

Cargo Weight Guide

Understanding Overweight Issues and Key Variables in Texas

Cargo Weight Factors

1 Bridge

Outer Bridge- The distance from the center of the steering axle of the truck to the center of the last chassis/trailer axle.

Inner Bridge- The distance between the first drive axle to the center of the last trailer axle.

Bridge laws are in place to reduce wear and tear on our highways by ensuring proper load distribution.

NOTE: TXDOT provides a Permissible Weight Table listing on their website. This chart provides bridge weight limits based on the distance in feet and the number of axles within the bridge.

<http://www.txdmv.gov/component/k2/item/2123-permissible-weight-table>

2 Tire Rating

The Tire Rating load limit is determined by the manufacturer. Tire rating is added to the Inner Bridge limit to help determine gross weight.

3 Conventional Truck Weight w/ Fuel

Conventional truck weight runs between 17,000lbs and 19,500lbs. The vast majority of owner operators operate used conventional trucks, which allow them to handle both local and over-the-road deliveries.

4 Chassis Tare Weight

Chassis Tare Weights will vary +/- 5% depending on the manufacturer.

5 Container Tare Weight

Container Tare Weights will vary +/- 5% depending on the manufacturer.

6 Axle Weight

The axle groupings and distance between them determine maximum permissible axle weights. No single axle may exceed 20,000 lbs however standard max weight for a single axle on conventional trucks is 12,000 due to tire ratings. No tandem (2) axle may exceed 34,000lbs and no tritandem (3) axle group may exceed 42,000lbs.

What is Gross Weight?

Gross weight is the total weight of Truck, Fuel, Chassis, Container and Cargo. Gross weight cannot exceed 80,000lbs in Texas unless you have a 2060/1547 permit (see below).

2060/1547 Texas State Permit

Carrier's can purchase a 2060/1547 permit from the State of Texas in order to increase the legal weight limit by 5% over gross and 10% over axle. This permit is only good on state highways and must be done annually on a truck by truck basis. It is not good on Interstate highways and just because a truck line shows you one does not mean their entire fleet is permitted. Confirmation on this point will reduce your exposure.

Little Known Fact

Maximum legal gross weight assumes the bridge is sufficient to support 80,000lbs. Depending on the equipment, the maximum weight limit may not reach 80,000lbs. A standard 20' chassis hooked to a conventional tractor will not qualify for 80,000lbs because the bridge is not sufficient. Hence the need to run slider tandem and tri-axle equipment to handle heavier loads.

See example illustrations on back.

Permit Myth:

If a load is overweight you can just buy a Permit.

In Texas, there is no way to permit a divisible load outside of the 2060/1547 permit. If the load is divisible, you must break it down at a port facility or the cargo is going to move illegally. If the cargo is not divisible, you can purchase a single trip permit on a load by load basis. An example of cargo that would be approved for a single trip permit would be a large piece of machinery that could not be broken down.

Carrier Selection

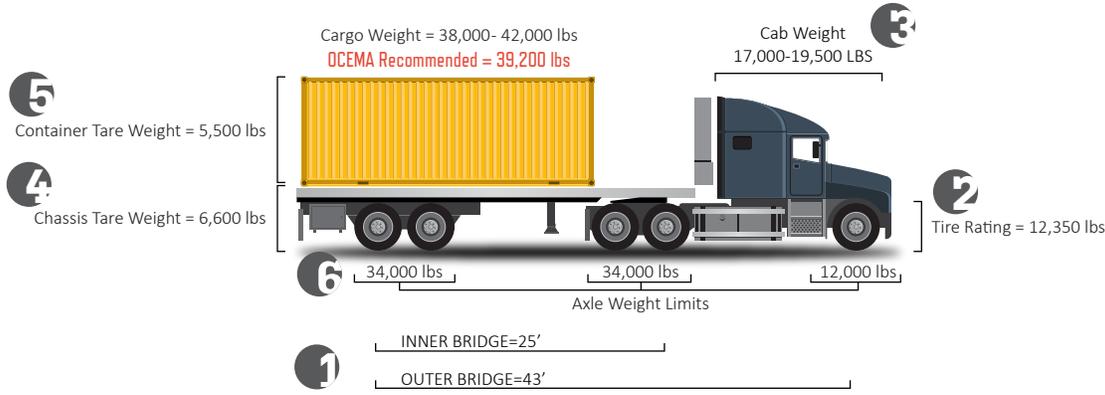
The carrier selection process is paramount to ensuring you have the least amount of risk and can transport the most cargo legally. There is no doubt that large shippers benefit greatly by contracting directly with qualified transportation providers who operate the necessary equipment to handle heavy loads along with the associated permits.

In order to maximize your potential savings on a local level, transportation providers must have current 2060/1547 permits on each of their trucks. This permit is carried in the cab of the truck and is to be provided to officers upon inspection. We recommend you ask for copies of this permit on several different units to ensure the provider has not simply purchased one permit and is using it as a catch all for their entire fleet.

By ensuring your transportation provider operates the proper equipment to handle overweight loads, you maximize cargo weight and save on ocean freight costs.

20' Slider Chassis

Max Cargo Weight:
Interstate [40,000 lbs] Permit Zone [42,000 lbs]



MAX Weight Allowance

Based on TxDMV Permissible Weight Table

INNER BRIDGE	Length = 25'	# of Axles = 4	Max Weight Allowance = *59,650 lbs	+ Tire Rating = 12,350 lbs = Total *72,000 lbs	Max weight w/ Permit = *75,600 lbs
OUTER BRIDGE	Length = 45'	# of Axles = 5	Max Weight Allowance = *75,000 lbs		

20' Triaxle Chassis

Max Cargo Weight:
Interstate [44,750 lbs] Permit Zone [47,400 lbs]



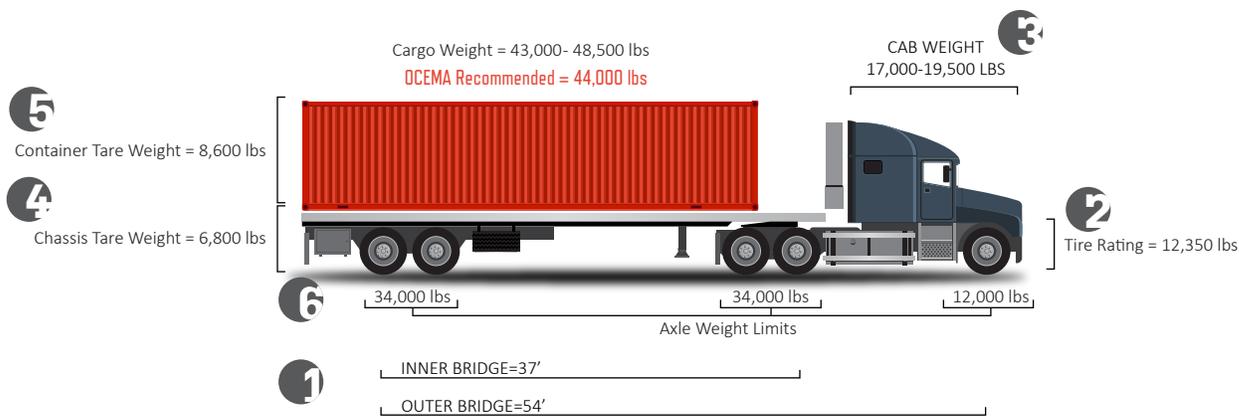
MAX Weight Allowance

Based on TxDMV Permissible Weight Table

INNER BRIDGE	Length = 37'	# of Axles = 5	Max Weight Allowance = *71,050 lbs	+ Tire Rating = 12,350 lbs = Total 83,400 lbs	
OUTER BRIDGE	Length = 55'	# of Axles = 6	Max Weight Allowance = *80,000 lbs	Max weight w/ Permit = *84,000 lbs	

40' Standard Chassis

Max Cargo Weight:
Interstate [45,000 lbs] Permit Zone [48,500 lbs]



MAX Weight Allowance

Based on TxDMV Permissible Weight Table

INNER BRIDGE	Length = 37'	# of Axles = 4	Max Weight Allowance = *71,050 lbs	+ Tire Rating = 12,350 lbs = Total 83,400 lbs	
OUTER BRIDGE	Length = 54'	# of Axles = 5	Max Weight Allowance = *80,000 lbs	Max weight w/ Permit = *84,000 lbs	

*Weight Color Code Key

2060/1547 Permit allows for 5% over legal gross & 10% over legal axle on State Highways.

Most Restrictive Max Legal Gross Weight Limit

Max weight allowance based on TxDMV Permissible Weight Table