

TRUCKING 101



Presented to:
Transportation Committee
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Presented By:
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Kansas Trucking 101

On behalf of the Kansas Motor Carriers Association, we are pleased to provide you with a brief overview of trucking in Kansas or as we have titled this presentation, “Trucking 101.”

When the public thinks of trucking companies, they envision the large companies such as UPS, FedEx, and Old Dominion. The Kansas trucking industry is made up of many small businesses. There were 17,710 companies in Kansas in 2025. Over 90% of trucking companies in Kansas operate 25 or fewer trucks; only four tenths of one percent of the companies operates more than 100 trucks. 46% operate one truck.

Some Kansas trucking “Fast Facts” (see attachment No.1)

- 49 percent of Kansas communities depend exclusively on trucks to move goods.
- The trucking industry wages paid in Kansas are \$4.8 billion with an average annual salary of \$56,949.
- The trucking industry in Kansas provides 84,160 jobs, that’s 1 in 14 jobs.
- The trucking industry pays 42% of all taxes and fees owed by Kansas motorists, despite trucks representing only 13% of the miles traveled in the state.
- The trucking industry in Kansas paid \$385 million in federal and state roadway taxes.
- As of January 2025, a typical five-axle tractor semi-trailer combination paid \$6,030 in state highway user fees and taxes, plus \$10,556 in federal highway user fees and taxes.
- These taxes were over and above the typical taxes paid by businesses in Kansas.

Types of Motor Carriers

Private Carriers: Those that transport their own goods in commerce.

For-Hire Carriers: Those that transport goods of others for a fee.

Interstate Motor Carriers: Those that transport goods across state lines or in continuation of an interstate movement.

Intrastate Motor Carriers: Those that transport goods within the State of Kansas.

Types of Carriers That Make Up The KMCA Membership

- **Aggregate Carriers** – sand, gravel, and fill material
- **Agricultural Carriers** – grain, livestock, farm machinery and fertilizer
- **Less-than-Truckload Carriers** – one shipment made of several smaller shipments on regular routes
- **Household Good Carriers** – movers
- **Intermodal Carriers**
- **Oilfield & Heavy Machinery** - oilfield services and Oversized/Overweight loads
- **Private Carriers** – transports their own product
- **Tank Truck Carriers** – gasoline, diesel, chemicals, cement, or flour
- **Towing and Recovery Carriers** – disabled vehicle transportation
- **Truckload Carriers** – each shipment usually a trailer full of the same product over irregular routes
- **Auto Hauler** – new and used vehicles

Operating Authority Required

USDOT Number:

All Interstate, interstate private, Interstate/Intrastate for-hire carriers operating vehicles with a gross vehicle weight rating (GVWR) of 10,001 pounds or more. Intrastate Private carriers operating vehicles with a GVWR of 26,001 pounds or more. Farm Registered Motor Vehicles operating in Kansas are exempt from USDOT/FMCSA requirements.

Federal Motor Carrier Safety Administration Operating Authority:

All for-hire interstate motor carriers and freight brokers except those transporting exempt commodities (grain & livestock).

Requirements for Interstate Authority:

- \$300 application fee
- 48-State Process Agents
- \$750,000, \$1,000,000 or \$5,000,000 liability insurance
- Unified Carrier Registration (fee listed on next page)

Unified Carrier Registration Fees: All interstate for-hire and private carries (including farmers) operating vehicles with a GVWR more than 10,000 pounds. This includes trucks, truck tractors and trailers.

0-2 vehicles - \$46.00 per year

3-5 vehicles - \$138.00 per year

6-20 vehicles - \$276.00 per year

21-100 vehicles - \$963.00 per year

101-1000 vehicles - \$4,592.00 per year

1,001 + - \$44,836.00 per year

Kansas Intrastate For-Hire Authority – Kansas Corporation Commission (10,001 GVWR or more)

Requirements:

- \$250.00 Application Fee
- \$10 per vehicle per year (unless fees paid through UCR)
- Financial Statement
- Liability insurance filing
- Cargo insurance filing
- Attend KCC safety class
- Tariff filing (household good movers only)

Kansas Intrastate Private Carrier Permit (10,001 pounds or more)

See K.S.A 66-1109 for exceptions

Requirements:

- \$100.00 application fee
- 10 per vehicle per year (unless fees paid through UCR)
- Liability insurance filing
- Attend KCC safety class

Truck Registration Fees

80,000 lb. Tractor semi-trailer combination-Base Registration Fees

Kansas - \$1,870*
Colorado - \$5,581**
Iowa - \$1,695
Missouri - \$1,720
Nebraska - \$1,340
Oklahoma - \$1,285

*Plus, Kansas' Commercial Vehicle Fee **Plus Colorado Ownership Tax

Kansas Registration Fee Schedule (see attachment No. 2)
Commercial Vehicle Fee Schedule (see attachment No. 3)
International Registration Plan (Apportioned Registration) www.irponline.org

IRP Allocation Formula:

The International Registration Plan (IRP) is a method of registering fleets of vehicles that travel in two or more member jurisdictions. Fees are calculated according to the miles that you travel in each jurisdiction. All fees are paid to your base jurisdiction, which then distributes them to the other appropriate jurisdictions.

Kansas Miles

_____ = % Kansas Miles

Total Operational Mileage/Per annum

Example:

Kansas – 50% miles – Reg. Fee = \$935.00
Missouri – 10% miles – Reg. Fee = \$172.00
Iowa – 20% miles – Reg. Fee = \$339.00
Nebraska – 10% miles – Reg. Fee = \$134.00
Oklahoma – 10% miles – Reg. Fee = \$128.50
Totals – 100% miles – Total Reg. Fee - \$1,708.50

IRP Qualified Vehicle

- Power unit having two or more axles and a gross weight more than 26,000 lbs.; or
- Power unit having three or more axles; or
- Used in combination when the weight of such combination exceeds 26,000 lbs.

All states are required by federal law to participate in IRP.

Motor/Special Fuel Tax

<u>State</u>	<u>Gasoline</u>	<u>Diesel</u>
Kansas	\$.24 per gallon	\$.26 per gallon
Colorado	\$.22 per gallon	\$.205 per gallon
Missouri	\$.27 per gallon	\$.195 per gallon
Nebraska	\$.304 per gallon	\$.248 per gallon
Oklahoma	\$.19 per gallon	\$.19 per gallon

Federal Fuel Tax:

Gasoline \$.184 per gallon Diesel - \$.244 per gallon

International Fuel Tax Agreement (IFTA) – www.iftach.org

Forty-eight contiguous states and ten Canadian provinces require interstate motor carriers to report how much fuel they use within the borders of their state or province and pay fuel tax based on these reports. This fuel “use” tax enables jurisdictions to assess highway user fees on all motor carriers that travel on its roads, not just those that purchase fuel and pay tax at the pump within the state. The motor carrier is required to register for the tax, obtain cab cards, external decals and send quarterly reports. The IFTA credential fee is \$10.00 per year for the first vehicle and \$1.00 for each additional vehicle. IFTA “qualified vehicles” are the same size and weight as those governed under the IRP.

(IFTA Continued)

For a state to participate in IFTA, such state must agree to audit a certain percentage of each size of motor carriers based in that state. Like IRP, federal law required state participation in IFTA.

Motor carriers can choose to purchase “trip permits” in lieu of registering for IFTA. This process can be burdensome and expensive for the motor carrier.

Other Taxes and Fees

- **Federal Heavy Vehicle Use Tax (HVUT)** – The annual Federal Heavy Vehicle Use tax is \$100.00 plus \$22.00 per 1,000 pounds of gross weight over 54,999 lbs. The ceiling for HVUT is \$550.00 for gross vehicle weight rating of 75,000 lbs. or more. There is a 7,500-mile exemption for farm vehicles and a 5,000- mile exemption for other trucks.
- **Federal Excise Tax on Tires** – The federal excise tax on a typical 11x24.5 truck tire is approximately \$36.00 per tire or \$648.00 for an 18-wheeler.
- **Federal Excise Tax on New Equipment** – A 12% Federal Excise Tax applies on new trucks and truck tractors with a gross vehicle weight rating of more than 33,000 lbs. and trailers with a gross vehicle weight rating of more than 26,000 lbs. A truck tractor semitrailer combination costing \$150,000.00 would pay \$18,000 in federal tax.
- **Tolls** – Toll for a 5-axle truck tractor semitrailer to travel the Kansas Turnpike from the eastern terminal to the southern terminal is \$32.69 with K-TAG or \$43.00 for cash customers.

Truck Size and Weights

Length – The overall length of a truck tractor semitrailer combination is based on the length of the semitrailer. Kansas law allows a maximum of 59 feet 6 inches for a semitrailer. The industry standard for a semitrailer is 53 feet. For a truck tractor semitrailer and trailer combination (twins), the maximum trailer length is 28 feet 6 inches. The overall length limitations for a stinger steered automobile or boat transporter and a combination unit used to transport a combine in a custom harvesting operation is 75 feet. A straight truck is limited to 45 feet and any other combination of vehicles is limited to 65 feet.

Width – The maximum width of a vehicle is 8 feet 6 inches.

Height – The maximum height of a vehicle is 14 feet except for vehicles transporting cylindrically shaped bales of hay which is 14 feet 6 inches.

Weight – The maximum gross weight of a vehicle or combination of vehicles on the interstate system is 80,000 lbs. A maximum vehicle weight of 85,500 lbs. is allowed on all other highways.

Kansas law limits the weight on a single axle to 20,000 lbs. and a tandem axle to 34,000 lbs. (see attachment No. 4.) Axle spacing is dictated by the federal bridge formula. (see attachment No. 5)

See Attachments for Examples of Calculating Truck Weights

Straight Truck – Attachment No. 6

5 axle Truck Tractor Semitrailer Combination: Attachment No. 7

5-axle Truck Tractor Semitrailer Combination (Spread):

Attachment No. 8

6 Axle Truck Tractor Semitrailer Combination – Attachment No. 9

HOUSE BILL 2095 - ANNUAL OVERWEIGHT DIVISIBLE LOAD PERMIT

KDOT to issue an annual overweight divisible load permit for a truck-tractor semitrailer combination vehicle with a gross weight of more than 85,500 pounds but not more than 90,000 lbs. transporting divisible loads on six or more axles. The permits will cost \$200 per year and will be available beginning July 1, 2017, at www.k-trips.org. (This permit has no effect on the operating under a special permit for non-divisible oversize/overweight loads.)

Those operating with the special divisible load permit are subject to the following requirements:

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

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

	6 axles	7 axles	8 axles
35			86,000
36			86,500
37			87,000
38			87,500
39			88,500
40			89,000
41			89,500
42			90,000
43			
44			
45		86,000	
46		87,000	
47		87,500	
48		88,000	
49		88,500	
50		89,000	
51		89,500	
52		90,000	
53	86,000		
54	86,500		
55	87,000		
56	87,500		
57	88,000		
58	89,000		
59	89,500		
60	90,000		

The vehicle when loaded in excess of 80,000 lbs. may not be operated on the interstate system.

The vehicle must be registered at the maximum category or 85,500 lbs.

The vehicle shall not be operated on any bridge or highway that has a posted gross weight limit or posted axle weight limit less than that which the vehicle is operating.

The permit must be carried in the vehicle when the vehicle is operating at a weight over 85,500 lbs.

Any vehicle operating under an overweight divisible load permit cannot violate the maximum width provision or the maximum height provision in Kansas law.

The vehicle when operated in excess of 85,500 lbs., must not operate when highway surfaces have ice or snowpack or drifting snow.

The vehicle, when operating in excess of 85,500 lbs., shall only carry agricultural inputs, farm supplies, biofuels, feed, raw or processed

agricultural commodities, livestock, raw meat products intended by the shipper for further processing or farm products.

The vehicle operating under this permit shall comply with the Federal Bridge Formula.

To read the entire House Bill 2095 visit www.kmca.org

Longer Combination Vehicles – Vehicle combinations with a length limitation of 125 feet and a weight limitation of 120,000 lbs. (subject to axle weights and bridge formula spacing) are allowed on the Kansas Turnpike. Twenty-mile access is allowed from the east end of the turnpike and 10-mile access is allowed from all other turnpike exits. Triple trailer combination vehicles are also allowed on I-70 from Goodland to the Kansas-Colorado border. In 1991, Congress froze any expansion of routes for longer combination vehicles.

Safety Requirements

Definition of a “commercial vehicle”:

means any self-propelled or towed motor vehicle used on a highway in interstate or intrastate commerce to transport passengers or property when the vehicle—

1. A vehicle with a gross vehicle weight rating or gross combination weight rating of 10,001 pounds or more; 26,001 pounds or more for a private carrier in intrastate commerce.
2. A vehicle designed or used to transport more than 8 passengers (including the driver) for compensation; or is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation: or
3. A vehicle used in the transportation of hazardous materials in a quantity requiring placarding under 49 CFR, subtitle B, chapter I, subchapter C.

All commercial motor vehicles and drivers of such vehicles are subject to the Federal Motor Carriers Safety regulations. The regulations include:

- Vehicle Marking
- Driver Qualification
- Emergency Equipment
- Lighting
- Liability Insurance Limits
- Use of Hand-Held Mobile Devices and Texting is Prohibited

- Load Securement
- Vehicle Inspection
- Maintenance & Repair
- Hours of Service
- Hazardous Materials Transportation

Commercial motor vehicles as defined in Title 49 C.F.R. part 383.5 are subject to the following regulations:

- **Drug and Alcohol Testing**
 - Pre-Employment Testing
 - Random Testing
 - Reasonable Cause Testing
 - Post-Accident Testing
 - Drug and Alcohol Clearinghouse

- **Commercial Driver's License**
 - Endorsements:
 - Air Brakes
 - Double/Triple Trailers
 - Passenger
 - Tank Vehicle
 - Hazardous Materials (Federal Background Check required)
 - School Bus
 - Restrictions
 - Manual Transmission/Automatic Transmission
 - Fifth Wheel Pintle Hook Connection/Tractor Trailer
- **Electronic Logging Device Rules and Requirements**
 - Since December 2017.

Prepared By:

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Updated 1/2025

Kansas

TRUCKING FAST FACTS



TRUCKING DRIVES THE ECONOMY



CAREERS

84,160 Trucking industry jobs in Kansas

1 in 14 jobs in the state



SMALL BUSINESS EMPHASIS

17,710 Trucking companies located in Kansas

Primarily small, locally owned businesses, these companies are served by a wide range of supporting businesses.



COMPETITIVE WAGES

Total trucking industry wages paid in Kansas in 2023 exceeded **\$4.8 billion**, with an average annual trucking industry salary of **\$56,949**.

Heavy and tractor-trailer truck drivers held **23,700** jobs in Kansas in 2023. The national average annual salary of an over-the-road truck driver is **\$75,144**.



TRANSPORTING THE ESSENTIALS

95.9% of manufactured tonnage transported by trucks in Kansas.
135,250 tons per day

49.3% of communities in the state depend exclusively on trucks to move their goods.

SAFETY MATTERS



SAFETY FIRST

Kansas Motor Carriers Association members put safety first through:

- ✓ Improved driver training
- ✓ Investment in advanced safety technologies
- ✓ Active participation in industry safety initiatives

ATRI research shows the success of their efforts. Members of State Trucking Associations are involved in fewer crashes and receive fewer violations at roadside inspections than their industry peers.

Crashes per 100 Million Miles by STA Membership Status:	CURRENT MEMBERS 95.10
	FORMER MEMBERS 121.21
	NEVER MEMBERS 146.33



CONTINUALLY IMPROVING

2022 U.S. fatal crash rate: USA: 1.59 / Kansas: 1.65 per 100 million Vehicle Miles Traveled (VMT)

Between 1975 and 2022, the U.S. large truck fatal crash rate has dropped **65.3%**



COMMITMENT TO SHARING THE ROAD

The **Share the Road** program sends a team of professional truck drivers to communities around the country to teach car drivers about truck blind spots, stopping distances and how to merge safely around large trucks.



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Updated January 2025 with most recent data available

Kansas

TRUCKING FAST FACTS

TRUCKING PAYS THE FREIGHT

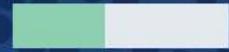


THE INDUSTRY

The trucking industry in Kansas paid approximately

\$385 million
in federal and state roadway taxes

The industry paid **42%** of all taxes owed by Kansas motorists ...



... despite trucks representing only **13%** of vehicle miles traveled in the state.



INDIVIDUAL COMPANIES

As of January 2025, a typical five-axle tractor-semitrailer combination paid highway user fees and taxes of ...

STATE **\$6,030**

FEDERAL **\$10,556**

These taxes were over and above the typical taxes paid by businesses in Kansas.



ROADWAY USE

139,011
Miles of public roads in Kansas

Miles driven on public roads:

All Motorists: **31.3 billion**

Trucks: **4.1 billion**



Traffic congestion in Kansas cost the trucking industry **\$500 million** in 2022.

DELIVERING A CLEANER TOMORROW



EMISSIONS

50% of Kansas commercial trucks are now powered by the newest-generation, near-zero emissions diesel technology.

Medium- and heavy-duty trucks contribute just **23%** of all transportation-related greenhouse gas (GHG) emissions in the U.S. and represent only **6%** of total U.S. GHG emissions.



FUEL CONSUMPTION

The trucking industry continues to improve energy and environmental efficiency even while increasing the number of miles driven. In 2022:

- ✓ Combination trucks accounted for just **16%** of the total highway transportation fuel consumed.
- ✓ Combination trucks consumed nearly **116 billion** fewer gallons of fuel than passenger vehicles in the U.S.



PARTNERSHIPS

Through the U.S. Environmental Protection Agency's (EPA) **SmartWay Transport Partnership**, the trucking industry is working with government and businesses to quantify greenhouse gas emissions and take steps to reduce them.



www.kmoa.org

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Updated January 2025 with most recent data available

The following data sources were utilized for the Fast Facts: United States Bureau of Labor Statistics (2023); Federal Motor Carrier Safety Administration: Analysis & Information (2024); American Trucking Associations Driver Compensation Study (2024); Commodity Flow Survey Public Use Microdataset (2017); American Transportation Research Institute: Membership Counts - Associations with Safety (2023); Federal Highway Administration: Highway Statistics Series (2022); National Highway Traffic Safety Administration: Fatality and Injury Reporting System Tool (2022); Energy Information Administration: Fuel Taxes (2024); International Fuel Tax Association: Fuel Tax Rates (Q4 2024); International Registration Plan, Inc.: Jurisdiction Data (2025); American Transportation Research Institute: Cost of Congestion to the Trucking Industry (2024); Diesel Technology Forum Clean Diesel Powers in Your State (2023); Environmental Protection Agency Fast Facts on Transportation Greenhouse Gas Emissions (2022).

Attachment 2

KANSAS VEHICLE REGISTRATION FEES

<u>GROSS WEIGHTS</u>	<u>REGULAR</u>	<u>LOCAL</u>	<u>6,000 –MILE</u>	<u>CUSTOM HARVESTER</u>	<u>FARM</u>
0 – 12,000 lbs.	40.00	40.00	40.00	40.00	40.00
12,001 – 16,000 lbs.	202.00	162.00	162.00	82.00	57.00
16,001 – 20,000 lbs.	232.00	202.00	202.00	202.00	142.00
20,001 – 24,000 lbs.	297.00	232.00	232.00	232.00	152.00
24,001 – 26,000 lbs.	412.00	277.00	277.00	277.00	172.00
26,001 – 30,000 lbs.	412.00	277.00	277.00	277.00	172.00
30,001 – 36,000 lbs.	475.00	315.00	315.00	315.00	175.00
36,001 – 42,000 lbs.	575.00	345.00	345.00	345.00	175.00
42,001 – 48,000 lbs.	705.00	415.00	415.00	415.00	175.00
48,001 – 54,000 lbs.	905.00	515.00	515.00	515.00	175.00
54,001 – 60,000 lbs.	1145.00	615.00	615.00	615.00	325.00
60,001 – 66,000 lbs.	1,345.00	715.00	715.00	715.00	505.00
66,001 – 74,000 lbs.	1,670.00	895.00	895.00	895.00	745.00
74,001 – 80,000 lbs.	1,870.00	1,025.00	1,025.00	1,025.00	745.00
80,001 – 85,500 lbs.	2,070.00	1,145.00	1,145.00	1,145.00	745.00

Prepared By:
Kansas Motor Carriers Association
January 2025

Attachment 3

ANNUAL COMMERCIAL VEHICLE FEES

<u>Weight Group</u>	<u>Vehicle Age</u>	<u>Fee</u>
up to 12,000 lbs.	1 to 3	\$250.00
12,000 lbs.	4 to 6	200.00
12,000 lbs.	7 and older	150.00
16,000 lbs.	All Ages	250.00
20,000 lbs.	All Ages	250.00
24,000 lbs.	All Ages	250.00
26,000 lbs.	All Ages	300.00
30,000 lbs.	All Ages	300.00
36,000 lbs.	All Ages	300.00
42,000 lbs.	All Ages	350.00
48,000 lbs.	All Ages	350.00
54,000 lbs.	All Ages	350.00
60,000 lbs.	All Ages	400.00
66,000 lbs.	All Ages	400.00
74,000 lbs.	All Ages	400.00
80,000 lbs.	All Ages	400.00
85,500 lbs.	All Ages	400.00

Source: K.S.A. 8-143m

Kansas Motor Carriers Association
January 2025

Attachment 4

• AXLE DEFINITIONS •

“**Gross weight on any one axle**” means the total load on all wheels whose centers are included within two parallel transverse planes not more than 40 inches apart.

“**Tandem axle**” means two or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced not less than 40 inches and not more than 96 inches apart.

“**Triple axle**” means three or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced more than 96 inches and not more than 120 inches apart.

“**Quad axle**” means four or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced more than 120 inches and not more than 150 inches apart.

• WIDE-BASE SINGLE TIRES •

“**Wide-Base Single Tires**” means all tires having a section width, as specified by the manufacturer, of 14 inches or more.

WEIGHT LIMITATIONS: The maximum load for a wide-base single tire on a steering axle shall not exceed 600 pounds per inch of tire section width.

The maximum load for a wide-base single tire on any axle, other than the steering axle, shall not exceed 575 pounds

per inch of tire section width.

RESTRICTIONS: No wide-base single tire shall exceed the load limit designated by the manufacturer.

No wide-base single tire shall exceed the maximum tire inflation pressure designated by the manufacturer.

• DUAL TIRES •

IT SHALL BE UNLAWFUL for any person to operate a vehicle with a single tire on any hubs configured for dual tires.

There are four exceptions:

- A truck registered for a gross weight of 20,000 pounds or less is exempt from this restriction.
- A vehicle or combination of vehicles operating with wide-base single tires is exempt from this restriction.
- A triple-axle combination can include a single-axle configured for a dual tire assembly so long as such single axle does not exceed 9,000 pounds.
- In case of emergency.

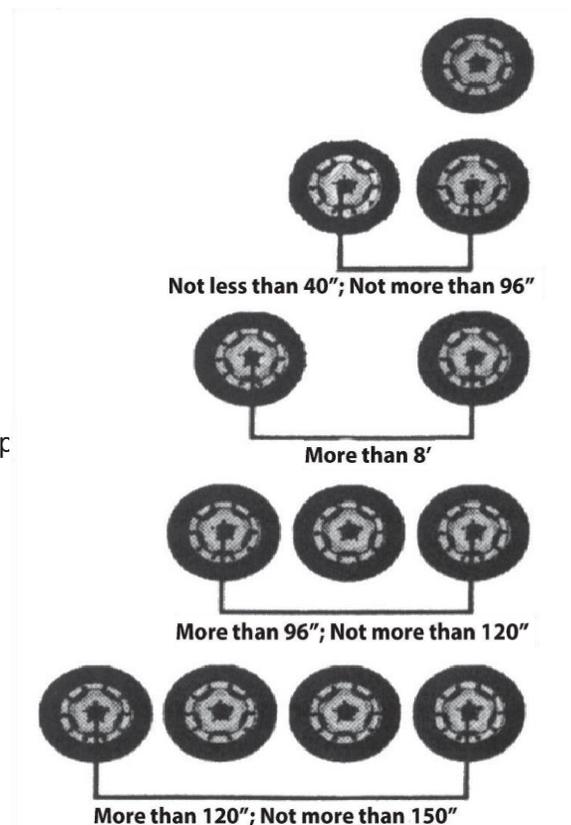
The gross weight on any one axle shall not exceed 20,000 pounds.

The gross weight on tandem axles shall not exceed 34,000 pounds.

The bridge table controls the weight distribution on a “spread axle” configuration.

The gross weight on any triple axle combination will be allowed to carry up to 42,000 pounds if the triple axle configuration measures more than 8’ and less than 9’. The table applies for measurements 9’ and over.

The gross weight on any quad axle combination will be allowed to carry up to 50,000 pounds if the quad axle measures up to 12’. The table applies for measurements over 12’.



Attachment 5

8-1909. Gross weight limits for vehicles; exceptions; safety of certain vehicles for operation. (a) No vehicle or combination of vehicles shall be moved or operated on any highway when the gross weight on two or more consecutive axles exceeds the limitations prescribed in the following table:

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

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 is 36 feet or more.

(1) The gross weight on any one axle of a vehicle shall not exceed the limits prescribed in K.S.A. 8-1908, and amendments thereto.

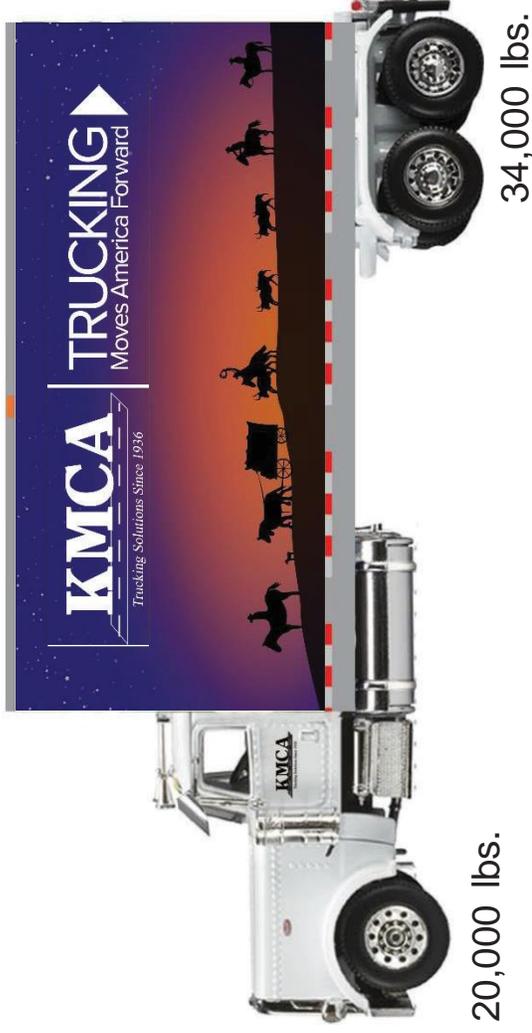
(2) For vehicles and combinations of vehicles on the interstate system the table in this section shall not authorize maximum gross weight of more than 80,000 pounds.

(3) The table in this section shall not apply to truck tractor and dump semitrailer or truck trailer combination when such are used as a combination unit exclusively for the transportation of sand, salt for highway maintenance operations, gravel, slag stone, limestone, crushed stone, cinders, coal, blacktop, dirt or fill material, when such vehicles are used for transportation to a construction site, highway maintenance or construction project or other storage facility, except that such vehicles shall not be exempted from any application of the table as may be required to determine applicable axle weights for triple and quad axles as defined in K.S.A. 8-1908, and amendments thereto. As used in this subpart (3), the term "dump semitrailer" means any semitrailer designed in such a way as to divest itself of the load carried thereon.

Kansas Motor Carriers Association
PO Box 1673
Topeka, KS 66601-1673
(785) 267-1641
www.kmca.org

Attachment 6

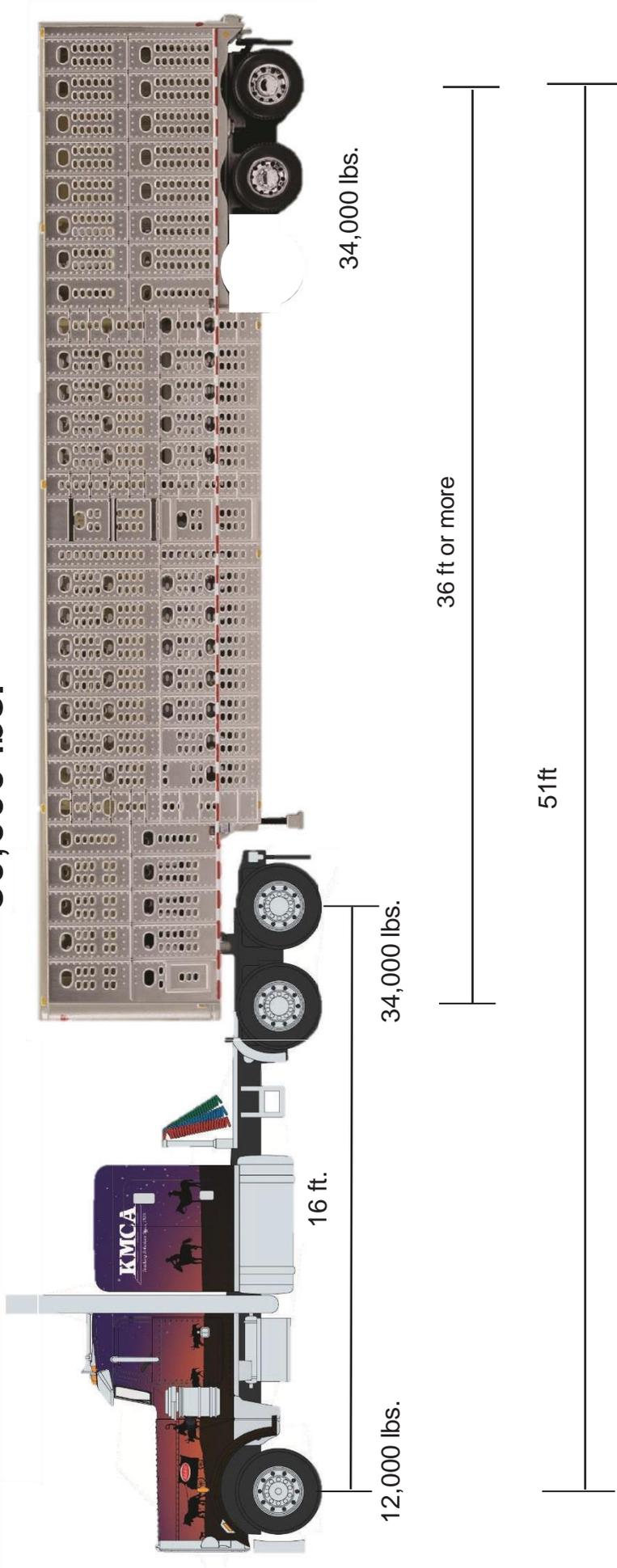
Tandem Axle Straight Truck



Attachment 7

Tandem Axle Tractor Trailer

80,000 lbs.



12,000 lbs.

16 ft.

34,000 lbs.

34,000 lbs.

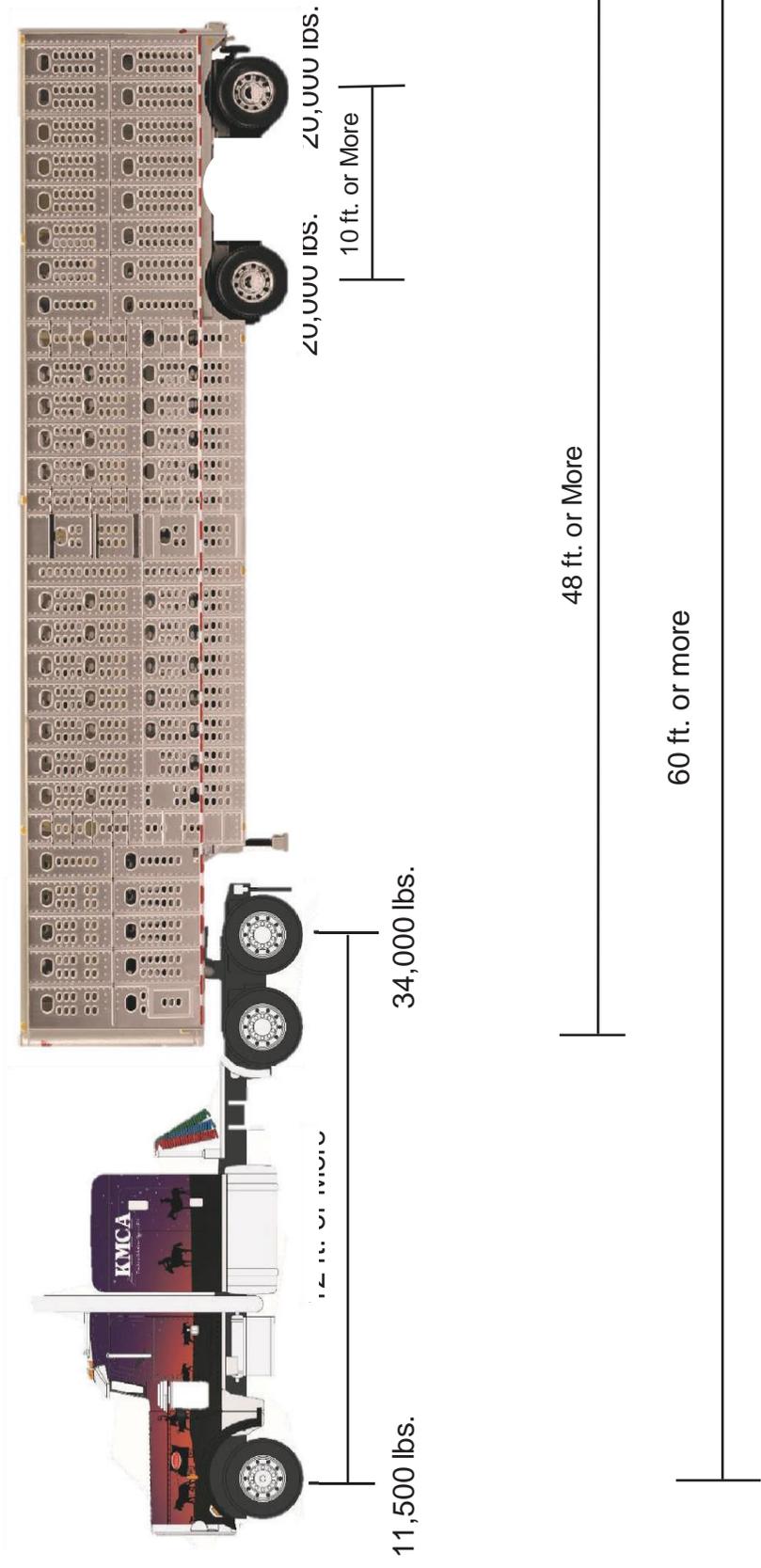
36 ft or more

51ft

Attachment 8

Spread Axle Tractor Trailer Combination

85,500 lbs.



Attachment 9

Triple Axle Tractor Trailer Combination

90,000 lbs.

