 2-axle truck-tractor with one-axle semi-trailer and 2-axle full trailer with wheel base less than 45 feet.

(2) A loaded single unit vehicle with full trailer equipped with 6 axles with wheel base less than 45 feet.

(3) Vehicles with 7, 8, or 9 axles.

(j) Coupled vehicles consisting of a truck together with a trailer attached to the truck by a pintle hook or similar coupling device with adequate breakaway protection as provided in RSA 266:63 may be driven, provided the total combined gross weight of the vehicles does not exceed 99,000 pounds and provided that each unit of the coupled vehicles shall be limited to the maximum permissible axle weights and gross weights of the individual units, and further provided that the weight of 2 or more consecutive axles of the coupled vehicle shall not be in excess of that produced by application of the weight formula as defined in RSA 266:18-b, III(e) and shall be limited to a total combined gross weight not in excess of 99,000 pounds, a single axle limit of 22,400 pounds, a tandem axle limit of 36,000 pounds, and a tri-axle limit of 54,000 pounds.

Source. 1986, 121:3. 1987, 404:22, eff. July 25, 1987.

Title XXI

Motor Vehicles

Chapter 266 – Equipment of Vehicles

Weight

Section 26:18-b

266:18-c General Weight Provisions. – The following provisions shall apply to any vehicle covered by RSA 266:18, 18-a, or 18-b, regardless of the type of way or highway on which it is driven, except as otherwise specified:

I. A vehicle or combination of vehicles equipped with any solid rubber tires shall not have weights more than 80 percent of those permitted; provided that no vehicle equipped with solid rubber tires which has at any point less than one inch of rubber above the top or beyond the flange or rim shall be driven upon any way.

II. Motor vehicles or vehicles drawn by motor vehicles when equipped with metal or other hard tires shall not have weights more than 40 percent of those permitted.

III. The provisions of RSA 266:18, 18-a, and 18-b shall not apply to vehicles used exclusively in the surfacing of ways of the state of New Hampshire, or subdivisions thereof; provided that the commodities of tar, asphalt, or the combination thereof shall not exceed 2,000 gallons on any 2-axle vehicle, or 4,000 gallons on any 3-axle vehicle.

IV. A vehicle or combination of vehicles shall not be driven or moved over any bridge or other structure on any way if the weight of such vehicle, or combination of vehicles and load, is greater than the capacity of the structure as shown by a sign on the right side of or overhead on the structure.

V. It shall be the duty of the commissioner of transportation to cause signs to be erected at both ends on the right side of or overhead on all bridges or other structures under his jurisdiction stating the capacity in tons of 2,000 pounds which the bridge or other structure will safely carry. As an alternative to posting signs with stated weight limits, the commissioner of transportation may, at his discretion, post standardized warning signs designating certain restricted bridges as caution crossing bridges, or as excluded bridges, and publish a list which designates all such bridges so conditioned at least annually. For all other bridges or other structures it shall be the duty of the authority having jurisdiction to place similar signs. The signing message for posting of weight limits for bridges and structures shall read as follows:

WEIGHT
LIMIT
X
TONS

If the authority determines that a bridge or other structure may safely carry loads greater than this limit by vehicles with 3 or more axles, the signs shall read as follows:

GROSS WEIGHT LIMIT
X TONS OR
Y% OF LEGAL LOADS

"X" is the numerical value that equals the posted maximum legal gross weight limit for a 2-axle vehicle. "Y%" is the numerical value expressed as a percentage of the maximum legal gross weight limit of any single axle or tandem axle, and the combined gross weight limit of any 3-axle truck or any combination as noted in this section. Where no special permit loads are allowed, the signing message for posting shall read as follows:

NO PERMIT LOAD
LEGAL LOADS MAXIMUM

Upon bridges or other structures of sufficient strength to carry safely the legal loads permissible by this section, no such signs shall be required.

VI. A determination of the gross weight of vehicles under the tables as set forth in RSA 266:18, 18-a, and 18-b shall, in cases in which the distance between extreme axles is not in exact number of feet, be governed by the following: if the distance is 6 inches or less in excess of the number of feet stated in the table, the gross weight shall be based upon the number of feet stated in the table; if the distance is more than 6 inches in excess of the number of feet in the table, the gross weight shall be based upon the next higher number of feet.

VII. Any vehicle subject to this subdivision that utilizes an auxiliary power or idle reduction technology unit in order to promote reduction of fuel use and emissions because of engine idling, may be allowed up to an additional 550 pounds in gross, axle, tandem, or bridge formula weight limits. To be eligible for this exception the driver of the vehicle must be able to prove by written certification the weight of the auxiliary power unit and by demonstration or certification that the idle reduction technology is fully functional at all times. Certification of the weight of the auxiliary power unit must be available to law enforcement officers if the vehicle is found in violation of applicable weight laws. The additional weight allowed may not exceed 550 pounds or the weight certified, whichever is less.

Source. 1986, 121:3. 2011, 9:1. 2013, 138:1, eff. June 27, 2013.

Title XXI
Motor Vehicles
Chapter 266 – Equipment of Vehicles
Weight
Section 26:18-d

266:18-d Additional Certification and Registration. –

I. No vehicle shall be driven on any way with a gross vehicle weight in excess of the weight limits specified in RSA 266:18-a without having obtained a certification therefor from the commissioner of the department of safety. The certification shall be in addition to any other requirements provided by law. Any vehicle so certified may be driven on any way other than the interstate or defense highway system in accordance with the limits established by RSA 266:18-b.

II. The commissioner shall issue said certificate upon receiving proper application. The application shall be accompanied by an additional fee of \$105 and the certification shall be in effect for a period of one year. The certification shall expire upon the sale or transfer of the vehicle. The certification shall cover a power unit and not more than one trailer.

III. Vehicles so certified include the power unit and trailer. The vehicle shall be certified upon submission to the department of documentation satisfactory to the department from the manufacturer attesting that the

vehicle is capable of safely carrying the additional weight. Such attestation shall be required upon the first application for certification and a new attestation shall be required at any time when the configuration of the vehicle relative to power unit, axles, springs, or other safety items that could affect the vehicle's ability to qualify for an excess weight certification is altered. Such attestation shall designate the maximum safe gross weight for the vehicles as determined by the components and the summation of the manufacturer's axle design limits for each axle of the vehicle. The power unit and trailer shall be required at all times to have a current inspection sticker or decal from an official inspection station.

IV. A vehicle so certified shall be considered to have reciprocity with other states granting New Hampshire similar reciprocity for the full weight limit designated in RSA 266:18-b or the weight limit for which the vehicle is registered, whichever is less.

V. Upon certification a vehicle shall be eligible for an additional registration authorizing the driving of the vehicle in accordance with the weight limits established in RSA 266:18-b. The fee for such additional registration shall be determined in accordance with the vehicle registration fee provided by law and shall be in addition to the certification fee contained in paragraph II.

V-a. Out-of-state carriers operating under apportioned registration and requesting to carry additional weight shall comply with the requirements of this section and shall be registered for the additional weight they are certified to carry in order to be eligible for certification.

V-b. If a vehicle is declared out of service for a safety violation or is issued a citation for an axle distance violation, the certification shall be inoperative until the condition has been rectified.

VI. The commissioner or his designee may revoke or suspend any additional registration granted pursuant to paragraph V of any vehicle or vehicles which are being driven in violation of the limits established by RSA 266:18-b or any other provision of law as evidenced by a record of such violations. The commissioner shall adopt rules pursuant to RSA 541-A pertaining to the procedures for such revocation or suspension and the application, certification, and inspection process for additional truck weights, as well as procedures to become certified as a vehicle inspector for additional weights.

Source. 1986, 121:3. 2004, 56:1. 2009, 28:1, 2. 2012, 171:13, eff. Aug. 10, 2012.

Section 266:24-a

266:24-a Truck Axle Length; Waiver. – Notwithstanding any other provision of this subdivision, the commissioner of safety shall have authority to waive the maximum lengths between axles of trucks provided for under this subdivision when the commissioner finds that such waiver will not adversely affect the safety of the users of the state's interstate, defense, non-interstate, and general highway system.

Source. 1987, 404:27, eff. July 25, 1987.

Trailer Survey Data used for Summary

During the month of December, AGC surveyed member companies on how many trucks they own that will be affected. The table below shows the results of the data collected.

Survey #	Company #	Vehicle Description	Year of Trailer	Axle Length	Purchase Date	Axle Length (ft only)
1	1	flowboy	2005	32'		32
2	1	flowboy	2013	32'		32
3	1	Dump trailer	2003	30'		30
4	2	Dump trailer	2016	32'6"	2015	32
5	2	Dump trailer	2016	32'6"	2015	32
6	2	Dump trailer	2016	32'6"	2015	32
7	2	Dump trailer	2016	32'6"	2015	32
8	2	Dump trailer	2015	32'6"	2015	32
9	2	Dump trailer	2016	32'6"	2015	32
10	2	Dump trailer	2015	32'6"	2015	32
11	2	Dump trailer	2016	32'6"	2015	32
12	2	Dump trailer	2015	32'6"	2015	32
13	2	Dump trailer	2015	32'6"	2015	32
14	2	Dump trailer	2015	32'6"	2015	32
15	2	Dump trailer	2011	32'6"	2011	32
16	2	Dump trailer	2014	32'6"	2014	32
17	3	Dump trailer	2001	29'7"	2004	29
18	3	Dump trailer	1995	29'4"	1998	29
19	3	Dump trailer	1994	32'3"	2008	32
20	3	Dump trailer	1996	32'9"	1999	32
21	3	Dump trailer	2002	31'9"	2013	31
22	3	Dump trailer	1999	28'	2013	28
23	3	Dump trailer	1981	28'	1992	28
24	3	Dump trailer	2013	32'6"	2013	32
25	3	Dump trailer	2014	32'9"	2014	32
26	3	Dump trailer	2003	31'	2003	31
27	4	Dump trailer	2016	33'	2015	33
28	4	Dump trailer	2016	33'	2015	33
29	4	Dump trailer	2002	33'	2002	33
30	4	Dump trailer	2002	33'	2002	33
31	4	Dump trailer	1998	33'	2000	33
32	4	Dump trailer	996	33'	2014	33
33	4	Dump trailer	1988	33'	1993	33
34	5	Dump trailer	1997	33'	2002	33
35	6	Dump trailer	2016	34'3"	2015	34
36	7	Dump trailer	1996	27'2"		27

37	7	Trailer	1989	32'		32
38	8	Trailer	1999	28'		28
39	8	Trailer	2006	28'		28
40	8	Trailer	2000	34'8"		34
41	8	Trailer	1999	28'		28
42	8	Trailer	2004	28'2"		28
43	8	Trailer	1999	28'		28
44	8	Trailer	2000	28'		28
45	8	Trailer	2006	28'		28
46	8	Trailer	2001	28'		28
47	8	Trailer	2001	28'		28
48	8	Trailer	1998	28'		28
49	8	Trailer	2008	28'		28
50	8	Trailer	1995	32'6"		32
51	8	Trailer	2007	30'5"		30
52	8	Trailer	2013	29'7"		29
53	8	Trailer	2013	21'1"		21
54	8	Trailer	1998	33'5"		33
55	8	Trailer	2006	31'9"		31
56	8	Trailer	2001	28'		28
57	8	Trailer	2003	28'		28
58	8	Trailer	1996	30'4"		30
59	8	Trailer	1997	28'		28
60	8	Trailer	1997	30'4"		30
61	8	Trailer	1997	30'9"		30
62	8	Trailer	2008	28'		28
63	8	Trailer	2011	34'2"		34
64	8	Trailer	2011	33'9"		33
65	8	Trailer	2011	33'9"		33
66	8	Trailer	2011	33'6"		33
67	8	Trailer	2014	34'		34
68	8	Trailer	2012	35'		35
69	8	Trailer	2001	35'		35
70	8	Trailer	2004	33'9"		33
71	8	Trailer	2004	33'		33
72	8	Trailer	2006	34'		34
73	8		2001	34'		34
74	8		2005	33'		33
75	8		2014	33'		33
76	8		2001	33'		33
77	9	Trailer	2003	32'8"		32
78	9	Trailer	2006	32'3"		32
79	10	Trailer	2005	33'		33
80	11	Trailer	2001	30'		30
81	11	Trailer	2000	30'		30

82	12	Dump trailer	1987	25'6"	1987	25
83	12	Dump trailer	1997	28'4"	2010	28
84	12	Tractor	2008	19'	2008	19
85	13	Dump trailer		33'		33
86	14	Trailer	2001	32'8"		32
87	15	Trailer	2001	30'		30
88	16	Lowbed	2005	48'8"		48
89	16	Dump trailer	1987	28'2"		28
90	17	Trailer	2014	33'		33
91	18	Trailer		30'6"		30
92	18	Dump trailer	1987	28'4"		28
93	19	Trailer		31'		31
94	20	Dump trailer	2015	32'3"	2014	32
95	20	Dump trailer	2015	32'3"	2014	32
96	20	Dump trailer	2016	32'3"	2015	32
97	20	Dump trailer	2013	32'3"	2014	32
98	20	Dump trailer	2001	32'4"	2001	32
99	20	Dump trailer	1995	32'6"	2000	32
100	21	Dump trailer	2015	32'6"	2015	32
101	21	Dump trailer	2015	32'6"	2015	32
102	21	Trailer	2016	32'0.5"		32
103	22	Dump trailer	2004	33'	2006	33
104	23	Trailer	2004	32'10"		32
105	23	Trailer	2004	31'		31
106	23	Trailer	2014	32'		32
107	23	Dump trailer	2004	31'		31
108	24	Trailer	1995	31'8"		31
109	25	Dump trailer	Various	33'		33
110	25	Dump trailer	Various	33'		33
111	25	Dump trailer	Various	33'		33
112	25	Dump trailer	Various	33'		33
113	25	Dump trailer	Various	33'		33
114	25	Dump trailer	Various	33'		33
115	25	Dump trailer	Various	33'		33
116	25	Dump trailer	Various	33'		33
117	26	Trailer		32'		32
118	27	Trailer	2009	32'9"		32
119	28	Trailer	1994	30'	1994	30
120	28	Trailer	1998	32'	1998	32
121	28	Trailer	2005	30'	2005	30
122	28	Trailer	2006	32'	2006	32
123	28	Trailer	2009	32'6"	2009	32
124	29	Trailer		34'10"		34
125	29	Trailer		35'		35
126	29	Trailer		35'		35

127	29	Trailer		35'		35
128	29	Trailer		35'		35
129	30	Trailer	1995	33'		33
130	31	Dump t-21	2015	28	2015	28
131	31	Dump t-22	2015	28	2015	28
132	31	Dump t-23	2015	28	2015	28
133	31	Dump t-24	2015	28	2015	28
134	31	Dump t-25	2015	28	2015	28
135	31	Dump t-26	2015	28	2015	28
136	31	Dump t-34	1994	30	2002	30
137	31	Dump t-35	1995	30	2002	30
138	31	Dump t-37	2001	28	2001	28
139	31	Dump t-38	2002	28	2002	28
140	31	Dump t-15	1997	28	1997	28
141	31	Dump t-14	1997	28	1997	28
142	32		2002	33'		33
143	32		2012	33'		33