

WYOMING DEPARTMENT OF TRANSPORTATION

STATEMENT OF REASONS

MOTOR CARRIER SECTION, CHAPTER 5, SIZE AND WEIGHT LIMITATIONS OF VEHICLES

Chapter 5, Size and Weight Limitations of Vehicles, is a revised rule and regulation of the Wyoming Department of Transportation. This rule and regulation is promulgated by authority of W.S. 24-2-105 and W.S. 31-18-804(j) to administer provisions for issuing permits to operate vehicles or loads exceeding legal statutory limits as described in W.S. 31-18-801 through W.S. 31-18-808.

This revised rule is the result of ongoing coordination between the Wyoming Highway Patrol (WHP) and stakeholders to provide updates that reflect current standards and practices. These updates will help ensure safe and efficient oversize and overweight movements. Substantive changes include updated definitions and equipment descriptions, clarified safety standards, added exemptions, updated procedures, and updated wording and formatting.

This revised rule updates definitions and equipment descriptions by adding new definitions (such as crane counterweight, spreader bar, and traction weight) as well as modifying existing definitions to improve clarity. For instance, the definition of *separate movement* was modified to provide more detail regarding movements that leave and reenter the state.

Revisions also clarify safety standards, such as requiring vehicles prone to blow over to observe closures to light, high-profile vehicles as well as prohibiting escort vehicles from deviating from their primary travel lane in an attempt to force oncoming traffic off the roadway. This revised rule also provides various exemptions, including size and/or weight exemptions for stinger-steered automobiles, towaway trailer transport combinations, emergency vehicles, natural gas vehicles, and motor vehicles with idle reduction technology or auxiliary power units. Wyoming farmers and ranchers are also exempted from certain escort requirements when moving implements and produce of husbandry.

Changes were also made to procedures and requirements to simply and clarify permit issuance. Most notably, revisions account for a new online permitting system that WHP is currently implementing by removing self-issuing permit (Class C) procedures and providing for all permit classes to be obtained through WHP's website. Other updates include requiring individuals and companies requesting any permit class to gain approval before movement and requiring vehicles to have a Wyoming registration and be properly qualified for extended period permits.

Additionally, wording and formatting changes were made to conform to Secretary of State requirements.

COMMENT SUMMARY: MOTOR CARRIER SECTION, CHAPTER 5,
SIZE AND WEIGHT LIMITATIONS OF VEHICLES

Following is a summary of public comment submitted to the Wyoming Department of Transportation (WYDOT) for Chapter 5, Size and Weight Limitations of Vehicles, from the Wyoming Department of Transportation Rules and Regulations Motor Carrier Section. WYDOT received five distinct sets of written comments concerning this rule during the public comment period from May 28 to July 5, 2024. During the public comment period, WYDOT received a request for a public hearing by an association of more than 25 members, requiring a public hearing be held. The public hearing was held on October 1, 2024, in the WYDOT auditorium and virtually (to allow remote participation). Ten individuals, sometimes on behalf of organizations, provided oral comments.

Several comments, both written and oral, dealt with identical or nearly identical issues. Such comments are grouped together for response in the following. Other comments were otherwise non-responsive and will not be discussed in detail.

General Comments

Comment: Commenters, both written and oral, recognized the hard work and time that WYDOT spent on the proposed rule and supported any attempt to better the systems that regulate roadway safety.

Response: WYDOT agrees that the proposed rule update will improve roadway safety and is the result of a long process that involved industry input from the beginning.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: Commenters, both written and oral, recognized WYDOT, especially the Wyoming Highway Patrol (WHP), for being receptive to many of the changes requested by industry from the beginning of the rules process preceding the public comment period.

Response: WYDOT agrees that the proposed rule is the result of a long process that involved industry input from the beginning.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: One commenter asked what the department is trying to accomplish with the rule.

Response: The proposed rule is the result of ongoing coordination between WHP and industry stakeholders to provide updates that reflect current standards and practices as well as efforts to enhance permitting compliance for safe oversize and overweight load movements.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: One commenter representing a group of stakeholders provided oral and written comments stating that there are too many types of loads for this rule to cover, noting that the

definitions extend for three pages while the federal definitions are limited to two to three paragraphs.

Response: WYDOT notes that the definitions are extensive, but the department sees merit in ensuring that the proposed rule is thorough and that definitions for the types of loads are clear to ensure compliance with the rule.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Section 2: Definitions

Comment: The Wyoming Trucking Association, referring to **Section 2(mm)** on Non-divisible vehicle or load, stated that determining what could “safely” be transported if dismantled or divided was subjective.

Response: Wyoming’s definition aligns with federal provisions, as federal standards serve as the minimum requirements that states must enforce. The proposed changes aim to provide greater flexibility and allowances for all carriers. These changes were developed based on feedback gathered from an initial industry meeting. WYDOT analyzed suggestions and formulated a solution that is applicable to all industry carriers.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: One commenter representing a group of stakeholders, referring to **Section 2(mm)** on Non-divisible vehicle or load, stating that in Wyoming there are issues with pulling divisible loads that will not register on a scale.

Response: WHP acknowledges that larger loads present increased challenges. Loads are required to provide an estimated weight, ensuring they do not exceed the maximum allowable weight limits. They may then proceed to a permitting location for final weight verification. Exceeding the maximum weight allowances is not permissible and would constitute a violation.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: One commenter representing a group of stakeholders, referring to **Section 2(mm)** on Non-divisible vehicle or load, stated that unintentional violations stem from the rule’s ambiguity, creating inconsistency from WHP officer to WHP officer on what is considered divisible and indivisible.

Response: WHP acknowledges the ongoing need for continued training and educational initiatives.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: One commenter representing a group of stakeholders, referring to **Section 2(mm)** on Non-divisible vehicle or load, requested that if haulers of a stacked divisible load within limits have to buy a permit for 120 feet, could they buy a permit for the 120 feet plus a jeep.

Response: WHP agrees with the commenter that this is a reasonable adjustment to the requirement as the load would still be within the appropriate limits to allow for safe movement.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles, with the suggested revision to Section 2(mm)(iii)(F)

Comment: One commenter, referring to **Section 2(mm)** on Non-divisible vehicle or load, requested removing the term “operational configuration.” The commenter explained it was a vague term since WYDOT requires operational configuration yet requires cranes to move their blocks.

Response: The term “operational configuration” refers to the requirement that the load be properly assembled for use. This does not necessitate any movement of the crane blocks. The change introduces greater clarity and flexibility regarding the placement of specified components during transportation.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles, with the suggested change to Section 2(mm)(iii)(C).

Comment: Many commenters, both written and oral, suggested changing **Section 2(mm)(i)**, Non-divisible vehicle or load, to mirror 23 C.F.R. 658.5. Another commenter representing the Petroleum Association of Wyoming suggested Wyoming refer to North Dakota’s definition of non-divisible load to help oil and gas producers within the regional Rocky Mountain operation seamlessly move between states. The Petroleum Association of Wyoming also explained that oil and gas producers have a short window to move trucks and drill to meet federal and state requirements, so streamlining the oversize loads movement process is important to maximize efficiency. Other comments also stated that Wyoming does not align with other states when defining non-divisible loads and that loads may travel through several states without issue until they arrive in Wyoming, causing delays and costing extra money, time, and personnel.

Response: Wyoming’s definition aligns with federal provisions, as federal standards serve as the minimum requirements that states must enforce. The proposed changes aim to provide greater flexibility and allowances for all carriers. These changes were developed based on feedback gathered from an initial industry meeting. WYDOT analyzed suggestions and formulated a solution that is applicable to all industry carriers.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles, without the suggested changes.

Comment: The Wyoming Trucking Association asked if **Section 2(mm)(iii)(C)**, regarding cranes with jib boom extensions as non-divisible, was an either/or statement.

Response: WYDOT intended Section 2(mm)(iii)(C) to be an allowance that was conditional based on the configuration of the jib boom extension. The jib boom must meet both conditions stated in the provision. Firstly, the jib boom must be manufactured by the crane

manufacturer and not aftermarket; secondly, the jib boom must be safely stored on the main boom in the folded configuration originally intended by the manufacturer. WYDOT can rephrase this provision to provide clarity.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles with minor changes to Section 2(mm)(iii)(C).

Comment: Many oral and written commenters stated concern with **Section 2(mm)(iii)(C)**, regarding cranes with jib boom extensions. Commenters shared safety and time concerns regarding ball and block removal before transport as well as concerns that many locations do not allow assembly or disassembly. One commenter requested that block and ball be allowed to stay on the chain, because the proposed rule would require more money, time, and manpower and would cause safety concerns for those assembling and disassembling the crane when moving the crane two to three times a day. Another commenter noted that the GMK5220 crane, in all states around Wyoming, runs with the boom over the cab, block on the back, and chain secured. Wyoming requires the boom secured backwards. Taking ball or block off of a dolly makes it too light, so you have to extend the boom out 40 to 50 feet to ensure the dolly has secure contact with the highway making it overlength, requiring escorts and other measures. Other commenters noted the general safety risk of assembling and disassembling cranes since you risk a pin or element getting missed and creating a safety incident.

Response: The proposed rule was not intended to mandate the removal of the ball or block. WYDOT's goal is to provide an additional option for carrying the ball and block outside of the operational configuration. WYDOT will revise this provision to ensure it offers the intended flexibility and to address the concerns raised by commenters.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles, with minor clarifying changes to Section 2(mm)(iii)(C).

Comment: One commenter, referring to **Section 2(mm)(iii)(C)** on cranes with jib boom extensions, brought up that states surrounding Wyoming allows the boom to run over the cab block on the back with the chain secured. Wyoming requires the boom to be rotated and secured backwards on a dolly. Taking the ball or block off makes the dolly too light, so the boom has to be extended 40 to 50 feet, requiring more escorts.

Response: The boom is only required to be rotated backwards on certain cranes when the weight over the axles is exceeded. The change in the rule does not require the ball or block to be removed, it allows for an additional ball and block to be transported with the crane.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: One commenter, referring to **Section 2(mm)(iii)(D)** on overweight camp shacks, appreciated that over the last couple of years the ports of entry have become more flexible when allowing non-essential items (like mop buckets) in camp shack movements compared to the seven or eight years ago.

Response: WYDOT notes the commenter's appreciation as the department focuses on balancing flexibility with safety and compliance for camp shack movements.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: Multiple commenters, both orally and written, stated that WHP was inconsistent with enforcement at ports of entry when determining what “items are required for normal use in living quarters” under **Section 2(mm)(iii)(D)**. The commenters stated that the definition for such items is ambiguous. One commenter noted that in winter moving houses depends on how fast you can make the move and keep it warm. The rule’s provisions on overweight camp shacks that require the removal of all unnecessary items to live makes it difficult to make timely movements.

Response: WYDOT notes that Section 2(mm)(iii)(D) lists out items considered necessary for normal use in living quarters to mitigate ambiguity. WYDOT also notes that though removing items for overweight camp shack movements takes additional time, safety is paramount when moving such loads, and WHP must balance efficiency with safety. WHP will also continue to work to balance consistent enforcement with practical experience in applying the rules.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Section 4: Permit-issuing Authorities and Permit Types Available

Comment: Many commenters disagreed with **Section 4(b)(i)**, regarding Class A (Super Loads), stating it is a new rule that restricts loads exceeding 26 feet wide from obtaining a permit to travel on a roadway that primarily measures 32 feet wide or less. Commenters also stated that the new rule will affect those who transport large mining haul truck buckets.

Response: Preventing wider loads on narrow roads will improve safety for all travelers using the road. Section 4(b)(i) will not restrict wider loads on all roads—just excessively wide loads on roadways 32 feet wide or less. Notably, this provision does not affect roads that WYDOT does not own. City and county roads are subject to their own rules and enforcement practices.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: Multiple commenters, both written and oral, stated concerns with removing **Section 4(d)**, Class C (Self-Issuing) permits. Specifically, commenters are concerned about losing access to self-issuing permits and are uncertain about how the new electronic permitting system will practically function.

Response: The new electronic permitting system is already functioning (as of October 1, 2024) and is the new industry standard. The new electronic permitting system will allow carriers to self-issue permits by using the new system rather than manually writing permits. Further, WYDOT plans to train users on the new system over a one-year grace period to allow carriers to familiarize themselves with the new electronic permitting system.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Section 7: Permitted Hours and Dates of Movement; Weather Conditions

Comment: Commenters are concerned with **Section 7(a)(iv)**, concerning nighttime movements for loads up to 10 feet wide, stating that many transport companies in Wyoming have 9 and 10 foot wide trailers along with cranes that exceed statutory width requirements, and states like Colorado and Montana permit 10 foot wide loads on primary and secondary highways at night, bringing Wyoming's rule out of alignment with these states, thus delaying transport in Wyoming.

Response: At this time, we have not made a determination regarding the cause-and-effect relationship of this suggested change. However, we are open to exploring this suggestion further for future rule revisions.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles, without the suggested changes.

Comment: One commenter is concerned with **Section 7(d), (e), and (f)**, which generally prohibit oversize movements requiring escorts on legal holidays and details timing requirements for when the holiday starts and ends. The commenter expressed concern that this requirement will immediately shut down rig moves scheduled near holidays, costing oil and gas companies hundreds of thousands of dollars as they postpone drilling schedules.

Response: The intent of this provision is to prioritize the safety and efficiency of travel for the general public during peak holiday periods. By limiting oversize movements during these times, we aim to reduce congestion and ensure safer road conditions for all motorists.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles, without the suggested changes.

Section 8: Safety Measures and Moves

Comment: One commenter representing a group of stakeholders requested an exception to **Section 8(g) and (h)**, escort requirements for two-lane primary and secondary highways when a permitted movement primarily travels on the interstate, but needs to travel on a two-lane highway to access a port of entry. The commenter explained that the way the rule is phrased, a load with a permit to travel the interstate may require additional escorts for only a quarter mile off the interstate to reach a port of entry, causing unnecessary delays and escorts.

Response: WYDOT concurs with commenter's suggestion and will rephrase the appropriate provisions to forgo two-lane highway escort requirements when a permitted interstate movement only needs to access two-lane highways to reach a port of entry within 5 miles.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles, with the suggested change to Section 8(g) and (h).

Comment: One commenter stated displeasure that **Section 8(o)**, regarding damage to bridges and structures, places responsibility on drivers not WHP to check all loads, bridges, weights, and movements before and during traveling.

Response: Drivers are responsible for knowing the information of their loads and their ability to complete a movement safely based on their selected route before transporting a load. Drivers may contact WHP if they have questions about a route or need assistance when

planning an appropriate route to accommodate their load. WYDOT considers the liability appropriately assigned in this section.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles, without the suggested change.

Section 15: Procedure for Obtaining Classes of Permits

Comment: Commenters, both written and oral, supported the WHP moving to an electronic permitting system for commercial vehicles and noted their eagerness to see the new system implemented for Wyoming.

Response: WYDOT acknowledges the eagerness for the new electronic permitting system, and notes that the new system is already functioning as of October 1, 2024.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: Many oral commenters appreciated the one-year grace period for the self-issuing permits and would like to see a similar approach taken to other aspects of the rule.

Response: WYDOT agrees that the one-year grace period for implementing the electronic permitting system and resulting process changes will help users. Other changes to the rule are relatively less significant process changes and resulted from extensive discussions with industry and other transportation stakeholders; therefore, the department does not see a need to create additional grace periods for other aspects of the rule.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles, without the suggested change.

Comment: One commenter suggested that **Section 15** provide an outline of what is expected for the one-year trial period for the new electronic permitting system, including weight and axle provisions.

Response: WYDOT provided a written overview, both during the public hearing and through press release, of the grace period process. WHP will follow up with training that will be specified and advertised throughout the one-year grace period—with hundreds of users already trained. Since the grace period will be temporary, WYDOT does not see the need to add it to the rule.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles, without the suggested change.

Comment: Multiple commenters, both written and oral, stated concerns with the removal of **Section 4(d)**, covering Class C (Self-Issuing) permits. Commenters noted concern with current enforcement policies and how those enforcement policies would work with the new electronic permitting system.

Response: The new electronic permitting system is already functioning (as of October 1, 2024) as the new industry standard. WYDOT notes that the need for permits remains the same, only the format of permits is changing, so enforcement will continue to be based on current practices.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: Commenters, both written and oral, shared concerns with **Section 15(a)**, which references the new electronic permitting system, stating that many companies operate where cell services is poor or non-existent and that massive delays caused by WYDOT's Overweight Loads Office website failures; problems after hours, weekends, or holidays; and other scenarios that may prove costly to operators and/or customers.

Response: The new electronic permitting system is already functioning (as of October 1, 2024) and is the new industry standard. WYDOT plans to train users on the new system. There is also a one-year grace period to allow carriers to familiarize themselves with the new electronic permitting system. Further, if internet or other issues occur, carriers may obtain clearances and permits by phone or through a port of entry. City, county, and other roads that are not WYDOT-owned do not fall under the provisions of this rule, so carriers can move loads to a place with better cell reception and access the online permitting system.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: One commenter representing insurers provided oral comments supporting the new electronic permitting system, but cautioned that change invites chaos for insurance holders as they try to learn the new rules while on the road. The commenter stated that even positive change needs to be implemented well so as not to punish carriers needlessly since violations can result in increased insurance rates and the potential for insurance to drop carriers and force them out of business.

Response: WYDOT agrees that the new permitting process will be a positive change and that the improved system needs to be implemented in a way that educates carriers to avoid violations. The one-year grace period will be paired with educational opportunities and flexibility to allow carriers and WYDOT time to adjust to the new system and permitting process.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: One commenter noted there is no process for refunding or crediting canceled permits due to inaccurate measurements or other information about the load resulting in a significant increase of money spent for the permits. The commenter requested that the system allow refunds or credit for canceled permits.

Response: For safety and compliance purposes, WYDOT does not refund or provide credits for canceled permits caused by inaccurate measurements or other information. This practice helps avoid purposeful inaccuracies to obtain cheaper permits with less restrictions. Ensuring accurate information will prevent permit cancellation and additional costs incurred by purchasing new permits to replace the canceled ones.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles, without the suggested change.

Comment: One commenter referred to the 2017 “Gold Book,” (essentially the existing set of permitting rules) Section 2, Permit Errors for Self-Issued Permits, and stated that allowing WHP to determine if a violation is human error or an intentional error is too subjective.

Response: WHP works to ensure accurate information for self-issued permits for the safe transportation of oversize and overweight load movements. The provisions of the proposed rule provide size and weight limits and requirements for WHP to refer to when determining if a violation has occurred; however, WHP recognizes that human error in measuring and reporting information does happen. WHP will continue to work with carriers and refer to limits and requirements when determining if any leniency is allowed when inaccuracies are found.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: One commenter asked if an amendment function could be added to the electronic permitting system that would allow carriers to amend existing permits by purchasing additional weight, length, and height. The commenter suggested WYDOT refer to Utah or Montana’s procedures on permit amendments for axles or additional weight.

Response: Yes, this is currently scheduled for implementation in an update to the production site.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: One commenter, referring to **Section 15**, asked if the new electronic permitting system would allow for secondary tow permits for oversize and overweight loads.

Response: Yes, these are currently available in the permitting system.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: Commenters stated that providing most of the information required to obtain an electronic permit in **Section 15(c)(iv), (viii), and (x)** is practically impossible as this information is likely unknown until the truck is loaded. The commenters also asserted that permit applications cannot be made until after loading, significantly increasing delays.

Response: Information that carriers are required to enter into the electronic permitting system is general information and knowledge of the load to be carried. Section 15(c)(iv) requires a description of the load (make, model number, unit number, serial number, and so on), all of which is general information about the load. Section 15(c)(viii) requires knowledge of the axle configuration, including distances between axles and tire size, which is also information the carrier should already know before the trailer is loaded. Finally, Section 15(c)(x) requires carriers to know the overall length, single vehicle length, rear overhanging length, width, and height of the proposed load, and general calculations would provide this information without having to have the load completely loaded before obtaining a permit to use Wyoming highways to transport oversized loads.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: Commenters are concerned with **Section 15(d)**, which adds new language regarding plates and or registration to obtain a permit, stating that these requirements could affect companies who operate cranes out of North Dakota, because North Dakota does not require titles or registrations on all terrain cranes weighing over 105,500 pounds.

Response: Section 15(d) lists three different options for different vehicles to receive a permit, including (1) proof of valid base plates and/or registration, (2) a valid USDOT number, or (3) a proper regulatory authority.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Comment: Many commenters, both written and oral, requested that **Section 15(f)**, which increases response times for some permits to 72 hours, instead reduce response times for permits, particularly to account for possible delays from the new electronic permitting system and requirements in Section 15(c)(iv), (viii), and (x). One commenter was especially concerned about rig moves and stated that the increased response time could effectively bring their business to a halt.

Response: The increased response time in Section 15(f) allows for thorough study of a proposed route to improve safety for all travelers. WYDOT notes that the increased time does not apply to every permitted load—only for Class A loads exceeding the limits in the applicable table.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Pete Obermueller, Petroleum Association of Wyoming, September 18, 2024, Phone Conversation

Comment: Mr. Obermueller asked about which provisions apply only to superloads, and commented that the Petroleum Association of Wyoming is ready to provide feedback to WHP during the self-permitting phase-in period. He also volunteered that his members might be willing to provide feedback to WHP regarding how the electronic permitting system works during the trial period.

Response: WYDOT provided references to the provisions within the rule that cover superloads, and provided information on the WHP's training during the one-year grace period for implementing the e-permitting system. WYDOT provided the same information covered in the press release published on [September 11, 2024](#). WYDOT encourages members of the association, as well as all other users, to provide feedback as the permitting system is implemented, and the department wishes to thank those who are providing input as the system rolls out.

Recommendation: Transportation Commission adoption of Chapter 5, Size and Weight Limitations of Vehicles.

Chapter 5

Size and Weight Limitations of Vehicles

Section 1. Authority and Purpose. The Wyoming Department of Transportation (WYDOT) promulgates these rules by authority of W.S. 24-2-105 and W.S. 31-18-804(j) to administer provisions for issuing permits to operate vehicles or loads exceeding legal statutory limits as described in W.S. 31-18-801 through W.S. 31-18-808.

Section 2. Definitions. *(Please see W.S. 31-1-101, W.S. 31-5-102, W.S. 31-18-101, W.S. 31-18-203, and W.S. 31-18-801. Definitions are subject to change by legislative action.)* The following includes both statutory *(s)* and administrative *(a)* definitions:

(a) “Agricultural operations” means the raising and harvesting of their own crops or livestock in this state by farmers or ranchers, their exchange between farmers or ranchers, or the transportation of implements of husbandry to or from farmers or ranchers by persons engaged in the business of selling or repairing such implements. *(s)*

(b) “Agricultural products” means the produce of husbandry. *(a)*

(c) “Axle” means common axis of rotation of one (1) or more wheels, whether power driven or freely rotating, and whether in one (1) or more segments, and regardless of the number of wheels carried thereon. *(s)*

(d) “Axle group” means an assemblage of two (2) or more consecutive axles considered together in determining their combined load effect on a bridge or pavement structure. *(s)*

(e) “Axle load” means the total load transmitted to the road by an assembly of two (2) or more wheels whose centers are in one (1) transverse vertical plane or may be included between two (2) parallel transverse vertical planes 40 inches apart extending across the full width of the vehicle. *(s)*

(f) “Axle measurement” means the distance between axles to the nearest foot. When fractional measurement is exactly one-half foot, the next larger whole number shall be used. *(s)*

(g) “Camp shack” means portable, on-site living quarters. *(a)*

(h) “Cargo” means the items or freight to be moved, including items placed on or in a vehicle, towed by a vehicle, or a vehicle itself. *(s)*

(i) “Coarse aggregate” means material as retained on a No. 4 (4.75 mm) sieve. *(a)*

(j) “Commission” means the Transportation Commission of Wyoming. *(s)*

(k) “Connecting mechanism” means an arrangement of parts interconnecting two (2) or more consecutive axles to a vehicle in such a manner as to equalize the load between axles. *(s)*

(l) “Construction or off-road machinery tire” means a tire with a minimum width of 18 inches (45.72 cm) as stamped on the tire by the manufacturer and a minimum rim diameter of 25 inches (63.5 cm). *(a)*

(m) “Crane counterweight” means a weight that exerts an opposite force to balance and stabilize a stationary mechanical system. *(a)*

(n) “Daylight hours” means one-half hour before sunrise until one-half hour after sunset. *(a)*

(o) “Department” means the Department of Transportation. *(s)*

(p) “Director” means the director of the Department of Transportation. *(s)*

(q) “Dromedary unit” means a box, deck, or plate mounted behind the cab and forward of the fifth wheel on the frame of a truck-tractor not to exceed six (6) feet in length from the back of the cab or sleeper berth. *(a)*

(r) “Dunnage” means equipment strictly used for loading, unloading, blocking, bracing, and dropping a trailer for operation upon the highway. *(a)*

(s) “Emergency” means a situation vital to the national defense or an unforeseen circumstance that threatens life or property and requires prompt action. *(a)*

(t) “Escort” means a vehicle accompanying a movement displaying proper lights, signs, and equipment. *(a)*

(u) “Exchange” means receiving funds for a service or product. *(a)*

(v) “Extended period permit” means a permit issued to cover a specific load that allows movement for a specified period and over specified routes or statewide. *(a)*

(w) “Flags or flagged” means a display of red or fluorescent orange flags not less than 12 square inches. *(a)*

(x) “Forest products” means logs, poles, posts, rough lumber, wood chips, sawdust, and any other product of the forest which will require further processing. *(s)*

(y) “Gravel” means pit-run stone, coarse aggregate, and products of screened stone, crushed stone, or a combination thereof. This definition does not include sand, silt, clay, and refined by-products that use gravel, including plant-mixed asphalt, cement treated base, and Portland cement concrete. *(a)*

(z) “Gross weight” means the total weight of a vehicle and vehicle combinations including the weight of any load carried in or on the vehicle and vehicle combinations. *(s)*

(aa) “Height” means the total vertical dimension of any vehicle above the ground surface including any load or load-holding device thereon. *(s)*

(bb) “Highway” means a public way maintained by the Department for the purpose of vehicular travel, including rights-of-way or other interests in land, embankments, retaining walls, culverts, sluices, drainage structures, bridges, railroad-highway crossings, tunnels, signs, guardrails, and protective structures. *(s)*

(cc) “House trailer” means:

(i) A trailer or semi-trailer which is designed, constructed, and equipped as a dwelling place, living abode, or sleeping place (either permanently or temporarily) and is equipped for use as a conveyance on streets and highways; or

(ii) A trailer or semi-trailer whose chassis and exterior shell are designed and constructed for use as a house trailer, as defined in preceding paragraph (i), but which is used instead permanently or temporarily for advertising, sales display, or promotion of merchandise or services, or for any other commercial purpose except the transportation of property for hire or the transportation of property for distribution by a private carrier. *(s)*

(dd) “Implement of husbandry” means a vehicle or vehicles manufactured or designed and used exclusively for the conduct of agricultural operations and only incidentally operated or moved on highways. *(s)*

(ee) “Indivisible load” please see “non-divisible load.” When Wyoming statutes use the term indivisible load, that load shall be considered a “non-divisible load” for purposes of these rules. *(a)* (Please see definition [mm] and Section 4 [m].)

(ff) “Interstate or National Defense Highway” means highways designated as part of the interstate system by the Transportation Commission which are signed and marked accordingly. *(s)*

(gg) “Jib boom extension,” “jib boom,” or “boom extension” means a structure manufactured as original equipment (OEM) that is attached to the main boom of a crane and is intended to extend the length of the boom. *(a)*

(hh) “Length” means the total longitudinal dimension of any vehicle or combination of vehicles, including any load or load-holding device thereon, but excluding any device or appurtenance attached to the front or rear of a semi-trailer whose function is related to the safety of, or efficient operation of, the unit or contents. Excluded devices include, but are not limited to, air hose glad hands, fifth wheel slide plates, dock bumpers, air deflectors, and refrigeration units. No excluded devices shall be designed or used for carrying cargo. *(s)*

(ii) “Load” means a weight or quantity of anything resting upon something else regarded as its support. (s)

(jj) “Motor home” means a motor vehicle designed, constructed, and equipped as a dwelling place, living abode, or sleeping place (either permanently or temporarily) but excluding a motor vehicle carrying a camper. (s)

(kk) “Motor vehicle” means a vehicle which is self-propelled or propelled by electric power obtained from overhead trolley wires, but not operated on rails. (s)

(ll) “Nearest point of safekeeping” means a towing vehicle’s place of business or an applicable repair facility where, on a primary tow, a damaged, disabled, or an abandoned vehicle is transported. In no event shall the distance towed exceed 150 miles as measured from the point where the vehicle is retrieved, or the tow enters the state, to where the tow terminates, or the tow exits the state. The mileage shall be measured in road miles using a recent *Official State Highway Map of Wyoming*. (a)

(mm) “Non-divisible vehicle or load” means a vehicle or load exceeding statutory size and/or weight limits whose parts are fixed and attached to simulate an operational configuration or whose parts cannot be transported safely or without damage if dismantled or divided.

(i) A non-divisible vehicle (such as a mobile crane, drilling rig, concrete pumper, or well service unit) shall be configured and equipped only as necessary for movement upon the highway.

(ii) The following vehicles shall be considered non-divisible:

(A) Authorized vehicles going to or coming from an emergency;

(B) Vehicles transporting casks of spent nuclear materials; or

(C) Military vehicles transporting marked military equipment or material.

(iii) The following allowances shall be permitted as non-divisible:

(A) When determining weight allowance on combination units, a maximum combined total of 2,000 pounds of the following items normally carried by carriers when conducting movements:

(I) Dunnage:

(II) Items relevant to securing loads as indicated in Title 49 Code of Federal Regulations (C.F.R.), including chains, boomers, and tarps;

(III) Safety equipment related to the load, including handrails, ladders, and stairs; and

(IV) Hand tools for servicing the transport vehicle.

(B) Vehicles equipped with outriggers when transporting only one (1) OEM outrigger pad per outrigger and one (1) non-OEM outrigger pad per outrigger. The pads shall be safely stored and properly secured on the vehicle.

(C) Cranes with jib boom extensions when transported together and when the following conditions are met:

(I) The jib boom shall be manufactured specifically for the crane (by the crane manufacturer and not aftermarket); and

(II) The jib boom can be safely stored on the main boom in the folded configuration originally intended by the manufacturer. As an additional option for carrying the headache ball and hook block outside of the operational configuration, one (1) headache ball or one (1) hook block shall be allowed if properly stored and secured in the manufacture cradle.

(D) Overweight camp shacks not exceeding 2,000 pounds maximum allowable weight when transporting items required for normal use of the individual camp shack being transported. Items not required for living quarters to be occupied shall not be allowed. Items shall be secured to avoid movement during transport. Items to be included in this exemption shall be the following:

(I) Mattresses;

(II) Linens;

(III) Bedding;

(IV) Cookware and dishes;

(V) Personal clothing; and

(VI) Hygiene items for occupants.

(E) Overweight loads containing fuel used for propulsion and/or other fluids required for movement if the tanks containing the fluids are OEM as designed by the manufacturer. Transport vehicles shall be allowed, in accordance with current state and federal regulations, if the load combined with the transport vehicle are not overweight. This subsection shall not include transporting the following:

(I) Fluids in storage tanks;

(II) Non-OEM tanks; and

(III) Non-propulsion power sources.

(F) One (1) spreader bar, one (1) jeep, and one (1) booster when transported on a trailer not in operational configuration if the trailer does not exceed maximum allowable weights.

(G) Traction weights when transported on a trailer not in operational configuration if the trailer does not exceed maximum allowable weights.

(nn) “Overweight Loads Office or OWL” means the office within the Wyoming Highway Patrol (WHP) responsible for processing requests to move loads exceeding normal oversize or overweight limits and for administering specific permit programs and permits for exceeding 117,000 pounds gross weight (Class W permits). *(a)*

(oo) “Operational configuration” means a vehicle’s or load’s parts when arranged and attached in the manner used when operating on-site for the equipment’s designed purpose. This exception in no way allows the transporting of commodities in or on the vehicle or load. *(a)*

(pp) “Oversize load” means cargo, fixed or unfixed, that exceeds statutory size limits. *(a)*

(qq) “Over-the-road bus” means a bus characterized by an elevated passenger deck located over a baggage compartment and typically operating on the interstate system or roads previously designated as part of the Federal-aid Primary System. *(a)*

(rr) “Overweight load” means cargo, fixed or unfixed, that exceeds statutory weight limits. *(a)*

(ss) “Permit” means a written authorization to move or operate on a highway a vehicle or vehicle with a load of size or weight exceeding the limits as specified by statute, which are limited by this act [law] and regulations of the Department. *(s)*

(tt) “Permit-issuing authorities” means those people authorized under Section 4, Permit-issuing Authorities and Permit Types Available, of these rules to issue oversize and/or overweight permits. *(a)*

(uu) “Pickup truck” means any motor vehicle, excluding multipurpose vehicles and passenger cars, designed, used, or maintained for the transportation of property with an attached open cargo box directly behind the passenger compartment and designed to be equipped with a tailgate which can be lowered or opened to load or unload property or cargo. *(s)*

(vv) “Pneumatic tire” means every tire in which compressed air is designed to support the load. *(s)*

(ww) “Pole trailer” means every vehicle without motive power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach, or pole, or by being boomed or otherwise secured to the towing vehicle, and ordinarily used for transporting long or

irregularly shaped loads as poles, pipes, or structural members capable, generally, of sustaining themselves as beams between the supporting connections. *(s)*

(xx) “Primary and secondary highways” means highways which are designated as part of the primary or secondary system by the Transportation Commission which are signed and marked accordingly. *(s)*

(yy) “Primary tow” means the first time a vehicle is attached to a tow vehicle for removal. Once a towed vehicle is disconnected or dropped from the tow vehicle as part of the original tow, any subsequent tows shall be considered secondary tows and be subject to the provisions of W.S. 31-18-802 and W.S. 31-18-804. *(a)*

(zz) “Produce of husbandry” means unprocessed products of farming or ranching operations derived directly from the soil, including livestock, fish, and bee raising. *(a)*

(aaa) “Public transit bus” means a vehicle that is regularly and exclusively used as an intrastate public agency transit passenger bus. *(a)*

(bbb) “Recreational vehicle” means a vehicle designed primarily as living quarters for recreational, camping, vacation, or travel use which has an electrical system which operates above 12 volts and has a plumbing and heating system. *(s)*

(ccc) “Registered vehicle” means a vehicle designed to operate primarily upon the highway and that requires licensing in Wyoming. *(a)*

(ddd) “Resident” means any individual, partnership, or corporation having a principal place of business in Wyoming for a period of one (1) year or more. *(a)*

(eee) “Roadway” means that portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the sidewalk, berm, or shoulder. In the event a highway includes two (2) or more separate roadways, the term “roadway” as used herein shall refer to any such roadway separately but not to all such roadways collectively. *(s)*

(fff) “Saddlemount” means a vehicle combination designed and specifically used to tow no more than three (3) trucks or truck-tractors each connected by a saddle to the frame or fifth wheel of the truck or truck-tractor in front of it. *(a)*

(ggg) “Safety device” means any piece of equipment or mechanism, including rear view mirrors, pin pockets not to exceed three (3) inches on each side, and other devices designated by the director, attached to a vehicle to assure its safe operation and to assure the safe movement of a load hauled by the vehicle. *(s)*

(i) Acceptable safety devices for width shall include, but not be limited to, the following: rearview mirrors, turn signal lamps, hand-holds for cab entry/egress, splash and spray suppressant devices, and pin pockets (no excluded device shall be designed or used to carry cargo), as well as tire bulge because of load. Safety devices shall also include other equipment as designated by the Federal Highway Administration rules and regulations. (Please see 23 C.F.R. 658.)

(hhh) “Self-issuing permit” means a permit issued and completed by an individual or a carrier. (a)

(iii) “Semi-trailer” means every vehicle of a trailer type not equipped with propelling power so designed for carrying property and used in conjunction with a motor vehicle that some part of its own weight and load rests upon or is carried by another vehicle. (s)

(jjj) “Separate movement” means each movement of a vehicle or load to a specified location, all movements of a vehicle or load if completed in the same calendar day, or movement of a vehicle or load outside the state.

(i) Permits may be issued to a vehicle or load that will leave and reenter the state at different locations if it is the most practical route when considering topography and other restrictions including apparent long-term road closures.

(ii) Carriers that change loads while out of the state shall require a second permit to reenter the state.

(iii) Permits are vehicle, load, and route specific. (a)

(kkk) “Single axle” means an assemblage of two (2) or more wheels, whose centers are in one (1) transverse vertical plane or may be included between two (2) parallel transverse vertical planes 40 inches apart extending across the full width of the vehicle. (s)

(lll) “Single unit” means one (1) vehicle or a combination of all trailing components in a heavy haul configuration (such as jeep, trailer, booster, or push truck), including any front or rear overhang. (a)

(mmm) “Slow-moving vehicle emblem” means the Standard American Society of Agricultural Engineers emblem designating a vehicle designed to operate at speeds of 25 miles per hour or less. (a)

(nnn) “Spreader bar” means a trailer’s add-on section specifically used for reconfiguring axles to redistribute the weight of a load on the roadway that is separate from the normal trailer configuration. (a)

(ooo) “Statutory limits” means the size and weight limits established by Wyoming law under which a load can be moved over the highway without having to secure a permit. (a)

(ppp) “Super load” means a load that exceeds Class B or C limits. (a)

(qqq) “Tandem axle” means any two (2) or more consecutive load bearing axles whose centers are more than 40 inches, but not more than 96 inches, apart and articulate from an attachment to the vehicle including a variable load suspension or connecting mechanism designed to distribute the load between axles. *(s)*

(rrr) “Tire width” means the width the manufacturer stamps on the tire. *(a)*

(sss) “Traction weights” means weight added onto a vehicle and required for propulsion and/or stopping of an overweight vehicle. *(a)*

(ttt) “Trailer” means every vehicle not equipped with propelling power and designed for carrying property and being drawn by a motor vehicle which carries no part of the weight and load of a trailer on its own wheels. *(s)*

(uuu) “Transportable home” means and includes the following as defined:

(i) A modular home means a residential dwelling constructed in a factory to a residential construction code other than the Federal Manufactured Home Construction and Safety Standards;

(ii) A prebuilt home means a residential dwelling that is wholly, or in substantial part, made, fabricated, formed, or assembled in manufacturing facilities for installation or assembly on a building site. A prebuilt home shall include, but not be limited to, a manufactured home, modular home, and mobile home; or

(iii) A manufactured home means a residential dwelling built in accordance with the Federal Manufactured Home Construction and Safety Standards which is a unit more than 8 and 1/2 feet in width which is designed, constructed, and equipped as a dwelling place, living abode, or place of business to which wheels may be attached for movement upon streets and highways except a unit used primarily as a mobile laboratory or mobile office. *(s)*

(vvv) “Triple axle” means three (3) consecutive load bearing axles whose centers are more than 96 inches, but not more than 102 inches, apart and that articulate from an attachment to the vehicle including a connecting mechanism or variable load suspension axle to keep all axles at or below legal limits. *(a)*

(www) “Truck” means a motor vehicle designed, used, or maintained primarily for the transportation of property. *(s)*

(xxx) “Truck camper” means a portable unit constructed to provide temporary living quarters for recreational, travel, or camping use, consisting of a roof, floor, and sides, designed to be loaded onto and unloaded from the bed of a pickup truck. *(s)*

(yyy) “Truck-tractor” means a motor vehicle designed and used primarily for drawing other vehicles but not for loads other than a part of the weight of the vehicle and load drawn. For the purpose of this article [rule], a truck-tractor equipped with a dromedary unit shall be considered a part of the weight of the vehicle and not a load thereon and a truck-tractor and semi-trailer engaged in the transportation of automobiles may transport motor vehicles on part of the power unit. (s)

(zzz) “Variable load suspension axle” means an axle that may be adjusted to vary the weight carried by the axle. (s)

(aaaa) “Vehicle” means a device in, upon, or by which any person or property may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon rails or tracks. (s)

(bbbb) “Vehicle combination” means any connected assemblage of a motor vehicle and one (1) or more other vehicles. (s)

(cccc) “Width” means the total outside transverse dimension of a vehicle including any load or load-holding devices thereon, but excluding approved safety devices and tire bulge due to load.

(i) Exclusions to width measurement include the following:

(A) Appurtenances attached to the sides of vehicles whose function relates to the efficient operation of the unit, not to exceed three (3) inches on each side of a vehicle.

(B) Devices including, but not limited to, the following:

(I) Tarp and tarp hardware;

(II) Rear and side door hinges (and their protective hardware);

(III) Rain gutters;

(IV) Side marker lamps;

(V) Hazardous materials placards;

(VI) Wall variations from true flat;

(VII) Corner caps; and

(VIII) Rear facing lights, mounted on the sides of the cabs of truck-tractors to assist the operator in the procedures of safely backing up to a trailer, loading dock, or other backing maneuvers up to nine (9) feet wide. These lights are to be activated only when the vehicle is not moving forward.

- (s) (C) No excluded devices shall be designed or used for carrying cargo.

Section 3. Statutory Size and Weight Limits (Exclusive of Permits).

(a) Statutory size limits include vehicles, loads, load-holding devices, and bumpers but do not include approved safety devices.

(b) Permits are required for vehicles and loads exceeding statutory limits.

(c) The following are statutory size and weight limits:

(i) Width: **8 1/2 feet** (102 inches)

(ii) Height: **14 feet**

(iii) Length:

(A) **60 feet** for single units or semi-trailers in a truck-tractor and semi-trailer combination.

(B) **81 feet** for a semi-trailer, trailer, or double semi-trailer combined length in a truck-tractor and semi-trailer, trailer, or double semi-trailer combination including the connecting mechanism. (Pole trailers shall be allowed to operate under this provision when used with a truck-tractor.)

(I) **48 feet** (maximum) for a semi-trailer.

(II) **40 feet** (maximum) for a trailer or second semi-trailer (not including the connecting mechanism).

(C) **For consecutive towed vehicles**, if the weight difference between the vehicles exceeds 5,000 pounds, the heavier towed vehicle shall be directly behind the truck-tractor, and the lighter towed vehicle shall be last.

(D) **85 feet** for any vehicle combination other than those listed in the preceding subparagraphs (A) and (B).

(E) **No combination shall consist of more than three (3) single vehicles** except as provided in (F) (immediately following).

(F) **97 feet** for saddlemount combinations consisting of no more than three (3) saddlemounts. Additional vehicles may be transported when safely loaded on a vehicle frame in a properly assembled saddlemount combination.

(iv) Weight:

(A) **20,000 pounds** for a single axle.

- (B) **36,000 pounds** for a tandem axle.
- (C) **42,000 pounds** for a triple axle.
- (D) For three (3) or more axles used on bridges measuring more than 8 and 1/2 feet, refer to **Gross Weight Table 1**.
- (E) **All other axel groups**, when applicable, are governed by the number of axles and axle measurements in accordance with **Gross Weight Table 1**.
- (F) **10,000 pounds** each wheel.
- (G) **8,000 pounds** each wheel with solid tires. All vehicle wheels, except those operated at a speed of less than 10 miles per hour, shall be equipped with pneumatic tires.
- (H) **750 pounds** per inch of width (as stamped by the manufacturer) for each steering tire.
- (I) **600 pounds** per inch of width (as stamped by the manufacturer) for each of the other tires.
- (J) Gross Weight:
 - (I) **Up to 117,000 pounds** on the interstate in accordance with the formula limitations found in **Gross Weight Table 1**.
 - (II) **Up to 117,000 pounds** on primary and secondary highways in accordance with the formula limitations found in **Gross Weight Table 1**.
 - (III) **Up to 80,000 pounds** on primary and secondary highways in accordance with the formula limitations found in **Gross Weight Table 2**.
- (K) **Weight Tables.** The following weight tables establish the maximum legal gross weight for vehicles. **Gross Weight Table 1** requires checking all consecutive axle groups to determine legal limits and is referred to as the “inner bridge” system.
 - (I) **Interstate and National Defense Highways.** Subject to the limitation imposed by the axle load, no vehicle or vehicle combination shall be operated on interstate or national defense highways exceeding the maximum weight allowed under federal law, unless in compliance with **Gross Weight Table 1**, corresponding to a distance in feet between the extremes of any axle groups measured longitudinally, to the nearest foot, except that vehicles with two (2) consecutive sets of tandem axles may carry a gross load of 36,000 pounds each if the distance between the first and last axles of the consecutive sets of tandem axles is 36 feet or more.

(II) **Primary and Secondary Highways.** Vehicles operating on primary and secondary highways may operate in accordance with **Gross Weight Table 1** or **Gross Weight Table 2** at the discretion of the operator, as follows:

(1.) For vehicles operating under **Gross Weight Table 1**, the total gross weight in pounds imposed on the highway by any group of two (2) or more consecutive axles on a vehicle or vehicle combination shall not exceed the value given in **Gross Weight Table 1**, corresponding to a distance in feet between the extremes of any axle groups measured longitudinally, to the nearest foot. An exception allows that two (2) consecutive sets of tandem axles may carry a gross load of 36,000 pounds each if the distance between the first and last axles of the consecutive sets of tandem axles is 36 feet or more.

(2.) For vehicles operating under **Gross Weight Table 2**, the total gross weight in pounds imposed on the highway by a vehicle or vehicle combination shall not exceed the value given in **Gross Weight Table 2**, corresponding to the distance in feet between the extremes of the vehicle or vehicle combination measured longitudinally to the nearest foot.

(3.) Vehicles with two (2) consecutive sets of tandem axles with a distance of less than 22 feet between the first and last axles of the consecutive sets shall comply with **Gross Weight Table 1**.

Gross Weight Table 1

	<i>Maximum gross weight in pounds carried on any group of two (2) or more consecutive axles</i>							
	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	9 or more axles
4	36,000							
5	36,000							
6	36,000							
7	36,000							
8	36,000	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	76,000		
28		57,000	60,500	65,500	71,000	76,500	82,000	
29		57,500	61,500	66,000	71,500	77,000	82,500	
30		58,500	62,000	66,500	72,000	77,500	83,000	
31		59,000	62,500	67,500	72,500	78,000	83,500	
32		60,000	63,500	68,000	73,000	78,500	84,500	90,000
33			64,000	68,500	74,000	79,000	85,000	90,500
34			64,500	69,000	74,500	80,000	85,500	91,000
35			65,500	70,000	75,000	80,500	86,000	91,500

Gross Weight Table 1 (continued)

Distance in feet between the extremes of any group of two (2) or more consecutive axles		<i>Maximum gross weight in pounds carried on any group of two (2) or more consecutive axles</i>						
	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	9 or more axles
36	Two (2) consecutive sets of tandem axles may carry 36,000 pounds each if the distance is 36 feet or more between the consecutive sets of tandem axles		66,000	70,500	75,500	81,000	86,500	92,000
37			66,500	71,000	76,000	81,500	87,000	93,000
38			67,500	72,000	77,000	82,000	87,500	93,500
39			68,000	72,500	77,500	82,500	88,500	94,000
40			68,500	73,000	78,000	83,500	89,000	94,500
41			69,500	73,500	78,500	84,000	89,500	95,000
42			70,000	74,000	79,000	84,500	90,000	95,500
43			70,500	75,000	80,000	85,000	90,500	96,000
44			71,500	75,500	80,500	85,500	91,000	96,500
45			72,000	76,000	81,000	86,000	91,500	97,500
46			72,500	76,500	81,500	87,000	92,500	98,000
47			73,500	77,500	82,000	87,500	93,000	98,500
48			74,000	78,000	83,000	88,000	93,500	99,000
49			74,500	78,500	83,500	88,500	94,000	99,500
50			75,500	79,000	84,000	89,000	94,500	100,000
51			76,000	80,000	84,500	89,500	95,000	100,500
52			76,500	80,500	85,000	90,500	95,500	101,000
53			77,500	81,000	86,000	91,000	96,500	102,000
54			78,000	81,500	86,500	91,500	97,000	102,500
55			78,500	82,500	87,000	92,000	97,500	103,000
56			79,500	83,000	87,500	92,500	98,000	103,500
57			80,000	83,500	88,000	93,000	98,500	104,000
58				84,000	89,000	94,000	99,000	104,500
59				85,000	89,500	94,500	99,500	105,000
60				85,500	90,000	95,000	100,500	85,500
61				86,000	90,500	95,500	101,000	106,000
62				87,000	91,000	96,000	101,500	107,000
63				87,500	92,000	97,000	102,000	107,500
64				88,000	92,500	97,500	102,500	108,000
65				88,500	93,000	98,000	103,000	108,500
66				89,000	93,500	98,500	104,000	109,000
67				90,000	94,000	99,000	104,500	110,000
68				90,500	95,000	99,500	105,000	110,500
69				91,000	95,500	100,000	105,500	111,000
70				92,000	96,000	101,000	106,000	111,500
71				92,500	96,500	101,500	106,500	112,000

Gross Weight Table 1 (continued)

Distance in feet between the extremes of any group of two (2) or more consecutive axles	Maximum gross weight in pounds carried on any group of two (2) or more consecutive axles							
	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	9 or more axles
72				93,000	97,000	102,000	107,000	112,500
73				93,500	98,000	102,500	107,500	113,000
74				94,500	98,500	103,000	108,500	113,500
75				95,000	99,000	104,000	109,000	114,000
76				95,500	99,500	104,500	109,500	115,000
77				96,000	100,000	105,000	110,000	115,500
78				97,000	101,000	105,500	110,500	116,000
79				97,500	101,500	106,000	111,000	116,500
80				98,000	102,000	106,500	111,500	117,000
81				98,500	102,500	107,000	112,000	
82				99,000	103,000	108,000	113,000	
83				100,000	104,000	108,500	113,500	
84					104,500	109,000	114,000	
85					105,000	109,500	114,500	
86					105,500	110,000	115,000	
87					106,000	111,000	115,500	
88					107,000	111,500	116,000	
89					107,500	112,000	117,000	
90					108,000	112,500		
91					108,500	113,000		
92					109,000	113,500		
93					110,000	114,000		
94					110,500	115,000		
95 or more					111,000	115,500		

Gross Weight Table 2

*Vehicles with two (2) consecutive sets of tandem axles with a distance of less than 22 feet between the first and last axles of the consecutive sets shall comply with **Gross Weight Table 1**.*

Distance in feet between the extremes of the first and last axle of any vehicle or vehicle combinations	Maximum gross weight in pounds
10	43,500
11	45,000
12	48,000
13	50,000
14	52,000
15	54,000
16	54,000
17	54,000
18	56,000
19	58,000
20	62,000
21	64,000
22	65,000
23	66,000
24	66,000
25	66,000
26	66,000
27	66,000
28	66,000
29	66,000
30	67,000
31	68,000
32	69,000
33	70,000
34	71,000
35	72,000
37	74,000
38	75,000
39	76,000
40	76,000
41	76,000
42	76,000
43	76,000
44	76,000
45	77,000
46	77,400
47	78,300
48 or more	80,000

Section 4. Permit-issuing Authorities and Permit Types Available.

(a) **Authorized Permit-issuing Authorities.** Subject to the conditions in these rules, the following are authorized to issue permits for moving non-divisible oversize and/or overweight loads and vehicles:

- (i) Wyoming Highway Patrol
 - (A) Port of entry personnel;
 - (B) Overweight Loads Office (OWL); and
 - (C) Troopers.

(b) **Class A Permits (Super Loads).** Permits that authorize separate movements of non-divisible loads exceeding Class B or Class C limits. Class A permits shall be approved ONLY by the OWL and are issued by permit-issuing authorities. Loads exceeding 18 feet wide or 18 feet high require the carrier to provide at least 24-hour prior notice. Delayed movements shall notify the OWL. Class A permits are subject to any conditions or restrictions imposed.

(i) Any oversize load exceeding 26 feet wide shall not be authorized for state highway travel when the roadway primarily measures 32 feet wide or less. The OWL may grant exceptions for short distances when safety concerns can be addressed.

(c) **Class B and C Permits.** Permits that authorize separate movements of non-divisible loads not exceeding Class B and C limits.

(d) **Class D Permits.** Extended period permits that authorize multiple movements of vehicles without loads or with non-divisible loads or vehicles not exceeding the Class D limits. Class D permits are approved for specified vehicles and loads, routes, and times. Class D permits shall be issued as explained in Section 17, Class D Permits, of these rules.

(e) **Class E Permits.** Oversize permits that authorize separate movements or extended movement periods. Class E permits are effective for one (1) or more months (not exceeding 90 days) to permit hauling forest products, baled hay or corn stalks, or combine headers. Class E permits shall be issued as explained in Section 19, Class E and Class F Permits, of these rules.

(f) **Class F Permits.** Overweight permits that authorize separate movements or extended movement periods. Class F permits are effective for one (1) or more months (not exceeding 90 days) to permit hauling forest products, sugar beets, gravel, livestock, and agricultural products in trucks that cannot be weighed at the point of loading on primary and secondary highways ONLY. Class F permits shall be issued as explained in Section 19, Class E and Class F Permits, of these rules.

(g) **Class W Permits.** Permits that authorize multi-piece loads exceeding 117,000 pounds on primary and secondary highways ONLY. Class W permits shall be issued as explained in Section 20, Class W Permits (Multi-piece Loads Exceeding 117,000 Pounds), of these rules.

(h) **Off-load Permits.** Permits that authorize vehicles or loads exceeding statutory size and/or weight limits that cannot be safely reduced at the location where the violation was discovered. (Please see W.S. 31-18-805[b].) These permits shall not exceed Class B limits without OWL authority. Off-load permits shall be issued as explained in Section 5, Statutory and Administrative Exemptions, of these rules.

(i) **Secondary Tow Permits.** Permits for weight that shall be issued as explained in Section 5, Statutory and Administrative Exemptions, of these rules.

(j) **Emergency Relief Permits.** Oversize and/or overweight permits that authorize separate movements or extended movement periods. Emergency relief permits are issued when the Governor or director determines that greater vehicle weight or size will relieve an economic hardship or benefit Wyoming's or another state's general welfare. Emergency relief permits shall be issued as explained in Section 24, Emergency Relief Permits, of these rules.

(k) **Prior Operation Permits.** Permits that are issued for unauthorized, non-permitted, and/or size and weight violations for exceeding statutory or permit limits.

(l) **Class B, C, and D Permit Limits.** Permit limits **shall not exceed** the following:

Measurement	Class B and Class C Limits	Class D Limits
Width	18 feet	12 feet
Height	17 feet	15 feet
Length (single unit or part of a combination)	Not applicable	75 feet
Length (overall vehicle or combination)	120 feet	120 feet
Weight (single axle)	25,000 pounds	25,000 pounds
Weight (single axle when included in a tandem axle)	29,000 pounds	29,000 pounds

Measurement	Class B and Class C Limits	Class D Limits
Weight (tandem axle)	55,000 pounds	55,000 pounds
Weight (triple axle)	65,000 pounds	65,000 pounds

(i) All other axle groups are governed by the number of axles and axle measurements. Any axle configuration not listed in the **Maximum Allowable Table** shall be approved by the OWL and may have to be analyzed by the Department's Bridge Program. (See the **Maximum Allowable Table** at the end of this section.).

Measurement	Class B and Class C Limits	Class D Limits
Gross Weight	160,000 pounds	160,000 pounds
Weight (single axle with construction or off-road machinery tires)	55,000 pounds	55,000 pounds

(ii) Variable Load Suspension Axle. If any axle group containing a variable load suspension axle exceeds legal or allowable weight without using the variable load suspension axle, the variable load suspension axle shall be used to the extent that it assumes sufficient weight to keep the axle group with which it is used within legal weight for a divisible load or permissible weight for a non-divisible load. **Note:** Variable load suspension axles are known by many names including, but not limited to, flip axle, lift axle, tag axle, and "Joe Dog."

(A) Vehicles equipped with a functional variable load suspension axle shall be required to put the axle into use if the vehicle is overweight and the use of the axle will reduce the amount of overweight on an axle group, an inner bridge, or a gross.

(B) In certain cases, the use of a variable load suspension axle may reduce the allowable weights a vehicle may carry. If the allowable weight is reduced due to decreased bridge between axle groups, and the OWL approves, using the axle is not required.

(m) **Non-divisible Loads.** Such loads as defined in Section 2(mm) of these rules shall be governed according to the following:

(i) For single units, it shall be permissible to issue a permit to an overweight motor vehicle pulling a trailer if the trailer does not transmit more than 500 pounds tongue weight onto the overweight motor vehicle and/or does not result in a greater overage than the single unit by itself. Carriers using this configuration shall use **Weight Table 1**.

(A) If possible, all overweight loads shall be arranged to equalize the weight approximately between axles or axle groups.

(ii) When an oversize load includes two (2) or more items hauled along with a one-piece oversize item that has been permitted for its oversize, the two (2) or more pieces shall be allowed if the entire load is being transported or hauled on the same vehicle or trailer, and their combined dimensions do not exceed the dimensions or change the configuration of the permitted portion of the load.

(A) Under no circumstances shall the permitted portion be allowed for the continuous transportation of divisible oversize loads.

(n) **Oversize Vehicle Transport of Legal Loads.** Oversize vehicles may be used to transport legal loads that are smaller and lighter than the vehicles were designed to transport; however, all oversize and/or overweight loads shall meet non-divisible load requirements. Appropriate permits shall also be required for all moves.

(o) **Oversize and/or Overweight Vehicles and/or Loads On or Near Highways.** Oversize and/or overweight vehicles or loads meeting allowable Class B and Class C limits shall not be required to obtain a permit if the load or vehicle is crossing a highway, upon the highway surface, or perpendicular to the highway, but shall comply with the safety measures in Section 8, Safety Measures and Moves. Any movement of this type that exceeds Class B and Class C limits shall obtain proper authorization from the OWL **before beginning the move.**

MAXIMUM ALLOWABLE TABLE

Axles are shown together if the distance from center to center of two (2) consecutive axles is less than seven (7) feet, six (6) inches.

AXLE CONFIGURATION (NUMBER OF AXLES)	MAXIMUM WEIGHTS
O	25,000
OO	55,000
OOO	65,000
OOOO	74,000
OOOOO	85,000
OOOOOO	90,000

3 AXLES**(Not to exceed 25,000 on a single axle or 55,000 on a 2-axle group)****MAXIMUM WEIGHTS**

O 8' 00	70,000
O 9' 00	71,000
O 10' 00	72,000
O 11' 00	73,500
O 12' 00	75,000
O 13' 00	77,500
O 14' 00	80,000

4 AXLES**SINGLE AXLE/3-AXLE GROUP****(Not to exceed 25,000 on a single axle or 65,000 on a 3-axle group)****MAXIMUM WEIGHTS**

O 8' 00	81,000
O 9' 00	81,500
O 10' 00	82,000
O 11' 00	84,000
O 12' 00	86,000
O 13' 00	88,000
O 14' 00	90,000

TANDEM/TANDEM COMBINATION**(Not to exceed 55,000 on either 2-axle group)****MAXIMUM WEIGHTS**

OO 8' 00	84,000
OO 9' 00	88,000
OO 10' 00	92,000
OO 11' 00	96,000
OO 12' 00	100,000
OO 13' 00	104,000
OO 14' 00	106,000
OO 15' 00	108,000
OO 16' 00	110,000

TANDEM/SINGLE/SINGLE COMBINATION				MAXIMUM WEIGHTS	
OO	8'	O	9'	O	
55,000		14,000		14,000	83,000
OO	8'	O	9'	O	
50,000		20,000		20,000	90,000
OO	8'	O	9'	O	
42,000		25,000		25,000	92,000
OO	8'	O	12'	O	
55,000		20,000		20,000	95,000
OO	10'	O	9'	O	
55,000		17,000		17,000	89,000
OO	10'	O	9'	O	
50,000		22,000		22,000	94,000
OO	10'	O	9'	O	
46,000		25,000		25,000	96,000
OO	10'	O	10'	O	
55,000		21,000		21,000	97,000
OO	12'	O	9'	O	
50,000		25,000		25,000	100,000
OO	12'	O	9'	O	
55,000		22,500		22,500	100,000
OO	14'	O	9'	O	
55,000		25,000		25,000	105,000

5 AXLES (Not to exceed 55,000 on either 2-axle group)		MAXIMUM WEIGHTS
OO	8' OO	84,000
OO	9' OO	88,000
OO	10' OO	92,000
OO	11' OO	96,000
OO	12' OO	100,000
OO	13' OO	104,000
OO	14' OO	106,000
OO	15' OO	108,000
OO	16' OO	110,000

5 AXLES**3-AXLE GROUP/TANDEM COMBINATION****(Not to exceed 65,000 on a 3-axle group or 55,000 on a 2-axle group)****MAXIMUM WEIGHTS**

OOO	8' OO	90,000
OOO	9' OO	92,000
OOO	10' OO	94,000
OOO	11' OO	97,000
OOO	12' OO	100,000
OO	13' OO	102,500
OOO	14' OO	105,000
OOO	15' OO	108,000
OOO	16' OO	111,000
OOO	17' OO	115,500
OOO	18' OO	120,000

SINGLE/4-AXLE GROUP COMBINATION**(Not to exceed 25,000 on a single axle or 74,000 on a 4-axle group)****MAXIMUM WEIGHTS**

O	8' OOOO	86,000
O	9' OOOO	87,000
O	10' OOOO	88,000
O	11' OOOO	89,500
O	12' OOOO	91,000
O	13' OOOO	93,500
O	14' OOOO	96,000
O	15' OOOO	97,500
O	16' OOOO	99,000

6 AXLES**3-TANDEM COMBINATION****(Not to exceed 55,000 on any tandem axle)****MAXIMUM WEIGHTS**

OO	8' OO 8' OO	102,000
OO	9' OO 9' OO	106,500
OO	10' OO 10' OO	111,000
OO	11' OO 11' OO	117,000
OO	12' OO 12' OO	123,000
OO	13' OO 13' OO	129,000
OO	14' OO 14' OO	135,000
OO	15' OO 15' OO	145,500
OO	16' OO 16' OO	156,000
OO	17' OO 17' OO	160,500
OO	18' OO 18' OO	165,000

3-AXLE GROUP/3-AXLE GROUP COMBINATION
(Not to exceed 65,000 on either 3-axle group)

MAXIMUM WEIGHTS

000	8' 000	96,000
000	9' 000	100,000
000	10' 000	104,000
000	11' 000	107,000
000	12' 000	110,000
000	13' 000	113,000
000	14' 000	116,000
000	15' 000	120,000
000	16' 000	124,000
000	17' 000	127,000
000	18' 000	130,000

4-AXLE GROUP/TANDEM COMBINATION
(Not to exceed 74,000 on a 4-axle group or 55,000 on a 5-axle group)

MAXIMUM WEIGHTS

0000	8' 00	88,000
0000	9' 00	90,000
0000	10' 00	98,000
0000	11' 00	101,000
0000	12' 00	103,000
0000	13' 00	106,000
0000	14' 00	110,000
0000	15' 00	114,000
0000	16' 00	119,000
0000	17' 00	126,000
0000	18' 00	129,000

SINGLE AXLE/5-AXLE GROUP COMBINATION
(Not to exceed 25,000 on a single axle or 85,000 on a 5-axle group)

MAXIMUM WEIGHTS

O	8' 00000	92,000
O	9' 00000	93,500
O	10' 00000	95,000
O	11' 00000	96,000
O	12' 00000	97,000
O	13' 00000	98,000
O	14' 00000	99,000
O	15' 00000	100,000
O	16' 00000	101,000
O	17' 00000	101,500
O	18' 00000	102,000

SINGLE AXLES IN COMBINATION
(Not to exceed 25,000 on any single axle)

MAXIMUM WEIGHTS

O 9' O		50,000
O 9' O 9' O		75,000
O 9' O 9' O 9' O		100,000
O 9' O 9' O 9' O 9' O	22,500 per axle	112,500
O 9' O 9' O 9' O 9' O 9' O	22,500 per axle	135,000
O 10' O 10' O 10' O 10' O	25,000 per axle	125,000
O 10' O 10' O 10' O 10' O 10' O	25,000 per axle	150,000

4-AXLE GROUP/3-AXLE GROUP COMBINATION
(Not to exceed 74,000 on a 4-axle group or 65,000 on a 3-axle group)

MAXIMUM WEIGHTS

OOOO 8' OOO	97,000
OOOO 9' OOO	100,000
OOOO 10' OOO	104,000
OOOO 11' OOO	107,000
OOOO 12' OOO	111,000
OOOO 13' OOO	115,000
OOOO 14' OOO	121,000
OOOO 15' OOO	127,000
OOOO 16' OOO	135,000
OOOO 17' OOO	139,000

5-AXLE GROUP/TANDEM COMBINATION
(Not to exceed 85,000 on a 5-axle group or 55,000 on a tandem axle)

MAXIMUM WEIGHTS

OOOOO 13' OO	112,000
OOOOO 14' OO	114,000
OOOOO 15' OO	116,000
OOOOO 16' OO	118,000

Section 5. Statutory and Administrative Exemptions. The following have been exempted from one (1) or more statutory limits:

(a) **Primary Tow of Damaged, Disabled, or Abandoned Oversize Vehicles (as prescribed in W.S. 31-18-808[a]) to the Nearest Point of Safekeeping.** Any subsequent (secondary) move of disabled oversize vehicles shall be reduced to meet non-divisible load requirements and shall require a separate oversize permit.

(b) **Primary Tow of Damaged, Disabled, or Abandoned Overweight Vehicles.** If a wrecker and/or combination unit is overweight when it is towing a vehicle or combination from a crash or motorist assist, the primary move shall be exempt from any permits whether traveling by a port of entry or to the nearest point of safekeeping. Any subsequent (secondary) moves by a towing or wrecker company of a damaged, disabled, or abandoned overweight vehicle or combination after the first movement shall require a permit. Secondary tow permits for subsequent moves are available for a maximum of one (1) year for a \$50 fee per tow truck and shall be reduced to meet non-divisible load requirements. Weights shall not exceed Class B limits.

(c) **Implements and Produce of Husbandry.** Please see Section 21, Implements and Produce of Husbandry Moved by Farmers and Ranchers, and Section 22, Implement Dealers, of these rules.

(d) **Forest Products, Gravel, and Agricultural Products.** For such products that cannot be weighed at point of loading on primary and secondary highways ONLY, please see Section 19, Class E and Class F Permits, of these rules.

(e) **Permits for Multi-piece Divisible Loads (Exceeding 117,000 Pounds) on Primary and Secondary Highways ONLY.** Please see Section 20, Class W Permits (Multi-piece Loads Exceeding 117,000 Pounds), of these rules.

(f) **Non-commercial Motor Homes, House Trailers, and Truck Campers in Compliance with W.S. 31-18-802(a)(i)(A).** Please see Section 18, Moves of Recreation Vehicles, of these rules.

(g) **Off-load Permits.** If the Department permit-issuing authority determines that a vehicle or load exceeding statutory limits cannot safely be reduced at the location where the violation was discovered, an off-load permit may be issued. These permits authorize separate movements of divisible loads not exceeding Class B limits without Overweight Loads Office (OWL) authority to the **nearest** location (figured by determining the least number of miles traveled on any highway) for reduction in size and/or weight. If the Department determines that carriers are abusing this permit, the load shall be reduced at the violation location or returned to point of loading, regardless of the cost or inconvenience to the carrier.

(h) **Over-the-road Buses, Public Transit Buses, or Motor Homes.** The weight limit on a single axle is increased to 24,000 pounds on interstate highways with a one-mile allowance to access terminals and facilities for food, fuel, repairs, and rest. As used in this paragraph, “motor home” means a multipurpose passenger vehicle with motive power that is designed to provide temporary residential accommodations, as evidenced by the presence of at least four (4) of the following facilities:

- (i) Cooking;
- (ii) Refrigeration or ice box;

- (iii) Self-contained toilet;
- (iv) Heating and/or air conditioning;
- (v) Potable water supply system, including faucet and a sink; and
- (vi) Separate 100- to 125-volt electrical power supply and/or propane.

(i) **Stinger-steered Automobiles.** These vehicles may exceed 60 feet in single vehicle length, and the power unit may haul freight on backhauls while remaining classified as a truck-tractor, if the combination's overall length does not exceed 80 feet and the overhang does not exceed four (4) feet to the front and six (6) feet to the rear. As used in this paragraph, "overall length" does not include load overhangs or extendable ramps (flippers) used to achieve the overhangs only when the flippers are supporting a vehicle. "Stinger-steered" means a truck-tractor semi-trailer wherein the fifth wheel is located on a drop frame behind and below the power unit's rearmost axle.

(j) **Towaway Trailers Transport Combinations.** Such combinations that do not have an overall length more than 82 feet are exempt from the 48-foot length on the semi-trailer and 40-foot length on the trailer or second semi-trailer specified in W.S. 31-18-802(a)(iv)(B). As used in this paragraph, "towaway trailer transporter combination" means a truck-tractor, semi-trailer, trailer, or double semi-trailer combination with a maximum total weight of 26,000 pounds and in which the trailers or semi-trailers carry no property and constitute inventory property of a manufacturer, distributor, or dealer of such trailers or semi-trailers (Fixing America's Surface Transportation or FAST Act Section 5523). **Note:** this subsection refers to the combination's trailer lengths.

(k) **Emergency Vehicles.** As used in this paragraph, "emergency vehicle" means a vehicle designed for use under emergency conditions to transport personnel and equipment, support fire suppression, and mitigate other hazardous situations.

(i) These vehicles shall be allowed the following maximum gross vehicle weights (GVWs) on interstate highways ONLY with a one-mile allowance to access terminals and facilities for food, fuel, repairs, and rest:

- (A) 86,000 pounds total maximum GVW;
- (B) 24,000 pounds on a single steering axle;
- (C) 33,500 pounds on a single drive axle;
- (D) 62,000 pounds on a tandem axle; and
- (E) 52,000 pounds on a tandem rear drive steer axle.

(ii) An emergency vehicle within the specific weight limits listed in the previous subsection (k)(i)(A-E), shall not require an overweight permit. If the emergency vehicle is not responding to a local emergency and exceeds Class B limits, the carrier shall obtain authorization from the OWL before traveling on any Wyoming highway.

(l) **Natural Gas Vehicles.** If operated by an engine fueled primarily by natural gas, such vehicles may exceed any vehicle weight limit up to an 82,000-pound maximum GVW by an amount that is equal to the difference between the vehicle weight attributable to the natural gas tank and fueling system carried by the vehicle and weight of a comparable diesel tank and fueling system on interstate highways with a one-mile allowance to access terminals and facilities for food, fuel, repairs, and rest.

(i) A vehicle may exceed these limits on the power unit for single axle, tandem axle, and federal bridge formula maximum weights if the weight on the power unit does not exceed 2,000 pounds and total GVW does not exceed 82,000 pounds.

(m) **Motor Vehicles with Idle Reduction Technology or Auxiliary Power Units (APUs).** Motor vehicles that use an idle reduction technology or APU to promote fuel use and emissions reductions from engine idling may be allowed up to an additional 550 pounds total in gross axle or bridge formula weight limits.

(i) To be eligible for this exception, the vehicle operator shall prove the following:

(A) APU weight by written certification; and

(B) Demonstration and certification that the idle reduction technology functions at all times.

(ii) Written APU weight certification shall be available if the vehicle is found to be overweight. The additional weight allowed cannot exceed 550 pounds or the weight certified, whichever is less.

Section 6. Permit Fees.

(a) **Class A, B, C, Prior-operation, and Off-load Permit Fees for Oversize Loads.** Fees shall be \$25 for any vehicle or load exceeding the statutory limits, plus an additional three (3) cents for each foot or fraction thereof exceeding the following dimensions for each mile traveled:

(i) Width: 15 feet;

(ii) Height: 15 feet; and

(iii) Length (single unit): 75 feet.

(b) **Class A, B, C, D, Prior-operation, and Off-load Permit Fees for Overweight Loads.** Fees shall be six (6) cents for each ton or fraction thereof exceeding the statutory limits for each mile traveled, with a \$40 minimum fee.

(c) **Loads Exceeding 125 Tons (250,000 pounds) or Allowable Weights.** Permits for such loads may require additional analysis to determine routing, structure, and highway capabilities to withstand the load. Permits shall not be issued until the permit holder has paid all costs the Department incurs to process the permit. These costs shall include amounts spent analyzing routes and the cost of sending personnel to accompany load movement.

(d) **Class D Permit Fees.** Fees are \$50 for oversize and \$40 (minimum) for overweight. The overweight fee is computed at six (6) cents per ton mile or fraction thereof on weight exceeding the statutory limit. The applicant shall declare the total mileage when applying.

(e) **Class E and F Permit Fees.** Fees are as follows:

(i) \$15 fee for a single trip permit, and

(ii) \$50 fee for an extended period not exceeding 90 days.

(f) **Commercial Moves for Oversize Recreational Vehicles.** The permit fee shall be \$250.

(g) **Custom Harvest Fee.** The fee for a 90-day permit is \$50 for oversize and \$40 (minimum) for overweight. The overweight fee is computed at six (6) cents per ton mile or fraction thereof on weight exceeding the statutory limit.

Section 7. Permitted Hours and Dates of Movement; Weather Conditions.

(a) The movement of any oversize load or vehicle shall be made only during daylight hours, except for the following:

(i) With Wyoming Highway Patrol (WHP) permission.

(ii) A single unit as part of a combination exceeding 60 feet long, properly permitted, signed, and lighted as required in Section 8, Safety Measures and Moves, if the overall combination length is less than 110 feet.

(iii) A single unit alone exceeding 60 feet long, properly permitted, signed, and lighted as required in Section 8, Safety Measures and Moves, if the total single unit length does not exceed 75 feet.

(iv) A load up to 10 feet wide properly permitted and equipped as required in Section 8, Safety Measures and Moves, on INTERSTATE HIGHWAYS ONLY (with a 5-mile allowance given on primary and secondary highways for food, fuel, services, and/or terminal or point of delivery).

(v) If properly permitted, signed, and lighted as required in Section 8, Safety Measures and Moves, and escorted as required in Section 10, Escort Equipment, a vehicle or load responding to an emergency or train derailment location (not including the return trip) as determined by the WHP shall be allowed to operate after hours as follows:

(A) Interstate Highways. A vehicle or load more than 10 feet wide shall have one (1) escort to the rear.

(B) Primary and Secondary Highways. A vehicle or load more than eight (8) feet, six (6) inches wide shall have one (1) front escort and one (1) rear escort.

(C) Over Length Loads. Loads shall meet requirements found in Section 7(a)(ii).

(vi) Permit-issuing authorities may restrict movements to daylight hours of minimum traffic volume. These hours may be stipulated as a condition of the permit.

(vii) Any load exceeding 18 feet wide shall not be allowed to travel on any primary and secondary highway during hours of local school bus traffic or heavy commuter traffic (as determined by the Overweight Loads Office [OWL]).

(b) Overweight movements meeting legal-size requirements may move with a permit and are not limited to operating during daylight hours.

(c) Permits shall be issued for a reasonable period to complete the movement, but not to exceed four (4) days. The Department shall take extenuating circumstances (such as illness, weather, mechanical problems, and so forth) into account in determining whether to grant an extension. Date extensions may be obtained from the appropriate permit-issuing authority.

(d) Oversize movements requiring escorts shall not be allowed on legal holidays or during local celebrations when heavy local traffic is anticipated. Legal holidays when travel shall be restricted are the following:

(i) New Year's Day – January 1

(ii) Memorial Day – last Monday in May

(iii) Independence Day – July 4

(iv) Labor Day – first Monday in September

(v) Thanksgiving Day – fourth Thursday in November, restricted on Thanksgiving Day only

(vi) Christmas Day – December 25

(e) Moves requiring escorts shall not be permitted to travel from one-half hour after sunset the evening before a holiday until one-half hour before sunrise the day after the holiday.

(i) When a holiday is combined with a weekend for a three-day weekend, these restrictions shall be in force from one-half hour after sunset the day preceding the holiday weekend until one-half hour before sunrise the day following the holiday weekend.

(ii) When a holiday falls on a Saturday, no move requiring escorts shall be permitted from one-half hour after sunset Thursday until one-half hour before sunrise Monday.

(iii) When a holiday falls on a Sunday, no move requiring escorts shall be permitted from one-half hour after sunset Friday until one-half hour before sunrise Tuesday. Permits requiring escorts during holiday weekends or as determined by the OWL may exceed four (4) days.

(f) In cases of extreme emergencies where oversize and/or overweight moves requiring escorts must be made on legal holidays or weekends, the WHP shall be contacted. If the WHP concurs the move is necessary, it shall assist in obtaining the appropriate permission.

(g) The Department or WHP may halt or limit any movement damaging the highway or posing a hazard to the motoring public.

(h) Oversize and/or overweight loads may be restricted during inclement weather on ice- and snow-covered highways. Inclement weather includes conditions that highly impact travel (such as black ice, slick spots, drifted and blowing snow, or reduced visibility). Transportable homes, office trailers, and all other vehicles prone to blowing over or being blown off the highway shall observe closures to light, high-profile vehicles and not travel in strong winds or other extreme blow-over conditions.

(i) Oversize and/or overweight loads shall not be allowed to move if the highway is restricted to no unnecessary travel or if the chain law is in effect. The Department or WHP may restrict specific oversize and/or overweight load movements because of inclement weather. A load may proceed or return to the nearest parking area or town. At no time shall the move continue beyond these points unless WHP approves.

(ii) Weather-related restrictions are as follows:

(A) **Class 1 Restriction.** This restriction includes mobile homes and all light oversize loads. Generally, when maintenance implements “9-4” conditions, this automatically create a Class 1 Restriction. If maintenance has not issued “9-4” conditions, a trooper may issue a Class 1 Restriction based on the trooper’s individual observation of high wind conditions in a particular area.

(B) **Class 2 Restriction.** Only escorted movements shall be restricted.

(C) **Class 3 Restriction.** Only overwidth movements shall be restricted.

(D) **Class 4 Restriction.** All oversize movements shall be restricted.

These restrictions do not apply to loads that are only overweight.

Section 8. Safety Measures and Moves. All oversize and/or overweight movements shall observe the following stipulations during the movement:

(a) **Slow-moving Vehicle Emblem.** Movements designed for operation at speeds of 25 miles per hour or less shall display a slow-moving vehicle emblem on the rear of the vehicle. Equipment or vehicles being hauled at speeds over 25 miles per hour shall have the slow-moving vehicle emblem covered or removed.

(b) **Flags.** Oversize movements are confined to daylight hours when travel conditions are favorable, except as provided in Section 7, Permitted Hours and Dates of Movement; Weather Conditions. The minimum flag size is 12 square inches, and flags shall be red or fluorescent orange. Flags shall be placed in the following manner:

(i) **Front** – fastened to each front corner of the vehicle and/or load if it exceeds legal width.

(ii) **Rear** – fastened to each rear corner of the vehicle and/or load if it exceeds legal width.

(iii) **Side** – fastened to mark any extremity when the extremity is wider than the front or rear of the vehicle and/or load.

(iv) **Rear overhang on all oversize loads** – fastened to the rear overhang that exceeds the end vehicle by four (4) feet or more.

(A) If the overhang is two (2) feet wide or less, only one (1) flag is required on the end.

(B) If the overhang exceeds two (2) feet wide, two (2) flags are required to indicate overhang width.

(c) **Over Length Loads Authorized to Travel After Daylight Hours.** Such loads shall require a red lamp and red reflector on each corner of the load. The lamp and reflector shall be visible from the rear and from each side to indicate maximum overhang. These lights shall be clearly visible at least 1,000 feet from each side and rear of the vehicle.

(d) **Overwidth Vehicles or Loads Authorized to Travel After Daylight Hours.** Such vehicles or loads shall require an amber clearance light on each front corner and a red clearance light on each rear corner of the load or vehicle, whichever is wider, as well as any extremity or projection. Such loads shall also display a revolving amber light, amber strobe light, or a pair of two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clearly visible at least 1,000 feet from the front and rear of the vehicle.

(e) **Warning Signs.** Oversize movements shall display warning signs that read *OVERSIZE LOAD* and that are fully visible from the front and rear. The signs shall have a yellow background and be at least 60 inches wide by 10 inches high, with black letters at least eight (8) inches high and one (1) inch wide printed on a single line. The signs shall be kept clean, shall be fully visible, and shall not cover lights, reflectors, or license plates on the vehicle.

(i) Buses longer than 60 feet, but not exceeding 75 feet, shall not be required to display oversize load signs.

(ii) Oversize load signs shall not be displayed on motor vehicles, semi-trailers, trailers, and escort vehicles after they have completed the permitted move or when such vehicles being operated do not exceed size limits.

(f) **Mirrors.** Motor vehicles constructed or loaded to obstruct the driver's view to the rear from the driver's position shall be equipped with outside mirrors on both sides and located to reflect to the driver a view of the roadway to the rear of the vehicle. If the vehicle is required to have a rear escort, the rear view mirrors do not have to be positioned outside the dimensions of the vehicle or load to reflect a view of the roadway to the rear of the vehicle. This paragraph in no way supersedes requirements in W.S. 31-5-954 or Title 49 Code of Federal Regulations (C.F.R.) §393.80.

(g) **Escorts for Width.** Two (2) escorts (one front and one rear) shall be required on two-lane primary and secondary routes when any portion of the vehicle or load extends to the left of the highway centerline or the movement is 14 feet wide or greater. One (1) escort (rear) shall be required on interstate and divided highways and four-lane roadways with a left turn center lane when the movement is 15 feet wide or greater. **An escorted movement primarily traveling on an interstate or divided highway shall be exempt from two-lane route escort requirements when traveling on a two-lane primary or secondary route is necessary to reach a port of entry and the distance traveled on the two-lane route does not exceed five (5) miles.** WHP may require additional escorts depending on load width. Escorts shall maintain a distance of approximately 1,000 feet from the oversize load, unless a shorter distance is necessary to provide control over the move.

(h) **Escorts for Length.** On two-lane primary and secondary routes, two (2) escorts (one front and one rear) shall be required for movements 110 feet in overall length or for moves that extend to the left of the centerline at any time during the move. On interstate and divided highways, one (1) escort to the rear for length shall be required for movements 150 feet or longer in overall length or at the discretion of the OWL. **An escorted movement primarily traveling on an interstate or divided highway shall be exempt from two-lane route escort requirements when traveling on a two-lane primary or secondary route is necessary to reach a port of entry and the distance traveled on the two-lane route does not exceed five (5) miles.** Escorts shall maintain a distance of approximately 1,000 feet from the oversize load, unless a shorter distance is necessary to provide control over the move.

(i) **Escorts for Rear Overhang.** One (1) escort to the rear shall be required on all highways for rear overhangs of 25 feet or more. Escorts shall maintain a distance of approximately 1,000 feet from the oversize load, unless a shorter distance is necessary to provide control over the move. If the equipment has a permanent bumper meeting the requirements of 49 C.F.R. §393.86 for rear impact guards and rear end protection, measurements begin at the rear of the bumper. If the equipment does not have a permanent bumper, measurements begin at the rear of the last tire at the back of the equipment.

(j) **Escorts for Height.** On all highways, any move exceeding 17 feet shall require an escort to the front with a height-measuring device. Permit-issuing authorities have the discretion to require escorts for heights 17 feet or less. An escort for height shall maintain a distance of approximately 1,000 feet from the load, unless a shorter distance is necessary to provide control over the move.

(k) **Escorts for Overweight.** Any overweight move with special restrictions imposed by the OWL shall require a rear escort on all highways. The OWL may require additional escorts depending on load restrictions. Escorts shall maintain a distance of approximately 1,000 feet from the load, unless a shorter distance is necessary to provide control over the move.

(l) **Headlights and Taillights.** All oversize vehicles shall have headlights and taillights illuminated and visible during movement.

(m) **Utility Moves to Accommodate Load Movements.** The permit holder shall determine if the vehicle or load dimensions can traverse the proposed route safely without damaging the highway, appurtenances, overhead wires, or structures. Should lifting overhead wires be necessary, the permit holder shall notify the utility in charge of such wires. The permit holder shall bear all costs incurred unless the wires are lower than regulations require. If the wires are lower than required, the utility shall pay for such costs.

(n) **Local Approval.** The permit holder shall contact city and/or county officials for approval for transportation on their roads.

(o) **Damage.** The permit is in no way a guarantee by the State of Wyoming or its agents that the load shall clear any structure or bridge. The applicant operating under this permit assumes full responsibility for all damage to highways, bridges, and appurtenances resulting from transporting the load described in the permit. The permit holder is also responsible for

checking weather conditions and size and weight restrictions before and during the movement.

(p) **Ports of Entry.** All permitted loads shall stop at the first available port of entry, which shall not exceed five (5) miles from its route for each separate movement, and any port of entry along the route if directed by a regulatory sign, unless the permit-issuing authority approves an exception and such an exception is indicated on the permit.

Section 9. Escort Procedures. The following procedures shall be mandatory minimum requirements for all escorted moves:

(a) **Speed Limits.** All escorted moves shall follow speed limits imposed by the permit-issuing authority.

(b) **Route.** All moves shall be made on highways designated on the permit. Alternate routes shall not be used without a permit-issuing authority's prior approval.

(c) **Time of Movement.** All loads requiring escorts shall be made during daylight hours at the times specified on the permit, except in Section 7, Permitted Hours and Dates of Movement; Weather Conditions.

(d) **Weather.** Escorted loads shall not be allowed to move if the highway is restricted to no unnecessary travel or if the chain law is in effect. The Department or Wyoming Highway Patrol (WHP) may restrict movements of specific oversize and/or overweight loads because of inclement weather. A load may proceed or return to the nearest parking area or town. At no time shall the move continue beyond these points unless approved by the WHP.

(e) **Traffic.** Escorted movements shall be conducted to minimize any impediment to other highway users. An escorted movement shall move to the highway shoulder whenever vehicular traffic behind the movement becomes congested and shall remain off the main traveled portion of the roadway until the following traffic has cleared. Escort vehicles shall not deviate from their primary travel lane in any attempt to force oncoming traffic off the roadway.

(f) **Obstacles.** When safety dictates, escorted moves approaching narrow bridges or other obstacles posing potential hazards shall be halted. The move shall be removed from the traveled way until the escort vehicle proceeds past the obstacle and halts approaching traffic. A traffic crash with lane blockage shall be considered an obstacle, and escorted moves shall be allowed to continue only at WHP's discretion. The escorted movement may proceed past the obstacle when safe.

(g) **Minimum Number of Escorts.** Please refer to preceding Section 8, Safety Measures and Moves, for escort requirements.

(h) **Two (2) Oversize Load Convoys.** Two (2) oversize loads, each requiring escorts, may travel together on a two-lane highway and shall maintain a distance of approximately 1,000 feet apart if neither load exceeds 16 feet wide or 110 feet overall length and both loads are less than 16 feet high. One (1) escort in front of the first load and one (1) escort behind the second load shall be maintained at a distance of approximately 1,000 feet from the

movement, unless a shorter distance is necessary to control the movement. On interstate or four-lane highways, if neither load exceeds 18 feet wide or 130 feet overall length and both loads are less than 16 feet high, one (1) escort to the second load's rear shall be maintained at a distance of about 1,000 feet, unless a shorter distance is needed to control the movement.

(i) **Three (3) Oversize Load Convoys.** A third oversize load requiring escorts cannot travel with a group of two (2) oversize loads, but shall remain at a minimum distance of one-half mile from the group unless otherwise authorized by the OWL and shall also have its own escorts.

(j) **Four (4) Oversize Load Convoys.** A convoy of four (4) oversize loads requiring escorts and not requiring a height pole may travel in two (2) groups separated by a distance of at least one-half mile. Each group shall have its own escorts unless otherwise authorized by the OWL.

(k) **Emergency Move Convoys.** Emergency moves requiring escorts shall not be allowed to convoy outside daylight hours.

(l) **Obstructed Four-lane Divided Highways.** When moves are confined to four-lane divided highways, and a segment of one (1) lane is closed for repairs and the other lane is being used for two-way traffic, additional escorts may be required if a special hazard exists or the movement cannot be kept right of the centerline.

(m) **Escorted Moves on Interstate and Two-lane Highways.** Moves requiring escorts and using the interstate highways and intervening two-lane highways shall need one (1) escort for the interstate and two (2) for the two-lane highways.

(n) **Parking.** Escort vehicle drivers shall ensure that escorted movements do not park on the highway's main traveled portion or shoulder unless it becomes necessary in an emergency or to pass an obstacle properly. Should it be necessary to park an oversize movement because of an emergency, the load shall be adequately protected by flagmen, flares, an escort vehicle, and/or other suitable warning devices.

Section 10. Escort Equipment. The following requirements are the minimum equipment needed for escorting oversize and/or overweight movements:

(a) **Escort Vehicles.** Vehicles shall be licensed, single motor vehicles meeting minimum statutory requirements of a motor vehicle. Motorcycles or vehicles in combination shall not be allowed to serve as escort vehicles.

(b) **Flashing Lights.** Escort vehicles shall display a revolving amber light, amber strobe light, or a pair of two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clearly visible at least 1,000 feet from the front and rear of the vehicle. Flashing lights shall not be used when not accompanying an approved permitted move.

(c) **Signs.** Escort vehicles shall display warning signs as described in Section 8(e) of these rules. Oversize load signs shall not be displayed except when the vehicle is actually escorting an oversize load.

(d) **Additional Signs.** When the Department designates a bridge as *Reduced Speed*, a **warning** sign that reads *CAUTION: This vehicle must slow down to 5 mph to cross bridges* is required. The signs shall have a yellow background and be at least 60 inches wide by 10 inches high and displayed on the rear of the vehicle or load. The word *CAUTION* shall be in black letters at least eight (8) inches high and with two-inch wide black lettering for the remaining description. The signs shall be kept clean, shall be fully visible, and shall not cover *OVERSIZE LOAD* signs, lights, reflectors, or license plates on the vehicle.

(e) **Flags.** Escort vehicles shall conspicuously display red or fluorescent orange flags mounted on a staff at each end of the oversize load sign. Flags shall be at least 12 square inches.

(f) **Headlights.** Headlights and taillights on escort vehicles shall be illuminated and visible during movement.

(g) **Communications.** Escorted vehicles and escort vehicles shall be equipped with two-way radios always capable of transmitting and receiving. **Cellular or satellite telephones do not meet this requirement.**

(h) **Warning and Safety Devices.** Escort vehicles shall be equipped with emergency triangles, extra oversize load signs and flags, and a fire extinguisher with a minimum 5-pound capacity and a BC (flammable liquids and electrical equipment) multi-use rating or a 10-pound BC rating for hazardous material loads.

Section 11. Rating and Posting of Highways and Structures. Certain highways and structures may be restricted to loads of less than statutory limits. When a reduced size or weight is necessary, the highway and/or structures shall be posted with maximum allowable limits.

Section 12. Damage to Highways and Structures.

(a) Should damage occur to the roadway, structures, or any highway property during an overweight and/or oversize load move, the permit holder shall:

- (i) Immediately stop the movement;
- (ii) Contact the Department or Wyoming Highway Patrol (WHP); and
- (iii) Correct the condition causing the damage.

(b) Regardless of whether a Department inspector accompanies the move, the person or company causing the damage shall reimburse the Department for costs.

(c) Permit issuance or permission shall not be construed to warrant the condition of the highway and/or structures and shall not relieve the holder from responsibility for damages.

Section 13. Penalty for Violation.

(a) Any person failing to comply with these rules shall be subject to the penalties set forth in W.S. 31-18-805, and the permit shall be subject to revocation.

(b) Nothing contained in these rules shall be construed to permit an oversize and/or overweight vehicle that has not previously obtained a permit or permission to be operated on Wyoming highways.

Section 14. National Defense. The size and weight limits set forth in these rules shall not apply to special military movements (military vehicle or load and operator/driver) on the highway system.

Section 15. Procedure for Obtaining Classes of Permits.

(a) A permit shall be obtained on the Wyoming Highway Patrol (WHP) website or from any permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types Available. Individuals and companies requesting any permit class must, at a minimum, gain approval before movement.

(b) Requests for Class A (super load) permit approval shall be made through the Overweight Loads Office (OWL) on the WHP website. Applications for permits may be approved Monday through Friday from 7:30 a.m. to 4:30 p.m. The office is closed on weekends and holidays.

(c) The following information may be needed from individuals and companies requesting any permit class before approval is given:

- (i) Name of the company or individual responsible for the move;
- (ii) Applicant's address and telephone number;
- (iii) Name of the individual requesting permission;
- (iv) Definitive description of the load to be moved (make, model number, unit number, serial number, and so forth);
- (v) Origin and destination for the move;
- (vi) Proposed route of movement, including all highways;
- (vii) Total miles to be traveled;

- (viii) Axle configuration, including distances between axles and tire size;
 - (ix) Axle and gross weights;
 - (x) Overall length, single vehicle length, rear overhang length, width, and height of proposed load;
 - (xi) All appropriate license numbers, USDOT number, regulatory authority information, and unit numbers; and
 - (xii) Any other requested information concerning the move.
- (d) Individuals or companies without proof of valid base plates and/or registration, a valid USDOT number, or proper regulatory authority (when required) shall not be given a permit or permission.
- (e) The permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types Available, may impose restrictions, requirements for lighter loads, alternate routes, or other conditions to ensure the highway system's structural integrity while minimizing the inconvenience to other highway users.
- (f) Requests for all permit classes may be approved if the movement does not exceed the limits indicated in the applicable tables. For some moves, a thorough study of the proposed route is necessary and may require 72 or more hours to complete.
- (g) Requests for all permit classes shall be processed upon approval and receipt of the proper permit fees.

Section 16. Class D Permits.

- (a) Permits may be obtained for up to one (1) year. These permits shall authorize the movement of vehicles without a load or meeting non-divisible load requirements. Class D permits shall also authorize the movement of a trailer carrying a recreational boat that exceeds statutory weight limits and/or size limits up to 12 feet wide, 15 feet high, and 75 feet long for single vehicles. Class D permits are not authorized for transportable homes (see Section 4, Permit-issuing Authorities and Permit Types Available).
- (b) Class D oversize permits are issued to a specific unit, and, if applicable, a power unit, and/or load (a vehicle identification number or serial number shall be required for each specific piece of equipment indicated on the permit). If a piece of equipment is not shown on the permit, the permit is not valid for the move. Oversize vehicles may transport legal-sized loads if this is indicated on the permit.
- (i) If required, vehicles shall be properly qualified with Wyoming registration extended period permits. Trip permits for registration shall not be allowed for extended period permits.

(ii) Multiple legal-sized power units owned or leased and operated by the carrier may be indicated on the permit for size only.

(iii) Oversize power units may pull a trailer if that specific trailer is indicated on the permit.

(iv) Class D oversize permits shall be obtained from the permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types Available. Applicants shall submit the information as directed in Section 16, Procedure for Obtaining Classes of Permits.

(c) Class D overweight permits shall be obtained from Wyoming ports of entry or from Department permit clerks.

(i) Class D overweight permits are issued to a specific power unit, and, if applicable, a specific trailer and/or load (a vehicle identification number or serial number shall be required for each piece of equipment indicated on the permit). If a piece of equipment is not shown on the permit, the permit is not valid for the move. Class D overweight permits shall be accompanied by an original Class D tracking sheet (with the exceptions discussed in following Section 17[c][ii]). If the original tracking sheet is lost, the overweight Class D permit is void.

(ii) The following may be exempt from the Class D tracking sheet requirements:

(A) Movers of heavy equipment not designed as highway vehicles (such as loaders or scrapers) who are able to supply an accurate number of miles traveled for a limited area (up to a 10-mile radius); or

(B) Carriers who can supply an accurate number of miles by providing specific destinations and the number of trips.

(d) Class D overweight permits shall be requested for the shortest practical period and shall not exceed six (6) months. If the operation will travel on both primary, secondary, and interstate highway systems, the mileage shall be estimated for each system, with a maximum of 5,000 total combined miles. If the fees are figured on the same amount of overweight for primary, secondary, and interstate highways, the permit shall be honored until the total amount of combined miles for the two (2) highway systems is met or the permit expires, whichever comes first.

(e) Any increase in size and/or weight exceeding legal limits or any change in equipment or configuration shall require a new permit.

(f) Violations of a permit's conditions may result in enforcement action including voiding the permit and shall be considered sufficient cause to deny issuance of Class D permits.

(g) The permit fee for oversize is \$50. The minimum permit fee for overweight is \$40. The overweight fee is computed at six (6) cents per ton per mile on weight exceeding the statutory limit.

(h) Any operation or movement other than authorized by the Class D permit shall require a Class A, B, C, or an additional D permit as justified by specific conditions.

(i) The permit and original tracking sheet, if required, shall be carried in the specific vehicle. This permit is power unit, trailer, and load specific (vehicle identification number or serial number required) and shall be displayed to any permit-issuing authority or law enforcement upon request.

(j) The following safety regulations govern Class D permits:

(i) All movements shall follow the provisions of Section 8, Safety Measures and Moves, of these rules.

(ii) Self-propelled equipment that requires and is properly displaying a slow-moving emblem may, instead of oversize load signs and flags, display a revolving amber light, an amber strobe light, or a pair of two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle.

(iii) All snow removal equipment may operate 24 hours per day when authorized and stated on the permit. Snow removal equipment may, instead of oversize load signs and flags, display a revolving amber light, an amber strobe light, or a pair of 2-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle. Vehicles authorized for snow removal operations may haul sand, for sanding operations or stability, up to the statutory weight limitations.

(iv) Vehicles used only by the Department to clear snow from public highways shall be equipped as specified by the Department.

Section 17. Moves of Recreational Vehicles.

(a) Non-commercial moves of overwidth recreational vehicles are governed by the following:

(i) If the vehicle (not including appurtenances) does not exceed eight (8) feet, six (6) inches wide, no permit is required.

(ii) If the vehicle (not including appurtenances) exceeds eight (8) feet, six (6) inches wide, an oversize permit shall be required. This may be in the form of a single trip Class B or Class D permit.

(b) Commercial moves of overwidth recreational vehicles are provided for in W.S. 31-18-804(d), when the proper fee is collected and a copy of the permit is carried in the vehicle. This may be in the form of a single trip Class B, Class D, or an Oversize Recreational Vehicle permit. This permit may be obtained for up to one (1) year, authorizing the movement of one (1) or more motor homes, house trailers, or truck campers that exceed statutory width. The oversize fee for such a permit shall be \$250.

(c) Motor vehicles constructed or loaded to obstruct the driver's view to the rear from the driver's position shall be equipped with outside mirrors on both sides, which shall be located to reflect to the driver a view of the roadway to the rear of the vehicle.

(d) The following safety regulations govern overwidth recreational vehicles:

(i) No additional safety requirements, as explained in Section 8, Safety Measures and Moves, are imposed upon the movements of recreational vehicles if the vehicle (not including appurtenances) does not exceed eight (8) feet, six (6) inches wide.

(ii) Moves of recreational vehicles (not including appurtenances) exceeding eight (8) feet, six (6) inches wide shall comply with the provisions of Section 8, Safety Measures and Moves.

(A) Instead of oversize signs and flags as required in Section 8, Safety Measures and Moves, moves of recreational vehicles may display a revolving amber light, amber strobe light, or a pair of two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle.

(e) Recreational vehicles exceeding any other legal limit imposed by W.S. 31-18-802 other than width are required to comply with the specific statutory requirement.

Section 18. Class E and Class F Permits.

(a) Class E Permits.

(i) Permits may be obtained for hauling forest products up to 112 inches (9 feet, 4 inches) wide and 15 feet high or hauling baled hay or corn stalks or combine headers up to 150 inches wide (12 feet, 6 inches) and 15 feet high. No single load component may exceed 102 inches (8 feet, 6 inches) wide.

(ii) A single trip permit may be obtained from permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types Available, for a \$15 fee.

(iii) A permit for 90 days may be obtained from permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types Available, for a \$50 fee.

(iv) Vehicles shall be properly qualified with Wyoming registration for extended period permits. Trip permits for registration shall not be allowed for extended period permits.

(v) Movements under these permits shall comply with the provisions of Section 8, Safety Measures and Moves.

(vi) The permit shall be carried in the specified vehicle. This permit is vehicle and load specific and shall be displayed to any permit-issuing authority or law enforcement upon request.

(vii) Class E permits shall specify only one (1) power unit, but may list multiple trailer plate information.

(b) Class F Permits.

(i) Permits may be obtained, exclusive of interstate highways, for hauling forest products, sugar beets, gravel, livestock, and agricultural products in vehicles that cannot be weighed at point of loading. Permits shall not be issued for more than 10 percent over legal axle weights and more than 5,000 pounds over legal gross weights (including inner bridges) allowed under **Gross Weight Table 1**.

(ii) A single trip permit may be obtained from permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types Available, for a \$15 fee.

(iii) A permit for 90 continuous days may be obtained from permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types Available, for a \$50 fee.

(iv) Vehicles shall be properly qualified with Wyoming registration for extended period permits. Trip permits for registration shall not be allowed for extended period permits.

(v) The permit shall be carried in the specified vehicle. The permit is vehicle specific and shall be displayed to any permit-issuing authority or law enforcement upon request.

(vi) Permits shall specify only one (1) power unit, but may list multiple trailer plate information.

Section 19. Class W Permits (Multi-piece Loads Exceeding 117,000 Pounds).

(a) The director or an authorized representative may issue Class W permits for vehicles at weights exceeding the limits allowed in W.S. 31-18-802(a)(vi) (shown in **Gross Weight Table 1** of these rules). To qualify for such a permit, these vehicles shall be required to

meet the axle and bridge formula specifications of Title 23 United States Code (U.S.C.) §127 (shown in **Gross Weight Table 3**) and pursuant to Section 335 of the Department of Transportation and Related Agencies Appropriations Act 1991 (104 Statute 2186), Public Law 101-516; and Sections 1023 (d)(1)(A) and (B) of the Intermodal Surface Transportation Efficiency Act of 1991. Permit fees for vehicles operating under this provision shall be paid in accordance with the following rules:

(i) A power unit receiving a Class W permit shall be capable of maintaining a speed of 25 miles per hour on a grade of 5 percent or less when fully loaded.

(ii) Permits may be granted for legal-size vehicles meeting the qualifications found in this section of rules to travel on highways exclusive of interstates.

(iii) Permits may be valid for one (1) year from the issue date. Permits may be obtained from the Overweight Loads Office (OWL). If the company is in compliance with the following paragraph (v), a single trip permit may be obtained from permit-issuing authorities listed in preceding Section 4, Permit-issuing Authorities and Permit Types Available, for a six-cent fee for each ton or fraction of a ton exceeding the statutory limits for each mile traveled, with a minimum \$40 fee.

(iv) Permit fees shall be in accordance with **Table 4, Fees**.

(v) Carriers shall not have a conditional or unsatisfactory safety rating to be eligible for Class W permits. Carriers may be eligible to apply for a Class W permit one (1) year after receiving a USDOT number.

(vi) The OWL may audit company records related to Class W permits as necessary to ensure compliance. Carriers shall maintain records for three (3) years.

(vii) Application and permit fees shall be non-refundable. However, a vehicle permit may be transferred to another power unit for a \$25 fee if the permitted unit is sold or wrecked.

(viii) Companies shall be required to furnish a certified affidavit of mileage for each vehicle permitted. An entire fleet may be permitted by using the average of all Wyoming miles as established by the previous year's International Registration Plan (IRP) record or other certified record. Vehicles shall be registered in Wyoming for at least 117,000 pounds.

(ix) Any changes in weights and/or mileage shall require the issuance of a new permit with corresponding fees.

(b) The following are penalties for violations:

(i) Any person failing to comply with these rules shall be subject to the penalties set forth in W.S. 31-18-805, and the permit shall be subject to revocation.

(ii) Violating the permit's condition shall void the permit and shall be construed as operating without a permit. The individual power unit permit shall also be canceled.

(iii) Applications and permits of individuals or companies shall be canceled after three (3) violations in a 12-month period.

(iv) Canceled carriers shall submit a new application and pay all required fees (including application fee) for individual power units.

(c) The following are Class W permit application procedures:

(i) Individuals and companies requesting these permits shall complete a written application and pay a non-refundable \$100 application fee.

(ii) Applications may be obtained by writing or contacting the Overweight Loads Office, 5300 Bishop Blvd., Cheyenne, WY, 82009-3340. Carriers may also obtain an application from the Wyoming Highway Patrol (WHP) website.

(iii) Though application and permit fees are non-refundable, a vehicle permit shall be transferable to another power unit for \$25 if the permitted unit is sold or wrecked.

Gross Weight Table 3

Bridge	7 axles	8 axles	9 axles	10 axles	11 axles	12 axles	13 axles	14 axles
39							117,000	
40							117,500	
41							118,000	
42							118,500	
43							119,500	
44							120,000	
45							120,500	
46							121,000	
47							121,500	
48							122,000	
49						116,500	122,500	
50						117,500	123,000	
51				106,500	112,000	118,000	123,500	
52				108,000	113,500	119,500	125,000	
53				107,500	113,000	119,000	124,500	
54				108,000	113,500	119,500	125,000	
55				108,500	114,000	120,000	126,000	
56				109,000	115,000	120,500	126,500	
57				109,500	115,500	121,000	127,000	
58				110,000	116,000	121,500	127,500	
59				111,000	116,500	122,000	128,000	
60				111,500	117,000	122,500	128,500	
61				112,000	117,500	123,500	129,000	
62				112,500	118,000	124,000	129,500	
63				113,000	118,500	124,500	130,000	
64				113,500	119,000	125,000	130,500	

Gross Weight Table 3 (continued)

Bridge	7 axles	8 axles	9 axles	10 axles	11 axles	12 axles	13 axles	14 axles
65				114,000	119,500	125,500	131,000	
66				114,500	120,500	126,000	131,500	
67				115,000	121,000	126,500	132,500	
68				116,000	121,500	127,000	133,000	
69				116,500	122,000	127,500	133,500	
70				117,000	122,500	128,000	134,000	
71				117,500	123,000	128,500	134,500	
72				118,000	123,500	129,500	135,000	
73				118,500	124,000	130,000	135,500	
74				119,000	124,500	130,500	136,000	
75				119,500	125,000	131,000	136,500	
76				120,000	126,000	131,500	137,000	
77				121,000	126,500	132,000	137,500	
78				121,500	127,000	132,500	138,000	
79				122,000	127,500	133,000	139,000	
80				122,500	128,000	133,500	139,500	
81			117,500	123,000	128,500	134,000	140,000	
82			118,000	123,500	129,000	134,500	140,500	
83			118,500	124,000	129,500	135,500	141,000	
84			119,000	124,500	130,000	136,000	141,500	
85			120,000	125,000	130,500	136,500	142,000	
86			120,500	126,000	131,500	137,000	142,500	
87			121,000	126,500	132,000	137,500	143,000	
88			121,500	127,000	132,500	138,000	143,500	
89			122,000	127,500	133,000	138,500	144,000	
90		117,500	122,500	128,000	133,500	139,000	144,500	

Gross Weight Table 3 (continued)

Bridge	7 axles	8 axles	9 axles	10 axles	11 axles	12 axles	13 axles	14 axles
91		118,000	123,000	128,500	134,000	139,500	145,500	151,000
92		118,500	124,000	129,000	134,500	140,000	146,000	151,500
93		119,000	124,500	129,500	135,000	140,500	146,500	152,000
94		119,500	125,000	130,000	135,500	141,500	147,000	152,500
95		120,500	125,500	131,000	136,000	142,000	147,500	153,000
96	116,000	121,000	126,000	131,500	137,000	142,500	148,000	153,500
97	116,500	121,500	126,500	132,000	137,500	143,000	148,500	154,000
98	117,000	122,000	127,000	132,500	138,000	143,500	149,000	155,000
99	117,500	122,500	127,500	133,000	138,500	144,000	149,500	155,500
100	118,500	123,000	128,000	133,500	139,000	144,500	150,000	156,000
101	119,000	123,500	129,000	134,000	139,500	145,000	150,500	156,500
102	119,500	124,500	129,500	134,500	140,000	145,500	151,000	157,000
103	120,000	125,000	130,000	135,000	140,500	146,000	152,000	157,500
104	120,500	125,500	130,500	136,000	141,000	146,500	152,500	158,000
105	121,000	126,000	131,000	136,500	141,500	147,500	153,000	
106	122,000	126,500	131,500	137,000	142,500	148,000	153,500	
107	122,500	127,000	132,000	137,500	143,000	148,500	154,000	
108	123,000	127,500	132,500	138,000	143,500	149,000	154,500	
109	123,500	128,500	133,500	138,500	144,000	149,500	155,000	
110	124,000	129,000	134,000	139,000	144,500	150,000	155,500	
111	124,500	129,500	134,500	139,500	145,000	150,500	156,000	
112	125,500	130,000	135,000	140,000	145,500	151,000	156,500	
113	126,000	130,500	135,500	141,000	146,000	151,500	157,000	
114	126,500	131,000	136,000	141,500	146,500	152,000	157,500	
115	127,000	131,500	136,500	142,000	147,000	152,500	158,000	
116	127,500	132,500	137,000	142,500	148,000	153,500		
117	128,000	133,000	138,000	143,000	148,500	154,000		
118	129,000	133,500	138,500	143,500	149,000	154,500		

Gross Weight Table 3 (continued)

Bridge	7 axles	8 axles	9 axles	10 axles	11 axles	12 axles	13 axles	14 axles
119	129,500	134,000	139,000	144,000	149,500	155,000		
120	130,000	134,500	139,500	144,500	150,000	155,500		
121	130,500	135,000	140,000	145,000	150,500	156,000		
122	131,000	135,500	140,500	146,000	151,000	156,500		
123	131,500	136,500	141,000	146,500	151,500	157,000		
124	132,500	137,000	141,500	147,000	152,000	157,500		
125	133,000	137,500	142,500	147,500	152,500	158,000		
126	133,500	138,000	143,000	148,000	153,500			
127	134,000	138,500	143,500	148,500	154,000			
128	134,500	139,000	144,000	149,000	154,500			
129	135,000	139,500	144,500	149,500	155,000			
130	136,000	140,500	145,000	150,000	155,500			
131	136,500	141,000	145,500	151,000	156,000			
132	137,000	141,500	146,000	151,500	156,500			
133	137,500	142,000	147,000	152,000	157,000			
134	138,000	142,500	147,500	152,500	157,500			
135	138,500	143,000	148,000	153,000	158,000			
136	139,500	143,500	148,500	153,500				

Table 4, Fees

Tons Over 117,000 Pounds Gross Vehicle Weight (GVW)

Miles	1	2	3	4	5	6	7	8
1 to 25,000	\$38	\$75	\$113	\$150	\$188	\$225	\$263	\$300
25,001 to 50,000	\$75	\$150	\$225	\$300	\$375	\$450	\$525	\$600
50,001 to 75,000	\$113	\$225	\$338	\$450	\$563	\$675	\$788	\$900
75,001 to 100,000	\$150	\$300	\$450	\$600	\$750	\$900	\$1,050	\$1,200
100,001 to 125,000	\$188	\$375	\$563	\$750	\$938	\$1,125	\$1,313	\$1,500
125,001 to 150,000	\$225	\$450	\$675	\$900	\$1,125	\$1,350	\$1,575	\$1,800
150,001 to 175,000	\$263	\$525	\$788	\$1,050	\$1,313	\$1,575	\$1,838	\$2,100
175,001 to 200,000	\$300	\$600	\$900	\$1,200	\$1,500	\$1,800	\$2,100	\$2,400
200,001 to 225,000	\$338	\$675	\$1,013	\$1,350	\$1,688	\$2,025	\$2,363	\$2,700
225,001 to 250,000	\$375	\$750	\$1,125	\$1,500	\$1,875	\$2,250	\$2,625	\$3,000
250,001 to 275,000	\$413	\$825	\$1,238	\$1,650	\$2,063	\$2,475	\$2,888	\$3,300
275,001 to 300,000	\$450	\$900	\$1,350	\$1,800	\$2,250	\$2,700	\$3,150	\$3,600
300,001 to 325,000	\$488	\$975	\$1,463	\$1,950	\$2,438	\$2,925	\$3,413	\$3,900
325,001 to 350,000	\$525	\$1,050	\$1,575	\$2,100	\$2,625	\$3,150	\$3,675	\$4,200
350,001 to 375,000	\$563	\$1,125	\$1,688	\$2,250	\$2,813	\$3,375	\$3,938	\$4,500
375,001 to 400,000	\$600	\$1,200	\$1,800	\$2,400	\$3,000	\$3,600	\$4,200	\$4,800
400,001 to 425,000	\$638	\$1,275	\$1,913	\$2,550	\$3,188	\$3,825	\$4,463	\$5,100
425,001 to 450,000	\$675	\$1,350	\$2,025	\$2,700	\$3,375	\$4,050	\$4,725	\$5,400
450,001 to 475,000	\$713	\$1,425	\$2,138	\$2,850	\$3,563	\$4,275	\$4,988	\$5,700
475,001 to 500,000	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500	\$5,250	\$6,000

1. All fees are based on total miles traveled in Wyoming for each power unit.
2. Mileages and weights exceeding any given value in the preceding table shall be calculated at the next highest value.

Table 4, Fees (continued)

Tons Over 117,000 Pounds GVW

Miles	9	10	11	12	13	14	15
1 to 25,000	\$338	\$375	\$413	\$450	\$488	\$525	\$563
25,001 to 50,000	\$675	\$750	\$825	\$900	\$975	\$1,050	\$1,125
50,001 to 75,000	\$1,013	\$1,125	\$1,238	\$1,350	\$1,463	\$1,575	\$1,688
75,001 to 100,000	\$1,350	\$1,500	\$1,650	\$1,800	\$1,950	\$2,100	\$2,250
100,001 to 125,000	\$1,688	\$1,875	\$2,063	\$2,250	\$2,438	\$2,625	\$2,813
125,001 to 150,000	\$2,025	\$2,250	\$2,475	\$2,700	\$2,925	\$3,150	\$3,375
150,001 to 175,000	\$2,363	\$2,625	\$2,888	\$3,150	\$3,413	\$3,675	\$3,938
175,001 to 200,000	\$2,700	\$3,000	\$3,300	\$3,600	\$3,900	\$4,200	\$4,500
200,001 to 225,000	\$3,038	\$3,375	\$3,713	\$4,050	\$4,388	\$4,725	\$5,063
225,001 to 250,000	\$3,375	\$3,750	\$4,125	\$4,500	\$4,875	\$5,250	\$5,625
250,001 to 275,000	\$3,713	\$4,125	\$4,538	\$4,950	\$5,363	\$5,775	\$6,188
275,001 to 300,000	\$4,050	\$4,500	\$4,950	\$5,400	\$5,850	\$6,300	\$6,750
300,001 to 325,000	\$4,388	\$4,875	\$5,363	\$5,850	\$6,338	\$6,825	\$7,313
325,001 to 350,000	\$4,725	\$5,250	\$5,775	\$6,300	\$6,825	\$7,350	\$7,875
350,001 to 375,000	\$5,063	\$5,625	\$6,188	\$6,750	\$7,313	\$7,875	\$8,438
375,001 to 400,000	\$5,400	\$6,000	\$6,600	\$7,200	\$7,800	\$8,400	\$9,000
400,001 to 425,000	\$5,738	\$6,375	\$7,013	\$7,650	\$8,288	\$8,925	\$9,563
425,001 to 450,000	\$6,075	\$6,750	\$7,425	\$8,100	\$8,775	\$9,450	\$10,125
450,001 to 475,000	\$6,413	\$7,125	\$7,838	\$8,550	\$9,263	\$9,975	\$10,688
475,001 to 500,000	\$6,750	\$7,500	\$8,250	\$9,000	\$9,750	\$10,500	\$11,250

1. All fees are based on total miles traveled in Wyoming for each power unit.
2. Mileages and weights exceeding any given value in the preceding table shall be calculated at the next highest value.

Table 4, Fees (continued)

Tons Over 117,000 Pounds GVW

Miles	16	17	18
1 to 25,000	\$600	\$638	\$675
25,001 to 50,000	\$1,200	\$1,275	\$1,350
50,001 to 75,000	\$1,800	\$1,913	\$2,025
75,001 to 100,000	\$2,400	\$2,550	\$2,700
100,001 to 125,000	\$3,000	\$3,188	\$3,375
125,001 to 150,000	\$3,600	\$3,825	\$4,050
150,001 to 175,000	\$4,200	\$4,463	\$4,725
175,001 to 200,000	\$4,800	\$5,100	\$5,400
200,001 to 225,000	\$5,400	\$5,738	\$6,075
225,001 to 250,000	\$6,000	\$6,375	\$6,750
250,001 to 275,000	\$6,600	\$7,013	\$7,425
275,001 to 300,000	\$7,200	\$7,650	\$8,100
300,001 to 325,000	\$7,800	\$8,288	\$8,775
325,001 to 350,000	\$8,400	\$8,925	\$9,450
350,001 to 375,000	\$9,000	\$9,563	\$10,125
375,001 to 400,000	\$9,600	\$10,200	\$10,800
400,001 to 425,000	\$10,200	\$10,838	\$11,475
425,001 to 450,000	\$10,800	\$11,475	\$12,150
450,001 to 475,000	\$11,400	\$12,113	\$12,825
475,001 to 500,000	\$12,000	\$12,750	\$13,500

1. All fees are based on total miles traveled in Wyoming for each power unit.
2. Mileages and weights exceeding any given value in the preceding table shall be calculated at the next highest value.

Section 20. Implements and Produce of Husbandry Moved by Farmers and Ranchers.

(a) Oversize moves of implements and produce shall comply with the following:

(i) Wyoming farmers and ranchers, when transporting their own implements or produce of husbandry or exchanging transportation of implements or produce with other farmers or ranchers, may exceed the statutory width and height limits during daylight hours without permit or fee, but shall comply with the safety regulations stated in following Section 21(d).

(ii) **Non-Wyoming farmers or ranchers** transporting implements or produce of husbandry shall obtain an oversize permit if statutory width and/or height limits are exceeded.

(b) Over length or overweight movements shall meet non-divisible load requirements and require a permit, unless covered in the Class F permit (following subsection [c]).

(c) Class F permits may be obtained to haul forest products, sugar beets, gravel, livestock, and agricultural products that cannot be weighed at point of loading. **The permit is exclusive of interstate highways.** A permit or permission shall be obtained before transportation begins. The permit shall be carried in the vehicle to which it refers and shall be displayed to any permit-issuing authority or law enforcement upon request. A single trip permit shall cost \$15. A permit for 90 continuous days shall cost \$50.

(d) In addition to the provisions of Section 8, Safety Measures and Moves, of these rules, the following safety regulations shall apply to oversize moves in agricultural operations:

(i) Movements exceeding 18 feet wide or 17 feet high shall be approved by the Overweight Loads Office (OWL). Calls at 307.777.4376 will be answered Monday through Friday.

(ii) Movements exceeding 16 feet wide or any movement that cannot be kept to the right of the highway centerline shall require escorts as described in Section 9, Escort Procedures. Escorts shall be properly equipped escort vehicles as described in Section 10, Escort Equipment. Escorts for movements exceeding 16 feet high may be required.

(A) Implements and produce of husbandry moved by Wyoming farmers and ranchers are exempt from Section 10(h) only.

(iii) All movements operating at speeds of 25 miles per hour or less and exceeding 8 and 1/2 feet wide shall, in addition to the slow-moving vehicle emblem, display oversize load signs and display a revolving amber light, an amber strobe light, or a pair of two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle.

(iv) Movements exceeding 8 and 1/2 feet in width and operating at speeds exceeding 25 miles per hour shall, instead of the slow-moving vehicle emblem, display warning signs as described Section 8(e) of these rules.

(v) Non-registered, self-propelled implements shall display a revolving amber light, an amber strobe light, or a pair of two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle. Properly equipped escort vehicles, as explained in Section 10, Escort Equipment, may be used instead of this lighting requirement.

(vi) All oversize vehicles or vehicles transporting oversize loads shall have headlights and taillights, if so equipped, illuminated and visible during movement.

(e) The farmer or rancher shall contact city and/or county officials for approval for transportation on their roads.

Section 21. Implement Dealers.

(a) Persons engaged in a business that maintains an inventory of implements of husbandry for sale, lease, rent, or repair that transports implements of husbandry to or from farmers or ranchers are exempt from permit requirements for overwidth or over height loads.

(b) Over length and overweight moves require a permit.

(c) In addition to the provisions of Section 8, Safety Measures and Moves, of these rules, oversize moves by implement dealers shall comply with the following safety regulations:

(i) Movements exceeding 18 feet wide or 17 feet high shall be approved by the Overweight Loads Office (OWL) by calling 307.777.4376, Monday through Friday.

(ii) Movements exceeding 16 feet wide or any movement that cannot be kept to the right of the highway centerline shall require escorts as described in Section 9, Escort Procedures. Escort vehicles shall be properly equipped as described in Section 10, Escort Equipment. Escorts for movements exceeding 16 feet high may be required.

(iii) Movements designed for operation at speeds not exceeding 25 miles per hour shall display a slow-moving vehicle emblem complying with the provisions of Section 21(d)(iii) of these rules.

(iv) Non-registered, self-propelled implements shall display a revolving amber light, an amber strobe light, or a pair of two-way flashing amber lights at least four (4) inches in diameter on the vehicle and *OVERSIZE LOAD* signs. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle. Properly equipped escort vehicles, as described in Section 10, Escort Equipment, may be used instead of this lighting requirement.

(v) All oversized vehicles or vehicles transporting oversized loads shall have headlights and taillights, if so equipped, illuminated and visible during movement.

Section 22. Custom Agricultural Operations.

(a) Custom agricultural operations means the contracting or for-hire operation of harvesting crops, processing of agricultural products, or fertilizing the soil.

(b) Permit or permission is required before operating oversized and/or overweight vehicles or loads on highways. The carrier shall proceed to the nearest permit-issuing authority as listed in Section 4, Permit-issuing Authorities and Permit Types Available, to acquire the permit.

(c) The applicant shall declare the highways to be used, the total mileage on those highways, and the size and weight of the vehicles and loads.

(d) A permit may be obtained from any permit-issuing authority as listed in Section 4, Permit-issuing Authorities and Permit Types Available, and shall be valid for the time necessary to complete the operation or the vehicle leaves the state, whichever occurs first. Borderline operations (20 air miles either direction) requiring trips across the state line shall not invalidate a permit. The seasonal permit shall be valid for no more than 90 consecutive days from the issue date.

(i) Separate permits shall be required for each specific harvest season. The fee for oversized loads shall be \$25 for a single trip and \$50 for a 90 consecutive day permit. For vehicles exceeding 15 feet wide, 15 feet high, or a single unit in excess of 75 feet long, a mileage computation shall be required and additional fees computed at three (3) cents per foot or fraction thereof for each mile traveled on the highways.

(ii) The fee for overweight shall be a minimum of \$40. The overweight fee is computed at six (6) cents per ton per mile on weight exceeding the statutory limit.

(e) Oversized and/or overweight permits shall be issued only for vehicles or loads meeting **non-divisible** load requirements. The hauling of combine headers side by side at a width exceeding 102 inches (8 and 1/2 feet), but not exceeding 150 inches (12 feet, 6 inches) and no single component exceeding 102 inches (8 and 1/2 feet) shall be allowed on a separate trailer when the width of the properly permitted vehicle is the same or greater than the width of the headers.

(f) In addition to the provisions of Section 8, Safety Measures and Moves, of these rules, the safety regulations for oversized movements in custom agricultural are as follows:

(i) Oversized load signs shall not be displayed on motor vehicles, semi-trailers, trailers, and escort vehicles after they have completed the permitted move or when such vehicles being operated do not exceed size limits.

(ii) Self-propelled equipment requiring and properly displaying a slow-moving vehicle emblem may, instead of oversize signs and flags, display a revolving amber light, an amber strobe light, or a pair of two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle.

(iii) Motor vehicles constructed or loaded to obstruct the driver's view to the rear from the driver's position shall be equipped as described in Section 8(f) of these rules.

Section 23. Emergency Relief Permits.

(a) Emergency relief permits are provided for in W.S. 31-18-804(n). These permits may be issued upon a declaration by the Governor or director and when the director determines that the specific statutory requirements have been met. A document shall be issued specifying the size and/or weight limits, commodities, duration, safety measures, fees, and highways the emergency relief permits may be issued for.

(b) In concurrence with Title 23 United States Code (U.S.C.) Section 127(a), overweight vehicles and loads that can be easily dismantled or divided may be permitted for movement on interstate highways in relief of a declared emergency if:

(i) 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.*);

(ii) The permits are issued exclusively to vehicles and loads that are delivering relief supplies; and

(iii) A permit issued shall expire not later than 120 days after the date of the emergency declaration.

(c) A permit or permission is required before operating oversize and/or overweight vehicles or loads on highways. A permit may be obtained from any permit-issuing authority as listed in preceding Section 4, Permit-issuing Authorities and Permit Types Available, of these rules.

(d) The applicant shall declare the highways to be used, the total mileage on those highways, and the size and weight of the vehicles and loads.

(e) Unless otherwise specified in the document, all movements shall follow the provisions of Section 8, Safety Measures and Moves, of these rules.

(f) The permit shall be carried in the specified vehicle. This permit is vehicle and load specific and shall be displayed to any permit-issuing authority or law enforcement upon request.

(g) Emergency relief permits shall specify only one (1) power unit but may list multiple trailer plate information.

~~Wyoming Department of Transportation~~
~~Size and Weight Limitations of Vehicles~~

~~CHAPTER~~ Chapter 5

Size and Weight Limitations of Vehicles

Section 1. Authority and Purpose. The Wyoming Department of Transportation (WYDOT) promulgates these rules by authority of W.S. 24-2-105 and W.S. 31-18-804(j) to administer provisions for issuing permits to operate vehicles or loads exceeding legal statutory limits as described in W.S. 31-18-801 through W.S. 31-18-808.

~~The Wyoming Department of Transportation (WYDOT) promulgates these rules by authority of W.S. 24-2-105 and W.S. 31-18-804(j) to administer provisions for issuing permits to operate vehicles or loads exceeding legal statutory limits as described in W.S. 31-18-801 through W.S. 31-18-808.~~

Section 2. Definitions. *(Please see W.S. 31-1-101, W.S. 31-5-102, W.S. 31-18-101, W.S. 31-18-203, and W.S. 31-18-801. Definitions are subject to change by legislative action.)*
The following includes both statutory (s) and administrative (a) definitions:

~~The following includes both statutory (s) and administrative (a) definitions:~~

(a) “Agricultural operations” means the raising and harvesting of their own crops or livestock in this state by farmers or ranchers, their exchange between farmers or ranchers, or the transportation of implements of husbandry to or from farmers or ranchers by persons engaged in the business of selling or repairing such implements. (s)

(b) “Agricultural products” means the produce of husbandry. (a)

(c) “Axle” means the common axis of rotation of one (1) or more wheels, whether power driven or freely rotating, and whether in one (1) or more segments, and regardless of the number of wheels carried thereon. (s)

(d) “Axle group” means an assemblage of two (2) or more consecutive axles considered together in determining their combined load effect on a bridge or pavement structure. (s)

(e) “Axle load” means the total load transmitted to the road by an assembly of two (2) or more wheels whose centers are in one (1) transverse vertical plane or may be included between two (2) parallel transverse vertical planes 40 inches apart extending across the full width of the vehicle. (s)

(f) “Axle measurement” means the distance between axles to the nearest foot. When fractional measurement is exactly one-half foot, the next larger whole number shall be used. (s)

- (g) “Camp shack” means portable, on-site living quarters. (a)
- (h) “Cargo” means the items or freight to be moved, including items placed on or in a vehicle, towed by a vehicle, or a vehicle itself. (s)
- (i) “Coarse aggregate” means material as retained on a No. 4 (4.75 mm) sieve. (a)
- (j) “Commission” means the Transportation Commission of Wyoming. (s)
- (k) “Connecting mechanism” means an arrangement of parts interconnecting two (2) or more consecutive axles to a vehicle in such a manner as to equalize the load between axles. (s)
- (l) “Construction or off-road machinery tires” means a ~~minimum~~ minimum tire with a minimum width of 18 inches (45.72 cm) as stamped on the tire by the manufacturer and a minimum rim diameter of 25 inches (63.5 cm). (a)
- (m) Crane counterweight” means a weight that exerts an opposite force to balance and stabilize a stationary mechanical system. (a)
- ~~(n)~~ (n) “Daylight hours” means one-half hour before sunrise until one-half hour after sunset. (a)
- ~~(o)~~ (o) “Department” means the Department of Transportation. (s)
- ~~(p)~~ (p) “Director” means the director of the Department of Transportation. (s)
- ~~(q)~~ (q) “Dromedary unit” means a box, deck, or plate mounted behind the cab and forward of the fifth wheel on the frame of a truck-tractor not to exceed six (6) feet in length from the back of the cab or sleeper berth. (a)
- ~~(r)~~ (r) “Dunnage” means equipment strictly used for loading, unloading, blocking, bracing, and dropping ~~the~~ a trailer for operation upon the highway. (a)
- ~~(s)~~ (s) “Emergency” means a ~~condition~~ situation vital to the national defense or an unforeseen circumstance, ~~threatening~~ that threatens life or property; and ~~requiring~~ requires prompt action. (a)
- (s t) “Escort” means a vehicle accompanying a movement displaying proper lights, signs, and equipment. (a)
- (t u) “Exchange” means ~~not~~ receiving funds for a service or product. (a)

~~(u v)~~ “Extended period permit” means a permit issued to cover a specific load, ~~permitting that allows~~ movement for a specified period ~~of time~~ and over specified routes or statewide. (a)

~~(v w)~~ “Flags or flagged” means ~~the~~ a display of red or fluorescent orange flags not less than 12 ~~square~~ inches ~~square~~. (a)

~~(w x)~~ “Forest products” means logs, poles, posts, rough lumber, wood chips, sawdust, and any other product of the forest which will require further processing. (s)

~~(x y)~~ “Gravel” means pit-run stone, coarse aggregate, and ~~a product~~ products of screened stone, crushed stone, or a combination thereof. ~~Materials not included in the This definition of gravel are~~ does not include sand, silt, clay, and refined by-products that use gravel, ~~such as~~ including plant-mixed asphalt, cement treated base, and Portland cement concrete. (a)

~~(y z)~~ “Gross weight” means the total weight of a vehicle and vehicle combinations including the weight of any load carried in or on the vehicle and vehicle combinations. (s)

~~(z aa)~~ “Height” means the total vertical dimension of any vehicle above the ground surface including any load or load-holding device thereon. (s)

~~(aa bb)~~ “Highway” means a public way maintained by the Department for the purpose of vehicular travel, including rights-of-way or other interests in land, embankments, retaining walls, culverts, sluices, drainage structures, bridges, railroad-highway crossings, tunnels, signs, guardrails, and protective structures. (s)

~~(bb cc)~~ “House trailer” means:

(i) a A trailer or ~~a semitrailer~~ semi-trailer which is designed, constructed, and equipped as a dwelling place, living abode, or sleeping place (either permanently or temporarily) and is equipped for use as a conveyance on streets and highways; or

(ii) a A trailer or ~~a semitrailer~~ semi-trailer whose chassis and exterior shell ~~is~~ are designed and constructed for use as a house trailer, as defined in preceding paragraph (i), but which is used instead permanently or temporarily for advertising, sales display, or promotion of merchandise or services, or for any other commercial purpose except the transportation of property for hire or the transportation of property for distribution by a private carrier. (s)

~~(ee dd)~~ “Implement of husbandry” means a vehicle or vehicles manufactured or designed and used exclusively for the conduct of agricultural operations and only incidentally operated on or moved on highways. (s)

~~(dd ee)~~ “Indivisible load” please see “non-divisible load.” When Wyoming statutes use the term indivisible load, that load ~~will~~ shall be considered as a “non-divisible load” for purposes of these rules. (a) (Please see definition [~~H~~ mm] and Section 4[m].)

(~~ee~~ ff) “Interstate or National Defense Highway” means highways ~~which are~~ designated as part of the interstate system by the ~~transportation commission~~ Transportation Commission which are signed and marked accordingly. (s)

(~~ff~~ gg) “Jib boom extension,” “~~Jib~~ jib boom,” or “boom extension” means ~~the~~ a structure manufactured as original equipment (OEM), ~~which that~~ is attached to the main boom of a crane and is intended to extend the length of the boom. (a)

(~~gg~~ hh) “Length” means the total longitudinal dimension of any vehicle or combination of vehicles, including any load or load-holding device thereon, but excluding any device or appurtenance attached to the front or rear of a ~~semitrailer~~ semi-trailer ~~or trailer~~ whose function is related to the safety of, or efficient operation of, the unit or contents. Excluded devices include, but are not limited ~~to~~ to, air hose glad hands, fifth wheel slide plates, dock bumpers, air deflectors, and refrigeration units. No excluded devices shall be designed or used for carrying cargo. (s)

(~~hh~~ ii) “Load” means a weight or quantity of anything resting upon something else regarded as its support. (s)

(~~ii~~ jj) “Motor home” means a motor vehicle designed, constructed, and equipped as a dwelling place, living abode, or sleeping place, (either permanently or temporarily,) but excluding a motor vehicle carrying a camper. (s)

(~~jj~~ kk) “Motor vehicle” means a vehicle which is self-propelled or propelled by electric power obtained from overhead trolley wires, but not ~~operating~~ operated on rails. (s)

(~~kk~~ ll) “Nearest point of safekeeping” means a towing vehicle’s place of business or an applicable repair facility where, on a primary tow, a damaged, disabled, or an abandoned vehicle, on a primary tow, to the towing vehicle’s place of business or an applicable repair facility is transported. ~~However, in In~~ no event shall the distance towed exceed 150 miles as measured from the point ~~where of retrieving the vehicle is retrieved, or the tow enters the state, to the termination of the where the tow terminates.~~ The mileage shall be measured in road miles using ~~the most~~ a recent *Official State Highway Map of Wyoming*. (a)

(~~ll~~ mm) “Non-divisible ~~load or vehicle or load~~” means ~~any~~ a vehicle or load exceeding statutory size ~~or and/or~~ weight limits ~~(or both), and whose parts are fixed and attached to simulate an operational configuration or whose parts cannot be transported safely or without damage if dismantled or divided.~~

(i) ~~whose parts are fixed and attached in a manner that simulates the operational configuration and cannot be transported safely or without damage if dismantled or divided. A single unit~~ A non-divisible vehicle (such as ~~but not limited to~~ a mobile crane, drilling rig, concrete pumper, or well service unit) shall be configured and equipped only as necessary for operating movement upon the highway, ~~with the following exceptions:~~

(ii) The following vehicles shall be considered non-divisible:

(A) Authorized vehicles going to or coming from an emergency;

(B) Vehicles transporting casks of spent nuclear materials; or

(C) Military vehicles transporting marked military equipment or material.

(iii) The following allowances shall be permitted as non-divisible:

(A) When determining weight allowance on combination units, a maximum combined total of 2,000 pounds of dunnage on combination units (such as chains, boomers, and tarps) normally carried by carriers in conducting the operation, or the following items normally carried by carriers when conducting movements:

(I) Dunnage;

(II) Items relevant to securing loads as indicated in Title 49 Code of Federal Regulations (C.F.R.), including chains, boomers, and tarps;

(III) Safety equipment related to the load, including handrails, ladders, and stairs; and

(IV) Hand tools for servicing the transport vehicle.

(B) ~~vehicles~~ Vehicles equipped with outriggers shall be allowed to transport when transporting only one (1) OEM outrigger pad per outrigger, and shall be considered non-divisible and one (1) non-OEM outrigger pad per outrigger. The pads shall be original equipment, designed to be attached to the outriggers, and shall be safely stored and properly secured on the vehicle, or,

(C) ~~cranes~~ Cranes with jib boom extensions shall be allowed to be when transported together, provided and when the following conditions are met:

(I) ~~†The jib boom was~~ shall be manufactured specifically for the crane (by the crane manufacturer, and not after-market aftermarket); ; and

(II) ~~†The jib boom can be safely stored on the main boom; in the folded configuration originally intended by the manufacturer. As an additional option for carrying the headache ball and hook block outside of the operational configuration, one (1) headache ball or one (1) hook block shall be allowed if properly stored and secured in the manufacture cradle.~~

(D) ~~camp~~ Overweight camp ~~shacks shall be allowed up to 1,000 not exceeding 2,000 pounds of maximum allowable weight when transporting items required for the normal use of living quarters the individual camp shack being transported. Items not required for living quarters to be occupied shall not be allowed.~~ Items shall be secured to avoid movement during transport. Items to be included in this exemption shall be ~~mattresses, linens, bedding, cookware, dishes, personal clothing, and hygiene items for occupants. Items not required for living quarters to be occupied shall not be allowed.~~ the following:

- (I) Mattresses;
- (II) Linens;
- (III) Bedding;
- (IV) Cookware and dishes;
- (V) Personal clothing; and
- (VI) Hygiene items for occupants.

(E) Overweight loads containing fuel used for propulsion and/or other fluids required for movement if the tanks containing the fluids are OEM as designed by the manufacturer. Transport vehicles shall be allowed in accordance with current state and federal regulations, if the load combined with the transport vehicle are not overweight. This subsection shall not include transporting the following:

- (I) Fluids in storage tanks;
- (II) Non-OEM tanks; and
- (III) Non-propulsion power sources.

(F) One (1) spreader bar, one (1) jeep, and one (1) booster when transported on a trailer not in operational configuration if the trailer does not exceed maximum allowable weights.

(G) Traction weights when transported on a trailer not in operational configuration if the trailer does not exceed maximum allowable weights. (a)

- (ii) ~~is an authorized vehicle going to or coming from an emergency, or~~
- (iii) ~~casks transporting spent nuclear materials, or~~
- (iv) ~~a military vehicle transporting marked military equipment or material. (a)~~

~~(mm nn)~~ “Overweight Loads Office or OWL” means the office within the Wyoming Highway Patrol (WHP) responsible for processing requests to move loads exceeding normal oversize or overweight limits; and for administering the self-issuing specific permit program, programs and administering permits for exceeding 117,000 pounds gross weight (Class W permits). (a)

~~(nn oo)~~ “Operational configuration” means ~~that the vehicle~~ a vehicle’s or load’s parts are when arranged and attached in the manner ~~that they will be used when being operated on-site,~~ operating on-site for the purpose the equipment is equipment’s designed purpose. This exception in no way allows the transporting of commodities in or on the vehicle or load. (a)

~~(oo pp)~~ “Oversize load” means a cargo, fixed or unfixed, that exceeds statutory size limits. (a)

~~(pp qq)~~ “Over-the-road bus” means a bus characterized by an elevated passenger deck located over a baggage compartment; and typically operating on the ~~Intestate System~~ interstate system or roads previously designated as ~~making up part of~~ the Federal-aid Primary System. (a)

~~(qq rr)~~ “Overweight load” means a cargo, fixed or unfixed, that exceeds statutory weight limits. (a)

~~(rr ss)~~ “Permit” means a written authorization to move or operate on a highway a vehicle or vehicle with a load of size or weight exceeding the limits as specified by statute, which are limited by this act [law] and regulations of the Department. (s)

~~(ss tt)~~ “Permit-issuing authorities” means those people authorized under Section 4, Permit-issuing Authorities and ~~Type of Permits~~ Permit Types Available, of these rules ~~and regulations~~ to issue oversize and/or overweight permits. (a)

~~(tt uu)~~ “Pickup truck” means any motor vehicle, excluding multipurpose vehicles and passenger cars, designed, used, or maintained for the transportation of property with an attached open cargo box directly behind the passenger compartment and designed to be equipped with a tailgate which can be lowered or opened to load or unload property or cargo. (s)

~~(uu vv)~~ “Pneumatic tire” means every tire in which compressed air is designed to support the load. (s)

~~(vv ww)~~ “Pole trailer” means every vehicle without motive power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach, or pole, or by being boomed or otherwise secured to the towing vehicle, and ordinarily used for transporting long or irregularly shaped loads as poles, pipes, or structural members capable, generally, of sustaining themselves as beams between the supporting connections. (s)

~~(ww xx)~~ “Primary and secondary highways” means highways which are designated as part of the primary or secondary system by the Transportation Commission which are signed and marked accordingly. (s)

(~~xx~~ yy) “Primary tow” means the first time a vehicle is attached to ~~the~~ a tow vehicle for removal. Once ~~the~~ a towed vehicle ~~has been~~ is disconnected or dropped from the tow vehicle as part of the original tow, any subsequent tows shall be considered secondary tows and be subject to the provisions of W.S. 31-18-802 and W.S. 31-18-804. (a)

(~~yy~~ zz) “Produce of husbandry” means ~~the product~~ unprocessed products of farming or ranching ~~operation~~ operations derived directly from the soil, including livestock, fish, and bee raising. (a)

(zz ~~aaa~~) “Public transit bus” means ~~any~~ a vehicle that is regularly and exclusively used as an intrastate public agency transit passenger bus. (a)

(~~aaa~~ bbb) “Recreational vehicle” means a vehicle designed primarily as living quarters for recreational, camping, vacation, or travel use which has an electrical system which operates above 12 volts and has a plumbing and heating system. (s)

(~~bbb~~ ccc) “Registered vehicle” means a vehicle designed to ~~be operated~~ operate primarily upon the highway and that requires licensing in Wyoming. (a)

(~~ccc~~ ddd) “Resident” means any individual, partnership, or corporation having a ~~principle~~ principal place of business in Wyoming for a period of one (1) year or more. (a)

(~~ddd~~ eee) “Roadway” means that portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the sidewalk, berm, or shoulder. In the event a highway includes two (2) or more separate roadways, the term “roadway” as used herein shall refer to any such roadway separately but not to all such roadways collectively. (s)

(~~eee~~ fff) “Saddlemount” means a vehicle combination designed and specifically used to tow no more than three (3) trucks or ~~truck tractors~~, truck tractors each connected by a saddle to the frame or fifth wheel of the truck or ~~truck tractor~~ truck tractor in front of it. (a)

(~~fff~~ ggg) “Safety device” means any piece of equipment or mechanism, including rear view mirrors, pin pockets not to exceed three (3) inches on each side, and other devices designated by the ~~Director~~ director, attached to a vehicle to assure its safe operation and to assure the safe movement of a load hauled by the vehicle. (s)

(i) Acceptable safety devices for width shall include, but not be limited to, the following: rearview mirrors, turn signal lamps, hand-holds for cab entry/egress, splash and spray suppressant devices, and pin pockets (no excluded device shall be designed or used to carry cargo), as well as tire bulge because of load. Safety devices shall also include other equipment as designated by Federal Highway Administration rules and regulations. (Please see 23 ~~CFR~~ C.F.R. § 658.)

(~~ggg~~ hhh) “Self-issuing permits” means a permit issued and completed by ~~qualified Wyoming resident applicants~~ an individual or a carrier. (a)

~~(hhh)~~ iii) “Semi-trailer” means every vehicle of a trailer type not equipped with propelling power so designed for carrying property and used in conjunction with a motor vehicle that some part of its own weight and load rests upon or is carried by another vehicle. (s)

~~(iii)~~ jjj) “Separate movement” means each movement of a vehicle or load to a specified location, all movements of a vehicle or load if, Round trip movements may be allowed when the entire move from origin to destination(s) and return shall be completed in the same calendar day, or movement of a vehicle or load outside the state. ~~Permits are vehicle, load, and route specific.~~ (a)

(i) Permits may be issued to a vehicle or load that will leave and reenter the state at different locations if it is the most practical route when considering topography and other restrictions including apparent long-term road closures.

(ii) Carriers that change loads while out of the state shall require a second permit to reenter the state.

(iii) Permits are vehicle, load, and route specific. (a)

~~(jjj)~~ kkk) “Single axle” means an assemblage of two (2) or more wheels, whose centers are in one (1) transverse vertical plane or may be included between two (2) parallel transverse vertical planes 40 inches apart extending across the full width of the vehicle. (s)

~~(kkk)~~ lll) “Single unit” means one (1) vehicle or ~~the~~ a combination of all trailing components in a heavy haul configuration (such as jeep, trailer, booster, or push truck), including any front or rear overhang. (a)

~~(lll)~~ mmm) “Slow-moving vehicle emblem” means the Standard American Society of Agricultural Engineers emblem designating a vehicle designed to operate at speeds of 25 miles per hour or less. (a)

(nnn) “Spreader bar” means a trailer’s add-on section specifically used for reconfiguring axles to redistribute the weight of a load on the roadway that is separate from the normal trailer configuration. (a)

~~(mmm)~~ ooo) “Statutory limits” means ~~those~~ the size and weight limits, established by Wyoming law, under which a load can be moved over the ~~highways~~ highway without having to secure a permit. (a)

~~(ooo)~~ ppp) “Super load” means a load that exceeds Class B or C limits. (a)

~~(ooo)~~ qqq) “Tandem axle” means any two (2) or more consecutive load bearing axles whose centers are more than 40 inches, but not more than 96 inches, apart and articulate from an attachment to the vehicle including a variable load suspension or connecting mechanism designed to distribute the load between axles. (s)

~~(ppp rrr)~~ “Tire width” means the width ~~stamped~~ the manufacturer stamps on the tire by the manufacturer. (a)

~~(sss)~~ “Traction weights” means weight added onto a vehicle and required for propulsion and/or stopping of an overweight vehicle. (a)

~~(qqq ttt)~~ “Trailer” means every vehicle not equipped with propelling power, and designed for carrying property and ~~for~~ being drawn by a motor vehicle which carries no part of the weight and load of a trailer on its own wheels. (s)

~~(fff uuu)~~ “Transportable home” means and includes the following as defined:

(i) ~~a~~ A modular home means a residential dwelling constructed in a factory to a residential construction code other than the Federal Manufactured Home Construction and Safety Standards;

(ii) ~~a~~ A prebuilt home means a residential dwelling that is wholly, or in substantial part, made, fabricated, formed, or assembled in manufacturing facilities for installation or assembly on a building site. ~~Prebuilt~~ A prebuilt home shall include, but not be limited to, a manufactured home, modular home, and mobile home; or

(iii) ~~a~~ A manufactured home means a residential dwelling built in accordance with the Federal Manufactured Home Construction and Safety Standards which is a unit more than 8 and 1/2 feet in width which is designed, constructed, and equipped as a dwelling place, living abode, or place of business to which wheels may be attached for movement upon streets and highways except a unit used primarily as a mobile laboratory or mobile office. (s)

~~(sss vvv)~~ “Triple axle” means ~~any three~~ (3) consecutive load bearing axles whose centers are more than 96 inches, ~~and but~~ not more than 102 inches, apart and that articulate from an attachment to the vehicle including a connecting mechanism or variable load suspension axle to keep all axles at or below legal limits. (a)

~~(ttt www)~~ “Truck” means a motor vehicle designed, used, or maintained primarily for the transportation of property. (s)

~~(uuu xxx)~~ “Truck camper” means a portable unit constructed to provide temporary living quarters for recreational, travel, or camping use, consisting of a roof, floor, and sides, designed to be loaded ~~onto~~ and unloaded from the bed of a pickup truck. (s)

~~(vvv yyy)~~ “Truck-tractor” means a motor vehicle designed and used primarily for drawing other vehicles but not for loads other than a part of the weight of the vehicle and load drawn. For the purpose of this article [rule], a truck-tractor equipped with a dromedary unit shall be considered a part of the weight of the vehicle and not a load thereon and a truck-tractor and semi-trailer engaged in the transportation of automobiles may transport motor vehicles on part of the power unit. (s)

(~~www~~ zzz) “Variable load suspension axle” means an axle that may be adjusted to vary the weight carried by the axle. (s)

(~~xxx~~ aaaa) “Vehicle” means a device in, upon, or by which any person or property may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon rails or tracks. (s)

(~~yyy~~ bbbb) “Vehicle combination” means any connected assemblage of a motor vehicle and one (1) or more other vehicles. (s)

(~~zzz~~ cccc) “Width” means the total outside transverse dimension of a vehicle including any load or load-holding devices thereon, but excluding approved safety devices and tire bulge due to load. (~~s~~)

Exclusions to width measurement include the following:

(i) Exclusions to width measurement include the following:

(~~+~~) (A) Appurtenances attached to the sides of vehicles whose function is related to the efficient operation of the unit, not to exceed three (3) inches on each side of a vehicle.

(~~ii~~) (B) Devices such as, but not limited to, the following:

(A) (I) ~~tarp~~ Tarp and tarp hardware; ;
(~~B~~) (II) ~~rear~~ Rear and side door hinges (and their protective hardware); ;

(~~C~~) (III) ~~rain~~ Rain gutters; ;

(~~D~~) (IV) ~~side~~ Side marker lamps; ;

(~~E~~) (V) ~~hazardous~~ Hazardous materials placards; ;

(~~F~~) (VI) ~~wall~~ Wall variations from true flat; ;

(~~G~~) (VII) ~~corner~~ Corner caps; ; and

(~~H~~) (VIII) ~~rear~~ Rear facing lights, mounted on the sides of the cabs of truck-tractors to assist the operator in the procedures of safely backing up to a trailer, loading dock, or other backing maneuvers up to nine (9) feet wide. These lights are to be activated only when the vehicle is not moving ~~in~~ forward ~~motion~~.

- (s) (iii) (C) No excluded devices shall be designed or used for carrying cargo.

Section 3. Statutory Size and Weight Limits (Exclusive of Permits).

(a) Statutory size limits include vehicles, loads, load-holding devices, and bumpers; but do not include approved safety devices.

(b) Permits are required for vehicles and loads exceeding statutory limits.

(c) The following are statutory size and weight limits:

(i) Width: **8 1/2 feet (102 inches) feet** (102 inches)

(ii) Height: **14 feet**

(iii) Length:

(A) **60 feet** for single units or semi-trailers in a truck-tractor and semi-trailer combination.

(B) **81 feet** for a semi-trailer, trailer, or double semi-trailer combined length in a truck-tractor and semi-trailer, trailer, or double semi-trailer combination including the connecting mechanism. (Pole trailers shall be allowed to operate under this provision when used with a truck-tractor.)

(I) **48 feet** (maximum) for a semi-trailer.

(II) **40 feet** (maximum) for a trailer or second semi-trailer (not including the connecting mechanism).

(C) ~~For consecutive towed vehicles~~ **For consecutive towed vehicles**, if the weight difference between the vehicles exceeds 5,000 pounds, the heavier towed vehicle shall be directly behind the truck- tractor, and the lighter towed vehicle shall be last.

(D) **85 feet** for any vehicle combination ~~of vehicles~~ other than those listed in the preceding subparagraphs (A) and (B).

(E) **No combination shall consist of more than three (3) single vehicles** ~~Except except as provided in (F) (immediately following), no combination shall consist of more than 3 single vehicles.~~

(F) **97 feet** for saddlemount combinations consisting of no more than three (3) saddlemounts. Additional vehicles may be transported when safely loaded on the a vehicle frame ~~on a vehicle~~ in a properly assembled saddlemount combination.

(iv) Weight:

(A) **20,000 pounds** for a single axle.

(B) **36,000 pounds** for a tandem axle.

(C) **42,000 pounds** for a triple axle.

(D) For three (3) or more axles used on bridges measuring more than 8 and 1/2 feet, refer to **Gross Weight Table 1**.

(E) **All other axle groups**, ~~When~~ when applicable, ~~all other axle groups~~ are governed by the number of axles and axle measurements in accordance with **Gross Weight Table 1**.

~~(E)~~ (F) **10,000 pounds** each wheel.

~~(F)~~ (G) **8,000 pounds** each wheel with solid tires. ~~The~~ All vehicle wheels, ~~of all vehicles~~ except those operated at a speed of less than 10 miles per hour, shall be equipped with pneumatic tires.

~~(G)~~ For each tire:

~~(I)~~ ~~Steering tires — 750 pounds per inch of width as stamped by the manufacturer.~~

~~(II)~~ ~~Other tires — 600 pounds per inch of width as stamped by the manufacturer.~~

(H) **750 pounds** per inch of width (as stamped by the manufacturer) for each steering tire.

(I) **600 pounds** per inch of width (as stamped by the manufacturer) for each of the other tires.

~~(H)~~ (J) Gross Weight:

(I) **Up to 117,000 pounds** on the interstate in accordance with the formula limitations found in **Gross Weight Table 1**.

(II) **Up to 117,000 pounds** on the primary and secondary highways in accordance with the formula limitations found in **Gross Weight Table 1**.

(III) **Up to 80,000 pounds** on primary and secondary highways in accordance with the formula limitations found in **Gross Weight Table 2**.

(I ~~K~~) **Weight Tables.** The following weight tables establish the maximum legal gross weight for vehicles. **Gross Weight Table 1** requires checking all consecutive axle groups ~~of axles~~ to determine legal limits and is referred to as the “inner bridge” system.

(J) (I) **Interstate and National Defense Highways.** Subject to the limitation imposed by the axle load, no vehicle or vehicle combination ~~of vehicles~~ shall be operated on interstate or national defense highways exceeding the maximum weight allowed under federal law, unless in compliance with **Gross Weight Table 1**, corresponding to a distance in feet between the extremes of any axle groups measured longitudinally, to the nearest foot, except that vehicles with two (2) consecutive sets of tandem axles may carry a gross load of 36,000 pounds each if the distance between the first and last axles of the consecutive sets of tandem axles is 36 feet or more.

(K) (II) **Primary and Secondary Highways.** Vehicles operating on primary and secondary highways may operate in accordance with **Gross Weight Table 1** or **Gross Weight Table 2** at the discretion of the operator, as follows:

(J) (1.) For vehicles operating under **Gross Weight Table 1**, the total gross weight in pounds imposed on the highway by any group of two (2) or more consecutive axles on a vehicle, or vehicle combination ~~of vehicles~~, shall not exceed the value given in **Gross Weight Table 1**, corresponding to a distance in feet between the extremes of any axle groups measured longitudinally, to the nearest foot. An exception allows that two (2) consecutive sets of tandem axles may carry a gross load of 36,000 pounds each if the distance between the first and last axles of the consecutive sets of tandem axles is 36 feet or more; .

(H) (2.) For vehicles operating under ~~the provisions of~~ **Gross Weight Table 2**, the total gross weight in pounds imposed on the highway by a vehicle; or vehicle combination ~~of vehicles~~; shall not exceed the value given in **Gross Weight Table 2**, corresponding to the distance in feet between the extremes of the vehicle; or vehicle combination ~~of vehicles~~; measured longitudinally to the nearest foot; .

(H) (3.) Vehicles with two (2) consecutive sets of tandem axles with a distance of less than 22 feet between the first and last axles of the consecutive sets shall comply with **Gross Weight Table 1**.

Gross Weight Table 1

	Distance in feet between the extremes of any group of <u>two (2)</u> or more consecutive axles							<i>Maximum gross weight in pounds carried on any group of <u>two (2)</u> or more consecutive axle</i>
	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	9 or more axles
4	36,000							
5	36,000							
6	36,000							
7	36,000							
8	36,000	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	76,000		
28		57,000	60,500	65,500	71,000	76,500	82,000	
29		57,500	61,500	66,000	71,500	77,000	82,500	
30		58,500	62,000	66,500	72,000	77,500	83,000	
31		59,000	62,500	67,500	72,500	78,000	83,500	
32		60,000	63,500	68,000	73,000	78,500	84,500	90,000
33			64,000	68,500	74,000	79,000	85,000	90,500
34			64,500	69,000	74,500	80,000	85,500	91,000
35			65,500	70,000	75,000	80,500	86,000	91,500

Gross Weight Table 1 (continued)

Gross Weight Table 1 (continued)								
Distance in feet between the extremes of any group of <u>two (2)</u> or more consecutive axles				Maximum gross weight in pounds carried on any group of <u>two (2)</u> or more consecutive axles				
	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	9 or more axles
36	Two (2)		66,000	70,500	75,500	81,000	86,500	92,000
37	consecutive		66,500	71,000	76,000	81,500	87,000	93,000
38	sets of tandem		67,500	72,000	77,000	82,000	87,500	93,500
39	axles may carry		68,000	72,500	77,500	82,500	88,500	94,000
40	36,000 pounds		68,500	73,000	78,000	83,500	89,000	94,500
41	each if the		69,500	73,500	78,500	84,000	89,500	95,000
42	distance is 36		70,000	74,000	79,000	84,500	90,000	95,500
43	feet or more		70,500	75,000	80,000	85,000	90,500	96,000
44	between the		71,500	75,500	80,500	85,500	91,000	96,500
45	consecutive sets of tandem axles		72,000	76,000	81,000	86,000	91,500	97,500
46			72,500	76,500	81,500	87,000	92,500	98,000
47			73,500	77,500	82,000	87,500	93,000	98,500
48			74,000	78,000	83,000	88,000	93,500	99,000
49			74,500	78,500	83,500	88,500	94,000	99,500
50			75,500	79,000	84,000	89,000	94,500	100,000
51			76,000	80,000	84,500	89,500	95,000	100,500
52			76,500	80,500	85,000	90,500	95,500	101,000
53			77,500	81,000	86,000	91,000	96,500	102,000
54			78,000	81,500	86,500	91,500	97,000	102,500
55			78,500	82,500	87,000	92,000	97,500	103,000
56			79,500	83,000	87,500	92,500	98,000	103,500
57			80,000	83,500	88,000	93,000	98,500	104,000
58				84,000	89,000	94,000	99,000	104,500
59				85,000	89,500	94,500	99,500	105,000
60				85,500	90,000	95,000	100,500	105,500
61				86,000	90,500	95,500	101,000	106,000
62				87,000	91,000	96,000	101,500	107,000
63				87,500	92,000	97,000	102,000	107,500
64				88,000	92,500	97,500	102,500	108,000
65				88,500	93,000	98,000	103,000	108,500
66				89,000	93,500	98,500	104,000	109,000

Gross Weight Table 1 (continued)

Gross Weight Table 2 (continued)								
Distance in feet between the extremes of any group of 2 or more consecutive axles				Maximum gross weight 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	9 or more axles
67				90,000	94,000	99,000	104,500	110,000
68				90,500	95,000	99,500	105,000	110,500
69				91,000	95,500	100,000	105,500	111,000
70				92,000	96,000	101,000	106,000	111,500
71				92,500	96,500	101,500	106,500	112,000

Gross Weight Table 1 (continued)

<u>Distance in feet between the extremes of any group of two (2) or more consecutive axles</u>	<u>Maximum gross weight in pounds carried on any group of two (2) or more consecutive axles</u>							
<u>2 axles</u>	<u>3 axles</u>	<u>4 axles</u>	<u>5 axles</u>	<u>6 axles</u>	<u>7 axles</u>	<u>8 axles</u>	<u>9 or more axles</u>	
72			93,000	97,000	102,000	107,000	112,500	
73			93,500	98,000	102,500	107,500	113,000	
74			94,500	98,500	103,000	108,500	113,500	
75			95,000	99,000	104,000	109,000	114,000	
76			95,500	99,500	104,500	109,500	115,000	
77			96,000	100,000	105,000	110,000	115,500	
78			97,000	101,000	105,500	110,500	116,000	
79			97,500	101,500	106,000	111,000	116,500	
80			98,000	102,000	106,500	111,500	117,000	
81			98,500	102,500	107,000	112,000		
82			99,000	103,000	108,000	113,000		
83			100,000	104,000	108,500	113,500		
84				104,500	109,000	114,000		
85				105,000	109,500	114,500		
86				105,500	110,000	115,000		
87				106,000	111,000	115,500		
88				107,000	111,500	116,000		
89				107,500	112,000	117,000		
90				108,000	112,500			
91				108,500	113,000			
92				109,000	113,500			

93	<i>110,000</i>	<i>114,000</i>
94	<i>110,500</i>	<i>115,000</i>
95 or more	<i>111,000</i>	<i>115,500</i>

Gross Weight Table 2
Primary and Secondary Highways

Vehicles with two (2) consecutive sets of tandem axles with a distance of less than 22 feet between the first and last axles of the consecutive sets shall comply with **Gross Weight Table 1.**

Distance in feet between the extremes of the first and last axle of any vehicle or <u>vehicle combinations of vehicles</u>	Maximum gross weight in pounds
10	43,500
11	45,000
12	48,000
13	50,000
14	52,000
15	54,000
16	54,000
17	54,000
18	56,000
19	58,000
20	62,000
21	64,000
22	65,000
23	66,000
24	66,000
25	66,000
26	66,000
27	66,000
28	66,000
29	66,000
30	67,000
31	68,000
32	69,000
33	70,000
34	71,000
35	72,000
36	73,000
37	74,000
38	75,000
39	76,000
40	76,000
41	76,000
42	76,000

43	76,000
44	76,000
45	77,000
46	77,400
47	78,300
48 or more	80,000

Section 4. Permit-issuing Authorities and Permit Types ~~of Permits~~ Available.

(a) **Authorized Permit-issuing Authorities.** Subject to the conditions in ~~this chapter~~ ~~of these rules and regulations~~, the following are authorized to issue permits for moving non-divisible oversize and/or overweight loads and vehicles:

(i) Wyoming Highway Patrol —~~Port of Entry personnel,~~

(A) Port of entry personnel;

(B) Overweight Loads Office (OWL); and

(C) Troopers.

~~(ii) Wyoming Department of Transportation permit clerks,~~

~~(iii) Wyoming Highway Patrol Overweight Loads Office, and~~

~~(iv) Wyoming Highway Patrol troopers.~~

(b) **Class A permits Permits (Super Loads).** ~~Permits that~~ authorize separate movements of non-divisible loads exceeding Class B or Class C limits. Class A permits shall be approved ONLY by the ~~Overweight Loads Office, OWL~~ and are issued by permit-issuing authorities. Loads ~~more than~~ exceeding 18 feet wide or 18 feet high require ~~a minimum of the carrier to provide at least 24-hour prior notification by the carrier notice.~~ Movements that are delayed Delayed movements shall notify the ~~Overweight Loads Office OWL~~. Class A permits are subject to any conditions or restrictions imposed.

(i) Any oversize load exceeding 26 feet wide shall not be authorized for state highway travel when the roadway primarily measures 32 feet wide or less. The OWL may grant exceptions for short distances when safety concerns can be addressed.

(c) **Class B permits and C Permits.** ~~Permits that~~ authorize separate movements of non-divisible loads not exceeding Class B and C limits.

~~(d) Class C permits are self-issuing permits that authorize separate movements of non-divisible loads not exceeding Class C limits. The Overweight Loads Office approves and issues Class C permits to qualified residents of Wyoming. The self-issuing permit holder shall complete a separate Class C permit before each separate move. Instructions for Class C permits are explained in Section 15.~~

(e d) **Class D permits Permits.** ~~are extended~~ Extended period permits ~~authorizing that~~ authorize multiple movements of vehicles without loads or with a non-divisible ~~load~~ loads or ~~vehicle that does~~ vehicles not ~~exceed~~ exceeding the Class D limits. Class D permits are approved for specified vehicles and loads, routes, and ~~time periods~~ times. Class D permits shall be issued as explained in Section 17, Class D Permits, of these rules.

(f e) **Class E permits Permits.** ~~are oversize~~ Oversize permits ~~for that authorize~~ authorize separate movements or extended movement ~~periods of movement~~. Class E permits are effective for one (1) or more months (not ~~to exceed~~ exceeding 90 days) to permit hauling forest products, baled hay or corn stalks, or combine headers. Class E permits shall be issued as explained in Section 19, Class E and Class F Permits, of these rules.

(g f) **Class F permits Permits.** ~~are overweight~~ Overweight permits ~~for that authorize~~ authorize separate movements or extended movement ~~periods of movement~~. Class F permits are effective for one (1) or more months (not ~~to exceed~~ exceeding 90 days) to permit hauling of forest products, sugar beets, gravel, livestock, and agricultural products in trucks that cannot be weighed at the point of loading on primary and secondary highways ONLY. Class F permits ~~will~~ shall be issued as explained in Section 19, Class E and Class F Permits, of these rules.

(h g) **Class W permits Permits.** ~~are for~~ Permits that authorize multi-piece loads exceeding 117,000 pounds on primary and secondary highways ONLY. Class W permits ~~will~~ shall be issued as explained in Section 20, Class W Permits (Multi-piece Loads Exceeding 117,000 Pounds), of these rules.

(i h) **Off-load permits Permits.** ~~are for~~ Permits that authorize vehicles or loads exceeding statutory size and/or weight limits that cannot be safely reduced at the location where the violation was discovered. (Please see W.S. 31-18-805[b].) These permits shall not exceed Class B limits without ~~the Overweight Loads Office~~ OWL authority. Off-load permits shall be issued as explained in Section 5, Statutory and Administrative Exemptions, of these rules.

(j i) **Secondary ~~tow~~ permits Tow Permits.** Permits for weight ~~that~~ shall be issued as explained in ~~following~~ Section 5, Statutory and Administrative Exemptions, of these rules.

(k j) **Emergency ~~relief~~ permits Relief Permits.** ~~are oversize~~ Oversize and/or overweight permits ~~for that authorize~~ authorize separate movements or extended movement ~~periods of movement~~. Emergency relief permits are issued when the Governor or ~~the director has~~ determines that greater vehicle weight or size will relieve an economic hardship or benefit ~~the Wyoming's or another state's~~ the Wyoming's or another state's general welfare ~~of the state of Wyoming or another state~~. Emergency relief permits shall be issued as explained in Section 24, Emergency Relief Permits, of these rules.

(l k) **~~Prior-operation~~ permits Operation Permits.** Permits ~~that~~ are issued for unauthorized, non-permitted, and/or size and weight violations for exceeding statutory or permit limits.

(m 1) Classes B, C, or D permit limits **Class B, C, and D Permit Limits.** Permit limits shall not exceed the following:

MEASUREMENT	CLASS B AND CLASS C LIMITS	CLASS D LIMITS
Width	18 feet	12 feet
Height	17 feet	15 feet
Length: Single unit or part of a combination	not applicable	75 feet
Overall vehicle or combination	120 feet	120 feet
Weight: Single Axle	25,000 pounds	25,000 pounds
Single axle when included in a tandem axle	29,000 pounds	29,000 pounds
Tandem axle	55,000 pounds	55,000 pounds

<u>Measurement</u>	<u>Class B and Class C Limits</u>	<u>Class D Limits</u>
<u>Width</u>	<u>18 feet</u>	<u>12 feet</u>
<u>Height</u>	<u>17 feet</u>	<u>15 feet</u>
<u>Length</u> (single unit or part of a combination)	<u>Not applicable</u>	<u>75 feet</u>
<u>Length</u> (overall vehicle or combination)	<u>120 feet</u>	<u>120 feet</u>
<u>Weight</u> (single axle)	<u>25,000 pounds</u>	<u>25,000 pounds</u>
<u>Weight</u> (single axle when included with a tandem axle)	<u>29,000 pounds</u>	<u>29,000 pounds</u>
<u>Weight</u> (tandem axle)	<u>55,000 pounds</u>	<u>55,000 pounds</u>
<u>Weight</u> (triple axle)	<u>65,000 pounds</u>	<u>65,000 pounds</u>

~~Triple axle~~ ~~65,000 pounds~~ ~~65,000 pounds~~

(i) All other axle groups are governed by the number of axles and axle measurements. Any axle configuration not listed in the **Maximum Allowable Table** shall be approved by the OWL and may have to be analyzed by the Department's Bridge Program. (See the maximum allowable table **Maximum Allowable Table** at the end of this section.) -

~~Gross Weight~~ ~~160,000 pounds~~ ~~160,000 pounds~~

~~Single axle with construction or off road machinery tire~~ ~~55,000 pounds~~ ~~55,000 pounds~~

<u>Measurement</u>	<u>Class B and Class C Limits</u>	<u>Class D Limits</u>
<u>Gross Weight</u>	<u>160,000 pounds</u>	<u>160,000 pounds</u>
<u>Weight</u> <u>(single axle with construction or off-road machinery tires)</u>	<u>55,000 pounds</u>	<u>55,000 pounds</u>

(ii) Variable Load Suspension Axle. If any axle group containing a variable load suspension axle exceeds legal or allowable weight without using the variable load suspension axle, the variable load suspension axle shall be used to the extent that it assumes sufficient weight to keep the axle group with which it is used within legal weight for a divisible load or permissible weight for a non-divisible load. **Note:** Variable load suspension axles are known by many names including, but not limited to, flip axle, lift axle, tag axle, and "Joe Dog."

~~Vehicles equipped with a functional variable load suspension axle shall be required to put the axle into use if the vehicle is overweight and the use of the axle will reduce the amount of overweight on an axle group, inner bridge, or gross. In certain cases, the use of this type axle may reduce the allowable weights a vehicle may carry. If the allowable weight is reduced due to decreased bridge between axle groups, the use of the axle is not required. Note: Variable load suspension axles are known by many names including, but not limited to: flip axle, lift axle, tag axle, and "Joe Dog."~~

(A) Vehicles equipped with a functional variable load suspension axle shall be required to put the axle into use if the vehicle is overweight and the use of the axle will reduce the amount of overweight on an axle group, an inner bridge, or a gross.

(B) In certain cases, the use of a variable load suspension axle may reduce the allowable weights a vehicle may carry. If the allowable weight is reduced due to decreased bridge between axle groups, and the OWL approves, using the axle is not required.

(m) ~~Non-divisible loads~~ **Non-divisible Loads.** Such loads as defined in Section 2(44 mm) of these rules and regulations shall be governed according to the following:

Weight: (i) For single units, it shall be permissible to issue a permit to an overweight motor vehicle pulling a trailer, ~~as long as~~ if the trailer does not transmit more than 500 pounds tongue weight onto the overweight motor vehicle and/or does not result in a greater overage than the single unit by itself. Carriers using this configuration shall use **Weight Table 1**.

(A) If possible, all overweight loads shall be arranged to equalize the weight approximately between axles or axle groups.

Oversize: (ii) When an oversize load includes two (2) or more items hauled along with a one-piece oversize item that has been permitted for its oversize, the two (2) or more pieces shall be allowed if the entire load is being transported or hauled on the same vehicle or trailer, and their combined dimensions do not exceed the dimensions or change the configuration of the permitted portion of the load.

(A) Under no circumstances shall the permitted portion be allowed for the continuous transportation of divisible oversize loads.

(n) **Oversize Vehicle Transport of Legal Loads.** Oversize vehicles may be used to transport legal loads that are smaller and lighter than the vehicles were designed to transport; however, all oversize and/or overweight loads shall meet non-divisible load requirements. Appropriate permits shall also be required for all moves.

(o) **Oversize and/or Overweight Vehicles and/or Loads On or Near Highways.** Oversize and/or overweight vehicles or loads meeting allowable Class B and Class C limits shall not be required to obtain a permit if the load or vehicle is crossing a highway, upon the highway surface, or perpendicular to the highway, but shall comply with the safety measures in Section 8, Safety Measures and Moves. Any movement of this type that exceeds Class B and Class C limits shall obtain proper authorization from the ~~Overweight Loads Office~~ OWL **before beginning the move.**

MAXIMUM ALLOWABLE TABLE

Axles are shown together if the distance from center to center of two (2) consecutive axles is less than seven (7) feet, six (6) inches.

<u>AXLE CONFIGURATION (NUMBER OF AXLES)</u>	<u>MAXIMUM WEIGHTS</u>
O	25,000
OO	55,000
OOO	65,000
OOOO	74,000
OOOOO	85,000
OOOOOO	90,000

3 AXLES**(Not to exceed 25,000 on a single axle or 55,000 on a 2-axle group)****MAXIMUM WEIGHTS**

O 8' OO	70,000
O 9' OO	71,000
O 10' OO	72,000
O 11' OO	73,500
O 12' OO	75,000
O 13' OO	77,500
O 14' OO	80,000

4 AXLES**SINGLE AXLE/ TRIPLE COMBINATION 3-AXLE GROUP****(Not to exceed 25,000 on Single Axle single axle or 65,000 on Triple Axle a 3-axle group)****MAXIMUM WEIGHTS**

O 8' OOO	81,000
O 9' OOO	81,500
O 10' OOO	82,000
O 11' OOO	84,000
O 12' OOO	86,000
O 13' OOO	88,000
O 14' OOO	90,000

TANDEM/TANDEM COMBINATION**(Not to exceed 55,000 on either Tandem Axle 2-axle group)****MAXIMUM WEIGHTS**

OO 8' OO	84,000
OO 9' OO	88,000
OO 10' OO	92,000
OO 11' OO	96,000
OO 12' OO	100,000
OO 13' OO	104,000
OO 14' OO	106,000
OO 15' OO	108,000
OO 16' OO	110,000

TANDEM/SINGLE/SINGLE COMBINATION					MAXIMUM WEIGHTS
OO	8'	O	9'	O	
55,000		14,000		14,000	83,000
OO	8'	O	9'	O	
50,000		20,000		20,000	90,000
OO	8'	O	9'	O	
42,000		25,000		25,000	92,000
OO	8'	O	12'	O	
55,000		20,000		20,000	95,000
OO	10'	O	9'	O	
55,000		17,000		17,000	89,000
OO	10'	O	9'	O	
50,000		22,000		22,000	94,000
OO	10'	O	9'	O	
46,000		25,000		25,000	96,000
OO	10'	O	10'	O	
55,000		21,000		21,000	97,000
OO	12'	O	9'	O	
50,000		25,000		25,000	100,000
OO	12'	O	9'	O	
55,000		22,500		22,500	100,000
OO	14'	O	9'	O	
55,000		25,000		25,000	105,000

5 AXLES		MAXIMUM WEIGHTS
(Not to exceed 55,000 on either 2-axle group)		
OO	8' OO	84,000
OO	9' OO	88,000
OO	10' OO	92,000
OO	11' OO	96,000
OO	12' OO	100,000
OO	13' OO	104,000
OO	14' OO	106,000
OO	15' OO	108,000
OO	16' OO	110,000

5 AXLES**TRIPLE 3-AXLE GROUP/TANDEM COMBINATION****(Not to exceed 65,000 on Triple a 3-axle group or 55,000 on Tandem a 2-axle group)****MAXIMUM WEIGHTS**

OOO 8' OO	90,000
OOO 9' OO	92,000
OOO 10' OO	94,000
OOO 11' OO	97,000
OOO 12' OO	100,000
OOO 13' OO	102,500
OOO 14' OO	105,000
OOO 15' OO	108,000
OOO 16' OO	111,000
OOO 17' OO	115,500
OOO 18' OO	120,000

SINGLE/QUAD 4-AXLE GROUP COMBINATION**(Not to exceed 25,000 on Single Axle a single axle or 74,000 on Quad Axle a 4-axle group)****MAXIMUM WEIGHTS**

O 8' OOOO	86,000
O 9' OOOO	87,000
O 10' OOOO	88,000
O 11' OOOO	89,500
O 12' OOOO	91,000
O 13' OOOO	93,500
O 14' OOOO	96,000
O 15' OOOO	97,500
O 16' OOOO	99,000

6 AXLES**TANDEM/TANDEM/ 3-TANDEM COMBINATION****(Not to exceed 55,000 on any Tandem Axle tandem axle)****MAXIMUM WEIGHTS**

OO 8' OO 8' OO	102,000
OO 9' OO 9' OO	106,500
OO 10' OO 10' OO	111,000
OO 11' OO 11' OO	117,000
OO 12' OO 12' OO	123,000
OO 13' OO 13' OO	129,000
OO 14' OO 14' OO	135,000
OO 15' OO 15' OO	145,500
OO 16' OO 16' OO	156,000
OO 17' OO 17' OO	160,500
OO 18' OO 18' OO	165,000

TRIPLE/TRIPLE 3-AXLE GROUP/3-AXLE GROUP
COMBINATION

(Not to exceed 65,000 on either Triple Axle 3-axle group)

MAXIMUM WEIGHTS

OOO	8' OOO	96,000
OOO	9' OOO	100,000
OOO	10' OOO	104,000
OOO	11' OOO	107,000
OOO	12' OOO	110,000
OOO	13' OOO	113,000
OOO	14' OOO	116,000
OOO	15' OOO	120,000
OOO	16' OOO	124,000
OOO	17' OOO	127,000
OOO	18' OOO	130,000

QUAD 4-AXLE GROUP/TANDEM COMBINATION

(Not to exceed 74,000 on Quad Axle a 4-axle group or 55,000 on Tandem Axle a 5-axle group)

MAXIMUM WEIGHTS

OOOO	8' OO	88,000
OOOO	9' OO	90,000
OOOO	10' OO	98,000
OOOO	11' OO	101,000
OOOO	12' OO	103,000
OOOO	13' OO	106,000
OOOO	14' OO	110,000
OOOO	15' OO	114,000
OOOO	16' OO	119,000
OOOO	17' OO	126,000
OOOO	18' OO	129,000

SINGLE/5-Axle Combination 5-AXLE GROUP
COMBINATION

(Not to exceed 25,000 on Single Axle a single axle or 85,000 on 5-Axles a 5-axle group)

MAXIMUM WEIGHTS

O	8' OOOOO	92,000
O	9' OOOOO	93,500
O	10' OOOOO	95,000
O	11' OOOOO	96,000
O	12' OOOOO	97,000
O	13' OOOOO	98,000
O	14' OOOOO	99,000
O	15' OOOOO	100,000
O	16' OOOOO	101,000
O	17' OOOOO	101,500
O	18' OOOOO	102,000

SINGLE AXLES IN COMBINATION**(Not to exceed 25,000 on any ~~Single Axle~~ single axle)****MAXIMUM WEIGHTS**

O 9' O	50,000
O 9' O9' O	75,000
O 9' O9' O 9' O	100,000
O 9' O9' O 9' O 9' O 22,500 per axle	112,500
O 9' O9' O 9' O 9' O 9' O 22,500 per axle	135,000
O 10' O10' O 10' O 10' O 25,000 per axle	125,000
O 10' O10' O 10' O 10' O 10' O 25,000 per axle	150,000

QUAD 4-AXLE GROUP/TRIPLE 3-AXLE GROUP COMBINATION**(~~not~~ Not to exceed 74,000 on a Quad Axle 4-axle group or 65,000 on a Triple Axle 3-axle group)****MAXIMUM WEIGHTS**

OOOO 8' OOO	97,000
OOOO 9' OOO	100,000
OOOO 10' OOO	104,000
OOOO 11' OOO	107,000
OOOO 12' OOO	111,000
OOOO 13' OOO	115,000
OOOO 14' OOO	121,000
OOOO 15' OOO	127,000
OOOO 16' OOO	135,000
OOOO 17' OOO	139,000

5-AXLE GROUP/TANDEM COMBINATION**(~~Five Axle Group not~~ Not to exceed 85,000 pounds on a 5-axle group or 55,000 on a Tandem Axle not to exceed 55,000 pounds tandem axle)****MAXIMUM WEIGHTS**

OOOOO 13' OO	112,000
OOOOO 14' OO	114,000
OOOOO 15' OO	116,000
OOOOO 16' OO	118,000

Section 5. Statutory and Administrative Exemptions. The following have been exempted from one (1) or more of the statutory limits:

~~The following have been exempted from one or more of the statutory limits:~~

(a) **Primary Tow of Damaged, Disabled, or Abandoned Oversize Vehicles (as prescribed in W.S. 31-18-808[a]) to the Nearest Point of Safekeeping.** ~~Towing of damaged, disabled, or abandoned oversize vehicles as prescribed in W.S. 31-18-808(a) on primary movement to the nearest point of safekeeping by a towing or wrecker company.~~ Any subsequent (secondary) move of disabled oversize vehicles shall be reduced to meet non-divisible load requirements and shall require a separate oversize permit.

(b) **Primary Tow of Damaged, Disabled, or Abandoned Overweight Vehicles.** ~~Towing of damaged, disabled, or abandoned overweight vehicles.~~ If a wrecker/combination wrecker and/or combination unit is overweight when it is towing a vehicle or combination from a crash or motorist assist, the ~~primary~~ **primary** move shall be exempt from any permits whether traveling by a port of entry or ~~not~~ to the nearest point of safekeeping. Any subsequent (secondary) moves by a towing or wrecker company of a damaged, disabled, or abandoned overweight vehicle or combination after the first movement shall require a permit. Secondary tow permits for subsequent moves are available for a ~~period not to exceed~~ **maximum of one (1)** year for a ~~\$50~~ **\$50** fee ~~of \$50~~ per tow truck and shall be reduced to meet non-divisible load requirements. Weights shall not exceed Class B limits.

(c) **Implements and Produce of Husbandry.** ~~Implements and produce of husbandry.~~ (Please see following Section 21, Implements and Produce of Husbandry Moved by Farmers and Ranchers, and Section 22, Implement Dealers, of these rules.)

(d) **Forest Products, Gravel, and Agricultural Products.** ~~Forest products, gravel, and agricultural products~~ For such products that cannot be weighed at the point of loading on primary and secondary highways ONLY, - (Please see following Section 19, Class E and Class F Permits, of these rules.)

(e) **Permits for Multi-piece Divisible Loads (Exceeding 117,000 Pounds) on Primary and Secondary Highways ONLY.** ~~Permits for multi-piece divisible loads exceeding 117,000 pounds on primary and secondary highways ONLY.~~ (Please see following Section 20, Class W Permits, (Multi-piece Loads Exceeding 117,000 Pounds), of these rules.)

(f) **Non-commercial Motor Homes, House Trailers, and Truck Campers in Compliance with W.S. 31-18-802(a)(i)(A).** ~~Non-commercial motor homes, house trailers, and truck campers in compliance with W.S. 31-18-802(a)(i)(A).~~ (Please see following Section 18, Moves of Recreation Vehicles, of these rules.)

(g) **Off-load Permits.** ~~Off load permits may be issued in special circumstances if a~~ If the Department permit-issuing authority determines that a vehicle or load exceeding statutory limits cannot safely be reduced at the location where the violation was discovered, and off-load permit may be issued. These permits authorize separate movements of divisible loads not exceeding Class B limits without Overweight Loads Office (OWL) authority to the **nearest** location (figured by determining the least number of miles traveled on any highway) for reduction in size and/or weight. If the Department determines that carriers are abusing this permit, the load shall be reduced at the violation location or returned to point of loading, regardless of the cost or inconvenience to the carrier.

(h) **Over-the-road Buses, Public Transit Buses, or Motor Homes.** ~~For an over-the-road bus, public transit bus, or motor home, the~~ The weight limit on a single axle is increased to 24,000 pounds on interstate highways ~~ONLY~~ with a one-mile allowance to access terminals and facilities for food, fuel, repairs, and rest. As used in this paragraph, “motor home” means a multipurpose passenger vehicle with motive power that is designed to provide temporary residential accommodations, as evidenced by the presence of at least four (4) of the following facilities: ~~cooking, ; refrigeration or ice box, self-contained toilet, heating and/or air conditioning, a potable water supply system, including a faucet and a sink, ; and a separate 100-125 volt electrical power supply and/or propane.~~

(i) Cooking;

(ii) Refrigeration or ice box;

(iii) Self-contained toilet;

(iv) Heating and/or air conditioning;

(v) Potable water supply system, including a faucet and sink; and

(vi) Separate 100- to 125-volt electrical power supply and/or propane.

(i) **Stinger-steered Automobiles.** These vehicles may exceed 60 feet in single vehicle length, and the power unit may haul freight on backhauls while remaining classified as a truck-tractor, if the combination’s overall length does not exceed 80 feet and the overhang does not exceed four (4) feet to the front and six (6) feet to the rear. As used in this paragraph, “overall length” does not include load overhangs or extendable ramps (flippers) used to achieve the overhangs only when the flippers are supporting a vehicle. “Stinger-steered” means a truck-tractor semi-trailer wherein the fifth wheel is located on a drop frame behind and below the power unit’s rearmost axle.

(j) **Towaway Trailers Transport Combinations.** Such combinations that do not have an overall length more than 82 feet are exempt from the 48-foot length on the semi-trailer and 40-foot length on the trailer or second semi-trailer specified in W.S. 31-18-802(a)(iv)(B). As used in this paragraph, “towaway trailer transporter combination” means a truck-tractor, semi-trailer, trailer, or double semi-trailer combination with a maximum total weight of 26,000 pounds and in which the trailers or semi-trailers carry no property and constitute inventory property of a manufacturer, distributor, or dealer of such trailers or semi-trailers (Fixing American’s Surface Transportation or FAST Act Section 5523). **Note:** this subsection refers to the combination’s trailer lengths.

(k) **Emergency Vehicles.** As used in this paragraph, “emergency vehicle” means a vehicle designed for use under emergency conditions to transport personnel and equipment, support fire suppression, and mitigate other hazardous situations.

(i) These vehicles shall be allowed the following maximum gross vehicle weights (GVWs) on interstate highways ONLY with a one-mile allowance to access terminals and facilities for food, fuel, repairs, and rest:

(A) 86,000 pounds total maximum GVW;

(B) 24,000 pounds on a single steering axle;

(C) 33,500 pounds on a single drive axle;

(D) 62,000 pounds on a tandem axle; and

(E) 52,000 pounds on a tandem rear drive steer axle.

(ii) An emergency vehicle within the specific weight limits listed in the previous subsection (k)(i)(A-E) shall not require an overweight permit. If the emergency vehicle is not responding to a local emergency and exceeds Class B limits, the carrier shall obtain authorization from the OWL before traveling on any Wyoming highway.

(l) **Natural Gas Vehicles.** If operated by an engine fueled primarily by natural gas, such vehicles may exceed any vehicle weight limit up to an 82,000-pound maximum GVW by an amount that is equal to the difference between the vehicle weight attributable to the natural gas tank and fueling system carried by the vehicle and weight of a comparable diesel tank and fueling system on interstate highways with a one-mile allowance to access terminals and facilities for food, fuel, repairs, and rest.

(i) A vehicle may exceed these limits on the power unit for single axle, tandem axle, and federal bridge formula maximum weights if the weight on the power unit does not exceed 2,000 pounds and total GVW does not exceed 82,000 pounds.

(m) **Motor Vehicles with Idle Reduction Technology or Auxiliary Power Units (APUs).** Motor vehicles that use an idle reduction technology or APU to promote fuel use and emissions reductions from engine idling may be allowed up to an additional 550 pounds total in gross axle or bridge formula weight limits.

(i) To be eligible for this exception, the vehicle operator shall prove the following:

(A) APU weight by written certification; and

(B) Demonstration and certification that the idle reduction technology functions at all times.

(ii) Written APU weight certification shall be available if the vehicle is found to be overweight. The additional weight allowed cannot exceed 550 pounds or the weight certified, whichever is less.

Section 6. Permit Fees.

(a) **Class A, B, C, Prior-operation, and ~~off-load~~ permit fees for oversize loads Off-load Permit Fees for Oversize Loads.** Fees shall be \$25 for any vehicle or load exceeding the statutory limits, plus an additional three (3) cents for each foot or fraction thereof exceeding the following dimensions for each mile traveled:

Width: _____ 15 feet
Height: _____ 15 feet
Length (single unit): _____ 75 feet

(i) Width: 15 feet;

(ii) Height: 15 feet; and

(iii) Length (single unit): 75 feet.

(b) **Class A, B, C, D, Prior-operation, and ~~off-load~~ permit fees for overweight loads Off-load Permit Fees for Overweight Loads.** Fees shall be six (6) cents for each ton or fraction thereof exceeding the statutory limits for each mile traveled, with a \$40 minimum fee ~~of~~ \$40.

(c) **Loads Exceeding 125 Tons (250,000 pounds) or Allowable Weights.** A permit ~~Permits~~ for ~~such~~ loads ~~exceeding 125 tons (250,000 pounds) or exceeding allowable weights~~ may require additional analysis to determine routing, structure, and highway capabilities to withstand the load. Permits shall not be issued until the permit holder has paid all costs the Department incurs to process the permit. These costs shall include amounts spent analyzing routes, ~~as well as~~ and the cost of sending personnel to accompany load movement.

(d) **~~Class D permit fees~~ Permit Fees.** Fees are \$50 for oversize and a \$40 (minimum) ~~of \$40~~ for overweight. The overweight fee is computed at ~~the rate of~~ six (6) cents per ton mile or fraction thereof on weight exceeding the statutory limit. The applicant shall declare the total mileage when applying.

(e) **~~Class E and F permit fees~~ Permit Fees.** Fees are as follows: ~~a one trip permit may be obtained for a fee of \$15 and \$50 for an extended period not to exceed 90 days.~~

(i) \$15 fee for a single trip permit, and

(ii) \$50 fee for an extended period not exceeding 90 days.

(f) **Commercial Moves for Oversize Recreational Vehicles.** The permit fee ~~for commercial moves for oversize recreational vehicles~~ shall be \$250.

(g) **Custom Harvest Fee.** The ~~custom harvest~~ fee for a ~~90-day~~ 90-day permit is \$50 for oversize and a ~~\$40 (minimum) of \$40~~ for overweight. The overweight fee is computed at ~~the rate of six (6) cents per ton mile or fraction thereof on weight exceeding the statutory limit.~~

Section 7. Permitted Hours and Dates of Movement; Weather Conditions.

(a) ~~Hours.~~ The movement of any oversize load or vehicle shall be made only during daylight hours, except for the following:

(i) With Wyoming Highway Patrol (WHP) ~~permission of the Wyoming Highway Patrol.~~

(ii) A single unit as part of a combination exceeding 60 feet ~~in length long,~~ properly permitted, signed, and lighted as required in Section 8, Safety Measures and Moves—~~provided Moves, if the overall combination length of the combination does not exceed is less than 110 feet.~~

(iii) A single unit alone exceeding 60 feet ~~in length long,~~ properly permitted, signed, and lighted as required in Section 8, Safety Measures and Moves—~~provided Moves, if the total length of the single unit length does not exceed 75 feet.~~

(iv) A load up to 10 feet wide properly permitted and equipped as required in Section 8, Safety Measures and Moves, on INTERSTATE HIGHWAYS ONLY (with a 5-mile allowance given on primary and secondary highways for food, fuel, services, and/or terminal or point of delivery).

(v) If properly permitted, signed, and lighted as required in Section 8, Safety Measures and Moves, and escorted as required in Section 10, Escort Equipment, a vehicle or load responding to ~~the location of the an~~ emergency or train derailment (~~not including the return trip~~ not including the return trip) as determined by the ~~Wyoming Highway Patrol~~ WHP shall be allowed to operate after hours as follows:

(A) Interstate ~~highways—a~~ Highways. A vehicle or load more than 10 feet wide shall have one (1) escort to the rear.

(B) Primary and ~~secondary highways—a~~ Secondary Highways. A vehicle or load more than eight (8) feet, six (6) inches wide shall have one (1) front escort ~~front~~ and one (1) to the rear escort .

(C) ~~Over length loads~~ Length Loads. Loads shall meet requirements found in Section 7(a)(ii).

(vi) Permit-issuing authorities may restrict movements to daylight hours of minimum traffic volume. These hours may be stipulated as a condition of the permit.

(vii) Any load exceeding 18 feet wide shall not be allowed to travel on any primary and secondary highway during hours of local school bus traffic or heavy commuter traffic (as determined by the Overweight Loads Office [OWL]).

(b) Overweight movements meeting legal size requirements ~~are allowed to~~ may move with a permit and are not limited to operating during daylight hours. ~~These vehicles are not limited to operating during daylight hours.~~

(c) Permits shall be issued for a reasonable ~~amount of time period~~ to complete the movement, but not to exceed four (4) days. The Department shall take extenuating circumstances (such as illness, weather, mechanical problems, and so forth) into account in determining whether to grant an extension. Date extensions may be obtained from the appropriate ~~permit-issuing~~ permit-issuing authority.

(d) Oversize movements requiring escorts shall not be allowed on legal holidays or during local celebrations when heavy local traffic is anticipated. Legal holidays when travel shall be restricted are the following:

(i) New Year's Day – January 1

(ii) Memorial Day – ~~The~~ last Monday in May

(iii) Independence Day – July 4

(iv) Labor Day – ~~The~~ first Monday in September

(v) Thanksgiving Day – ~~The~~ fourth Thursday in November, restricted on Thanksgiving Day only

(vi) Christmas Day – December 25

(e) Moves requiring escorts shall not be permitted to travel from one-half hour after sunset the evening before a holiday until one-half hour before sunrise the day after the holiday. ~~When a holiday is combined with a weekend for a 3-day weekend, these restrictions shall be in force from one-half hour after sunset the day preceding the holiday weekend until one-half hour before sunrise the day following the holiday weekend. When a holiday falls on a Saturday, no move requiring escorts shall be permitted from one-half hour after sunset Thursday until one-half hour before sunrise Monday. When a holiday falls on a Sunday, no move requiring escorts shall be permitted from one-half hour after sunset Friday until one-half hour before sunrise Tuesday. Permits requiring escorts during holiday weekends or as determined by the Overweight Loads Office may exceed four days.~~

(i) When a holiday is combined with a weekend for a three-day weekend, these restrictions shall be in force from one-half hour after sunset the day preceding the holiday weekend until one-half hour before sunrise the day following the holiday weekend.

(ii) When a holiday falls on a Saturday, no move requiring escorts shall be permitted from one-half hour after sunset Thursday until one-half hour before sunrise Monday.

(iii) When a holiday falls on a Sunday, no move requiring escorts shall be permitted from one-half hour after sunset Friday until one-half hour before sunrise Tuesday. Permits requiring escorts during holiday weekends or as determined by the OWL may exceed four (4) days.

(f) In cases of extreme emergencies where oversize and/or overweight moves requiring escorts must be made on legal ~~holiday~~ holidays or weekends, the ~~Wyoming Highway Patrol WHP~~ shall be contacted. If the ~~Wyoming Highway Patrol WHP~~ concurs the move is necessary, it shall assist in obtaining the appropriate permission.

(g) The ~~Wyoming Highway Patrol or Wyoming Department of Transportation or WHP~~ may halt or limit any movement ~~that is~~ damaging the highway or poses posing a hazard to the motoring public.

(h) Oversize and/or overweight loads also may be restricted during inclement weather on ice- and snow-covered highways. Inclement weather includes rain, fog, snow, ice, and high-wind conditions that highly impact travel (such as black ice, slick spots, drifted and blowing snow, or reduced visibility). Transportable homes, office trailers, and all other vehicles prone to blowing over or being blown off the highway shall observe closures to light, high-profile vehicles and not travel in strong winds or other extreme blow-over conditions.

(i) Oversize loads shall not be allowed to move if the highway is restricted to no unnecessary travel or if ~~tire chains are required~~ the chain law is in effect. The ~~Wyoming Department of Transportation or Wyoming Highway Patrol WHP~~ may restrict movements of specific oversize loads because of ~~low visibility or high winds~~ inclement weather. A load may proceed or return to the nearest parking area or town. At no time shall the move continue beyond these points unless ~~approved by the Wyoming Highway Patrol WHP~~ WHP approves.

(ii) ~~Weather-related~~ Weather-related restrictions are as follows:

~~Class 1~~ (A) Class 1 Restriction. This restriction includes mobile homes and all light oversize loads. Generally, when maintenance implements “9-4” conditions, this will automatically create a Class 1 Restriction. If maintenance has not issued “9-4” conditions, a trooper may issue a Class 1 Restriction; based on ~~his or her~~ the trooper’s individual observation of high wind conditions in a particular area.

~~Class 2~~ (B) Class 2 Restriction. ~~Escorted~~ Only escorted movements ~~only will~~ shall be restricted.

~~Class 3~~ (C) Class 3 Restriction. ~~Overwidth~~ Only overwidth movements ~~only will~~ shall be restricted.

Class 4 (D) Class 4 Restriction. All oversize movements ~~will~~ shall be restricted.

These restrictions do not apply to loads that are only overweight ~~only~~.

Section 8. Safety Measures and Moves. All oversize and/or overweight movements shall observe the following stipulations during the movement.

~~All oversize and/or overweight movements shall observe the following stipulations during the movement:~~

(a) **Slow-moving Vehicle Emblem.** Movements designed for operation at speeds of 25 miles per hour or less shall display a ~~slow-moving~~ slow-moving vehicle emblem on the rear of the vehicle. Equipment or vehicles being hauled at speeds over 25 miles per hour shall have the ~~slow-moving~~ slow-moving vehicle emblem covered or removed.

(b) **Flags.** Oversize movements are confined to daylight hours when travel conditions are favorable, except as provided in Section 7, Permitted Hours and Dates of Movement; Weather Conditions. ~~Warning flags are required on all overwidth vehicles and/or loads and when the rear overhang exceeds the end of the vehicle by 4 feet or more.~~ The minimum ~~flag size of flags~~ flag size is 12 ~~square~~ square inches ~~square~~, and flags shall be red or fluorescent orange. ~~Flags on overwidth vehicles and/or loads, shall be placed at the four corners and extremities of the vehicle and/or load as follows~~ in the following manner:

(i) **Front – Fastened** fastened to each front corner of the vehicle and/or load if it exceeds legal width.

(ii) **Rear – Fastened** fastened to each rear corner of the vehicle and/or load if it exceeds legal width.

(iii) **Side – Fastened** fastened to mark any extremity, when the extremity is wider than the front or rear of the vehicle and/or load.

(iv) **Rear Overhang overhang on all oversize loads** – ~~If fastened to the rear overhang is 2 feet wide or less, only one flag is required on the end. If the overhang that exceeds 2 feet wide, 2 flags are required on the end to indicate the maximum width~~ vehicle by four (4) feet or more.

(A) If the overhang is two (2) feet wide or less, only one (1) flag is required on the end.

(B) If the overhang exceeds two (2) feet wide, two (2) flags are required to indicate overhang width.

(c) ~~Over length loads authorized to travel after daylight hours~~ **Over Length Loads Authorized to Travel After Daylight Hours.** Such loads shall require a red lamp and red reflector on each corner of the load. The lamp and the reflector shall be visible from the rear and from each side so as to indicate maximum overhang. These lights shall be clearly visible at least 1,000 feet from ~~the front~~ each side and rear of the vehicle.

(d) ~~Overwidth vehicles or loads authorized to travel after daylight hours~~ **Overwidth Vehicles or Loads Authorized to Travel After Daylight Hours.** Such vehicles or loads shall require an amber clearance light on each front corner and a red clearance light on each rear corner of the load or vehicle, whichever is wider, as well as any extremity or projection. Such loads shall also display a revolving amber light, amber strobe light, or a pair of 2 two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clearly visible at least 1,000 feet from the front and rear of the vehicle.

(e) **Warning Signs.** Oversize movements shall display warning signs that read *OVERSIZE LOAD* and that are fully visible from the front and rear. The signs shall have a yellow background and be at least 60 inches wide by 10 inches high, with black letters at least eight (8) inches high and one (1) inch wide printed on a single line. The signs shall be kept clean, shall be fully visible, and shall not cover lights, reflectors, or license plates on the vehicle.

(i) Buses longer than 60 feet, but not exceeding 75 feet, shall not be required to display oversize load signs.

(ii) Oversize load signs shall not be displayed on motor vehicles, semi-trailers, trailers, and escort vehicles after they have completed the permitted move or when such vehicles being operated do not exceed size limits.

(f) **Mirrors.** Motor vehicles constructed or loaded to obstruct the driver's view to the rear from the driver's position shall be equipped with outside mirrors on both sides, and located to reflect to the driver a view of the roadway to the rear of the vehicle. If the vehicle is required to have a rear escort, the rear view mirrors do not have to be positioned outside the dimensions of the vehicle or load to reflect a view of the roadway to the rear of the vehicle. This paragraph in no way supersedes requirements in W.S. 31-5-954 or Title 49 CFR Code of Federal Regulations (C.F.R.) §393.80, ~~both of which require a vehicle to be equipped with mirrors.~~

(g) **Escorts for width— Width.** Two (2) escorts (one front and one rear) shall be required on ~~two-lane~~ two-lane primary and secondary routes when any portion of the vehicle or load extends to the left of the highway centerline or the movement is 14 feet wide or greater. One (1) escort (rear) shall be required on interstate and divided highways and ~~four-lane~~ four-lane roadways with a left turn center lane when the movement is 15 feet wide or greater. An escorted movement primarily traveling on an interstate or divided highway shall be exempt from two-lane route escort requirements when traveling on a two-lane primary or secondary route is necessary to reach a port of entry and the distance traveled on the two-lane route does not exceed five (5) miles. The Wyoming Highway Patrol WHP may require additional escorts depending on load width. ~~Eseort(s)~~ Escorts shall maintain a distance of approximately 1,000 feet from the oversize load, unless a shorter distance is necessary to provide control over the move.

(h) **Escorts for length— Length.** On ~~two-lane~~ two-lane primary and secondary routes, two (2) escorts (one front and one rear) shall be required for movements ~~at a minimum of~~ 110 feet in overall length or for moves that extend to the left of the centerline at any time during the move. On interstate and divided highways, ~~eseorts~~ one (1) escort to the rear for length shall be required for movements 150 feet or longer in overall length or at the discretion of the Overweight Loads Office OWL. An escorted movement primarily traveling on an interstate or divided highway shall be exempt from two-lane route escort requirements when traveling on a two-lane primary or secondary route is necessary to reach a port of entry and the distance traveled on the two-lane route does not exceed five (5) miles ~~A chart showing escort requirements for combined width and length is available through the Wyoming Highway Patrol website at www.whp.dot.state.wy.us.~~ ~~Eseort(s)~~ Escorts shall maintain a distance of approximately 1,000 feet from the oversize load, unless a shorter distance is necessary to provide control over the move.

(i) **~~Eseort~~ Escorts for rear overhang—Rear Overhang.** One (1) escort to the rear shall be required on all highways for rear overhangs of 25 feet or more. ~~Eseort(s)~~ Escorts shall maintain a distance of approximately 1,000 feet from the oversize load, unless a shorter distance is necessary to provide control over the move. If the equipment has a permanent bumper ~~on it~~ meeting the requirements of 49 C.F.R §393.86 for rear impact guards and rear bumper end protection, measurements begin at the rear of the bumper. If the equipment does not have a permanent bumper ~~on it~~, measurements begin at the rear of the last tire at the back of the equipment.

(j) **~~Eseort~~ Escorts for height—Height.** On all highways, any move exceeding 17 feet shall require an escort to the front with a height-measuring device. ~~An escort Permit-issuing authorities have the discretion to require escorts for heights 17 feet or less shall be at the discretion of the permit-issuing authorities.~~ An escort for height shall maintain a minimum distance of 1,000 feet from the load, unless a shorter distance is necessary to provide control over the move.

(k) **Escorts for overweight—Overweight.** Any overweight move with special restrictions imposed by the Department's Bridge Program OWL shall require a rear escort on all highways. ~~Additional The OWL may require additional escorts may be required by the~~ Overweight Loads Office depending on the load restrictions. ~~Escort(s)~~ Escorts shall maintain a distance of approximately 1,000 feet from the load, unless a shorter distance is necessary to provide control over the move.

(l) **Headlights and Taillights.** All oversize vehicles shall have headlights and taillights illuminated and visible during movement.

(m) **Utility Moves to Accommodate Load Movements** The permit holder shall ~~be responsible for determining~~ determine if the vehicle or load dimensions ~~of the vehicle or load~~ can traverse the proposed route safely without damaging the highway, appurtenances, overhead wires, or structures. Should lifting overhead wires be necessary, the permit holder shall notify the utility in charge of such wires. The permit holder shall bear all costs incurred unless the wires are lower than regulations require. If the wires are lower than required, the utility shall pay for such costs.

(n) **Local Approval.** The permit holder shall ~~be responsible for contacting~~ contact city and/or county officials for approval for transportation on their roads.

(o) **Damage.** The permit is in no way a guarantee by the State of Wyoming or its agents that the load shall clear any structure or bridge. The applicant operating under this permit assumes full responsibility for ~~any and~~ all damage to the highways, bridges, and appurtenances ~~as a result of~~ resulting from transporting the load described in the permit. The permit holder is also responsible for checking weather conditions and size and weight restrictions before and during the movement.

(p) **Ports of Entry.** All permitted loads shall stop at the first available port of entry, which shall not exceed five (5) miles from its route for each separate movement, and any port of entry along the route if directed by a regulatory sign, unless the permit-issuing authority approves an exception and such an exception is indicated on the permit.

Section 9. Escort Procedures. The following procedures shall be mandatory minimum requirements for all escorted moves:

~~The following procedures shall be mandatory minimum requirements for all escorted moves:~~

(a) **Speed limits Limits.** All escorted moves shall follow speed limits imposed by the permit-issuing authority ~~shall govern all escorted moves. Moves shall not exceed the legal or posted speed limit.~~

(b) **Route—Route.** All moves shall be made on highways designated on the permit. Alternate routes shall not be used without a permit-issuing authority's prior approval.

(c) **~~Time of movement~~— Movement.** All loads requiring escorts shall be made during daylight hours ~~and at the times specified on the permit, except in Section 7, Permitted Hours and Dates of Movement; Weather Conditions.~~ ~~Class C permit holders shall move during hours of minimum highway travel.~~

(d) **~~Weather~~— Weather.** Escorted loads shall not be allowed to move if the highway is restricted to no unnecessary travel or if ~~tire chains are required~~ the chain law is in effect. The ~~Wyoming Department of Transportation~~ or Wyoming Highway Patrol (WHP) may restrict movements of specific oversize and/or overweight loads because of ~~low visibility or high winds~~ inclement weather. A load may proceed or return to the nearest parking area or town. At no time shall the move continue beyond these points unless approved by the ~~Wyoming Highway Patrol~~ WHP.

(e) **~~Traffic~~— Traffic.** Escorted movements shall be conducted to minimize any impediment to other highway users. An escorted movement shall move to the highway shoulder whenever vehicular traffic behind the movement becomes congested and shall remain off the main traveled portion of the roadway until the following traffic has cleared. Escort vehicles shall not deviate from their primary travel lane in any attempt to force oncoming traffic off the roadway.

(f) **~~Obstacles~~— Obstacles.** When safety dictates, escorted moves approaching narrow bridges or other obstacles posing potential hazards shall be halted. The move shall be removed from the traveled way until the escort vehicle proceeds past the obstacle and halts approaching traffic. A traffic crash with lane blockage shall be considered an obstacle, and escorted moves shall be allowed to continue only at WHP's ~~the direction of the Wyoming Highway Patrol.~~ The escorted movement may proceed past the obstacle when safe.

(g) **~~Minimum number of escorts~~— Number of Escorts.** Please refer to preceding Section 8, Safety Measures and Moves, for escort requirements.

(h) **Two (2) Oversize Load Convoys.** Two (2) oversize loads, each requiring escorts, may travel together on a two-lane highway ~~maintaining and shall maintain~~ a distance of approximately 1,000 feet apart, ~~as long as if~~ neither load exceeds 16 feet wide or 110 feet overall length and both loads are less than 16 feet high. One (1) escort in front of the first load and one (1) escort behind the second load shall be maintained at a distance of approximately 1,000 feet from the movement, unless a shorter distance is necessary to control the movement. On interstate or four-lane highways, if neither load exceeds 18 feet wide or 130 feet overall length and both loads are less than 16 feet high, one (1) escort to the second load's rear of the second load shall be maintained at a distance of approximately 1,000 feet, unless a shorter distance is necessary to control the movement, ~~as long as neither load exceeds 18 feet wide or 130 feet overall length.~~

(i) **Three (3) Oversize Load Convoys.** A third oversize load requiring escorts cannot travel with a group of two (2) oversize loads, but shall remain at a minimum distance of one-half mile from the group unless otherwise authorized by ~~Overweight Loads Office~~ the OWL and shall also have its own ~~escort(s)~~ escorts.

(j) **Four (4) Oversize Load Convoys.** A convoy of four (4) oversize loads requiring escorts ~~and not requiring a height pole~~ may travel in two (2) groups separated by a distance of at least one-half mile. ~~Each group shall have its own escorts unless otherwise authorized by Overweight Loads Office the OWL. Each group shall have its own escort(s).~~

(k) **Emergency Move Convoys.** Emergency moves requiring escorts shall not be allowed to convoy outside daylight hours.

(l) **Obstructed Four-lane Divided Highways.** When moves are confined to four-lane divided highways, and a segment of one (1) lane is closed for repairs and the other lane is being used for two-way traffic, additional escorts may be required if a special hazard exists or the movement cannot be kept to the right of the centerline.

(m) **Escorted Moves on Interstate and Two-lane Highways.** Moves requiring escorts and using the interstate highways and intervening two-lane highways shall need one (1) escort for the interstate and two (2) for the two-lane highways.

(n) **Parking.** ~~Drivers of escort~~ Escort vehicles shall ~~insure~~ ensure that escorted movements do not park on the ~~highway's~~ main traveled portion or ~~the shoulder of the highway~~ unless it becomes necessary in an emergency, or to pass an obstacle properly. Should it be necessary to park an oversize movement because of an emergency, the load ~~will~~ shall be adequately protected by flagmen, flares, an escort vehicle, and/or other suitable warning devices.

Section 10. Escort Equipment. The following requirements are the minimum equipment needed for escorting oversize and/or overweight movements:

~~(a) — The following requirements are the minimum equipment needed for escorting oversize and/or overweight movements:~~

(a) (i) **Escort Vehicles.** ~~Escort vehicles~~ Vehicles shall be licensed, single motor vehicles meeting minimum statutory requirements of a motor vehicle. Motorcycles or vehicles in combination shall not be allowed to serve as escort vehicles.

(b) (ii) **Flashing Lights.** Escort vehicles shall display a revolving amber light, amber strobe light, or a pair of 2 two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clearly visible at least 1,000 feet from the front and rear of the vehicle. Flashing lights shall not be ~~utilized~~ used when not accompanying an approved permitted move.

(c) (iii) **Signs.** ~~Escort vehicle(s)~~ vehicles shall display warning signs as described in Section 8(e) of these rules ~~and regulations~~. Oversize load signs shall not be displayed except when the vehicle is actually escorting an oversize load.

(d) ~~(iv)~~ **Additional Signs.** When the Department ~~Bridge Program~~ designates a bridge as *Reduced Speed*, a warning sign that reads *CAUTION – This vehicle must slow down to 5 mph to cross bridges* is required. The signs shall have a yellow background and be at least 60 inches wide by 10 inches high and displayed on the rear of the vehicle or load. The word *CAUTION* shall be in black letters at least eight (8) inches high and with two-inch wide black lettering for the remaining description. The signs shall be kept clean, shall be fully visible, and shall not cover *OVERSIZE LOAD* signs, lights, reflectors, or license plates on the vehicle.

(e) ~~(v)~~ **Flags.** Escort vehicles shall conspicuously display red or fluorescent orange flags mounted on a staff at each end of the oversize load sign. Flags shall be at least 12 square inches ~~square~~.

(f) ~~(vi)~~ **Headlights.** Headlights and taillights on escort vehicles shall be illuminated and visible during movement.

(g) ~~(vii)~~ **Communications.** Escorted vehicles and escort vehicles shall be equipped with ~~2-way~~ two-way radios always capable of transmitting and receiving ~~at all times~~. **Cellular or satellite telephones do not meet with this requirement.**

(h) ~~(viii)~~ **Warning and Safety Devices.** Escort vehicles shall be equipped with emergency triangles, extra oversize load ~~sign(s)~~ signs and ~~flag(s)~~ flags, and a fire extinguisher with a minimum ~~5-pounds~~ 5-pound capacity and a BC (flammable liquids and electrical equipment) multi-use rating or a ~~10-pounds~~ 10-pound BC rating for hazardous material loads.

Section 11. Rating and Posting of Highways and Structures. Certain highways and structures may be restricted to loads of less than statutory limits. When a reduced size or weight is necessary, the highway and/or structures shall be posted with maximum allowable limits.

~~Certain highways and structures may be restricted to loads of less than statutory limits. When a reduced size or weight is necessary, the highway and/or structures shall be posted with maximum allowable limits.~~

Section 12. Damage to Highways and Structures.

(a) Should damage occur to the roadway, structures, or any highway property during an oversize and/or overweight ~~and/or oversize~~ load move, the permit holder shall: ~~immediately stop the movement, contact Wyoming Department of Transportation or Wyoming Highway Patrol, and correct the condition causing the damage. Regardless of whether a Department inspector accompanies the move, the person or company causing the damage shall reimburse the Department for costs. The issuance of a permit or permission shall not be construed to warrant the condition of the highway and/or structures and shall not relieve the holder from responsibility for damages.~~

(i) Immediately stop the movement;

(ii) Contact the Department or Wyoming Highway Patrol (WHP); and

(iii) Correct the condition causing damage.

(b) Regardless of whether a Department inspector accompanies the move, the person or company causing the damage shall reimburse the Department for costs.

(c) Permit issuance or permission shall not be construed to warrant the condition of the highway and/or structures and shall not relieve the holder from responsibility for damages.

Section 13. Penalty for Violation.

(a) Any person failing to comply with these rules ~~and regulations~~ shall be subject to the penalties set forth in W.S. 31-18-805, and the permit shall be subject to revocation.

(b) Nothing contained in ~~this chapter of these rules and regulations~~ shall be construed to permit an oversize and/or overweight vehicle that has not previously obtained a permit or permission ~~in advance~~ to be operated on the Wyoming highways ~~of this state~~.

Section 14. National Defense. The size and weight limits set forth in these rules shall not apply to special military movements (military vehicle or load and operator/driver) on the highway system.

~~The size and weight limits set forth in this chapter of rules and regulations shall not apply to special military movements (military vehicle or load and operator/driver) on the highway system.~~

~~Section 15. Class C Self-issuing Permit Procedures.~~

~~Class C (self-issuing) permits are issued upon request to qualified residents of the State of Wyoming by the Overweight Loads Office. These permits authorize separate movements of non-divisible loads that do not exceed the Class C limits indicated in Section 4, Permit-issuing Authorities and Types of Permits Available.~~

~~(a) Application and Accountability~~

~~(i) Resident individuals and companies requesting issuance of Class C permits shall complete a written application (Form M 45). Carriers may obtain an application from the Wyoming Highway Patrol website www.whp.dot.state.wy.us. Return the completed application with check to the Overweight Loads Office at 5300 Bishop Blvd., Cheyenne, WY 82009-3340.~~

~~(ii) Class C permits shall be issued by the Overweight Loads Office after:~~

~~(A) Applications have been reviewed and approved~~

~~(B) — Applicants shall attend a self-issue class administered by Overweight Loads Office to receive instruction on the rules and regulations governing the use of the permits.~~

~~(C) — Carriers shall not have a conditional or unsatisfactory safety rating to be eligible for self-issuing permits. — The carrier shall have been in business for one year and received a US DOT number.~~

~~(D) — Carriers shall present a valid Wyoming operating authority letter, and all vehicles shall be properly registered in Wyoming to use a Class C permit.~~

~~(E) — The established fee has been paid to the Department for permits requested.~~

~~(iii) — The number of permits issued shall be accounted for by the holder at all times upon request by the Overweight Loads Office. — If a permit is lost or destroyed, the holder shall notify the Overweight Loads Office at once. — Failure to notify the Overweight Loads Office may be grounds for suspension of the privilege of writing self-issuing permits.~~

~~(b) — Restrictions on Use~~

~~(i) — Class C permits are valid for separate movements only.~~

~~(ii) — The route of the proposed movement shall be checked prior to completing the permit form for restrictions placed by the Department. — The restrictions may be found on WYDOT's website.~~

~~(iii) — Should the proposed movement exceed the Class C limits specified in Section 4, Permit-issuing Authorities and Types of Permits Available, the self-issuer shall obtain approval from the Wyoming Highway Patrol Overweight Loads Office.~~

~~(iv) — Self-issuing permit holders shall only issue permits for vehicles owned or leased by them. Permits shall not be issued to other individuals or companies.~~

~~(A) — Loads to be moved with self-issuing permits shall weigh at the first available certified scale along the route not to exceed 5 miles from the declared route of travel.~~

~~(B) — If weight cannot be obtained under this premise, prior or estimated weights shall be used, and the permit shall be filled out completely.~~

~~(C) — If a load is within 5 miles of a certified scale prior to operating on any highway, the permit shall be completely filled out except for weights. — The company or driver shall note on permit where the load will be weighed. — Weights shall be filled in when obtained.~~

~~(D) — Additionally, all permitted loads shall stop at the first available port of entry or if they pass a regulatory sign directing them to do so. If the port of entry is closed, it shall be indicated on the permit along with the date and time by the permit holder.~~

~~(v) — Self issuing permits cannot be issued for moving transportable homes or divisible loads.~~

~~(vi) — No self issuing permit holder shall be allowed to fax Class C permits.~~

~~(e) — Completion and Disposition of Permits~~

~~(i) — The permit shall be fully completed before the movement begins (except as provided in [b][iv]above), and the white and the hard copy of the permit shall be carried in the vehicle to which it refers and displayed to any permit issuing authority or law enforcement upon request.~~

~~(ii) — The dates of movement on the permit shall be only those necessary to complete the move.~~

~~(iii) — Disposition of copies: white and hard copies of permits shall be submitted or mailed within 48 hours after the completion of movement to the Overweight Loads Office. The yellow copy shall be maintained by the company.~~

~~(iv) — Permits received in the Overweight Loads Office after the 9th day of the following month will be considered late. Continued late permits will result in the suspension of permit privileges.~~

~~(d) — Submission of Fees~~

~~(i) — Fees for self issuing permit invoices shall be submitted to the Financial Services Program, Wyoming Department of Transportation, 5300 Bishop Blvd., Cheyenne, WY 82009-3340. **Payments shall be received not later than the invoice due date,** for all permits used the preceding month. Any delinquency of payments may be cause for cancellation from the Self issuing Permit Program. Remittances not paid in full may be grounds for cancellation from the Self issuing Permit Program.~~

~~(ii) — Permits and fees shall be audited by the Overweight Loads Office. Discrepancies may be grounds for suspension of the privilege of writing self issuing permits.~~

~~(iii) — Delinquent Payments: Any company involved in the Self issuing Permit Program whose payment for an invoice is delinquent shall be subject to the following penalties:~~

~~(A) — The Overweight Loads Office may determine that no permits shall be used until the amount due has been paid.~~

~~(B) — The first time a payment is delinquent, the company shall be contacted by the Overweight Loads Office and usage privileges shall be suspended until the permit holder is notified that the payment has been received.~~

~~(C) — The second delinquent payment within any 12 consecutive months shall result in an automatic 90 day suspension of usage privileges and possible re-training of company personnel in the use and preparation of self-issuing permits.~~

~~(D) — The company shall submit in writing actions taken to prevent delinquency from re-occurring.~~

~~(e) — Penalty for Misuse or Abuse of Self-issuing Permits~~

~~Holders of self-issuing permits shall be responsible for the proper use and preparation of self-issuing permits as well as proper training of all personnel involved in the use and preparation of self-issuing permits. An audit or investigation by the Overweight Loads Office revealing any discrepancies in the permit holder's operation (such as improperly completed permits, habitual or recurrent violations, frequent or continual delinquency or non-payment of fees, and so forth) may result in the permit holder's self-issuing permit privileges being suspended, canceled, or revoked. Participation in the Self-issuing Permit Program is a privilege, not a guaranteed right.~~

~~(f) — Penalty for Lost Self-Issuing Permits~~

~~Any self-issuing permit reported lost shall be invoiced \$100, per permit. The permit fee is non-refundable, even if the permit is located at a later date. Lost permits shall be considered null and void. Excessive loss of permits may be cause for cancellation from the Self-issuing Permit Program.~~

~~(g) — Name Change or Self Termination~~

~~(i) — Any time a company is acquired or has a name change the Overweight Loads Office shall be notified in writing.~~

~~(A) — All companies that are acquired or have a name change shall comply with Application and Accountability.~~

~~(B) — If the old company has been acquired by an existing self-issuing holder, then all permits shall be returned to Overweight Loads Office from the old company and fees, if any, shall be paid.~~

~~(ii) — At any time, a company may self-terminate from the self-issuing Program.~~

~~(A) — The company shall provide a termination letter to the Overweight Loads Office.~~

~~(B) The company shall return all existing self-issuing permits or permits reported as lost, mutilated, and so forth, and pay all outstanding fees and penalties.~~

~~(C) All unpaid fees will be dealt with as provided by W.S. 31-18-707.~~

Section ~~16~~ 15. Procedure for Obtaining Classes of Permits.

(a) A permit shall be obtained on the Wyoming Highway Patrol (WHP) website or from any permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types Available. Individuals and companies requesting any permit class must, at a minimum, gain approval before movement.

~~(a b) Requests for Class A (super load) permit approval of Class A (Super Load) permits shall be made through the Overweight Loads Office (OWL) on the WHP website. An approved application may be submitted via email. This information can be found on the Wyoming Highway Patrol website: www.whp.dot.state.wy.us. Applications for permits may be approved Monday through Friday from 7:30 a.m. to 4:30 p.m. The office is closed on weekends and holidays.~~

~~(b) Requests for approval of Class B, D, E, and F permits shall be made to permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Types of Permits Available. Carriers may also obtain an application for Class B or Class W from the Wyoming Highway Patrol website.~~

(c) The following information may be needed from individuals and companies requesting any permit class of permit before approval is given:

- ~~(i) The name~~ Name of the company or individual responsible for the move;
- ~~(ii) The Applicant's~~ Applicant's address and telephone number ~~of the applicant;~~
- ~~(iii) The name~~ Name of the individual requesting permission;
- ~~(iv) A definitive~~ Definitive description of the load to be moved (make, model number, unit number, serial number, and so forth);
- ~~(v) The origin~~ Origin and destination for the move;
- ~~(vi) The proposed~~ Proposed route of movement, including all highways;
- ~~(vii) The total~~ Total miles to be traveled;
- ~~(viii) The axle~~ Axle configuration, including distances between axles and tire size;

- (ix) ~~The axle~~ Axle and gross weights;
- (x) ~~The overall~~ Overall length, single vehicle ~~length(s)~~ length, rear overhang length, width, and height of proposed load;
- (xi) All appropriate license numbers, ~~US DOT~~ USDOT number, regulatory authority information, and unit numbers; and
- (xii) Any other requested information concerning the move.

(d) Individuals or companies without proof of vital base plates and/or registration, a valid USDOT number, or proper regulatory authority (when required) shall not be given a permit or permission.

(~~d e~~) ~~The permit issuing~~ permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types of Permits Available, may impose restrictions, requirements for lighter loads, alternate routes, or other conditions to ~~insure~~ ensure the highway system's structural integrity ~~of the highway system~~ while minimizing the inconvenience to other highway users.

(~~e f~~) Requests for all permit classes ~~of permits~~ may be approved if the movement does not exceed the limits indicated in the applicable tables. For some moves, a thorough study of the proposed route is necessary and may require ~~48~~ 72 or more hours to complete.

(~~f g~~) Requests for all permit classes ~~of permits~~ shall be processed upon approval and receipt of the proper permit fees. ~~Copies shall be accepted for all classes of permits (excluding Class C).~~

Section ~~47~~ 16. Class D Permits.

(a) Permits may be obtained for ~~a period not exceeding up to one~~ (1) year. These permits shall authorize the movement of vehicles without a load; or meeting non-divisible load requirements. Class D permits shall also authorize the movement of a trailer carrying a recreational boat that exceeds statutory weight limits and/or size limits up to 12 feet wide, 15 feet high, and 75 feet long for single vehicles. Class D permits are not authorized for transportable homes (see Section 4, Permit-issuing Authorities and Permit Types of Permits Available).

(b) Class D oversize permits are issued to a specific unit, and, if applicable, power unit, and/or load (a vehicle identification number or serial number shall be required for each specific piece of equipment indicated on the permit). If a piece of equipment is not shown on the permit, the permit is not valid for the move. Oversize vehicles may transport ~~legal-sized~~ legal-sized loads ~~providing if~~ providing if this is indicated on the permit.

(i) If required, ~~vehicle(s)~~ vehicles shall be properly qualified with Wyoming registration extended period permits. Trip permits for registration shall not be allowed for extended period permits.

(ii) Multiple ~~legal-sized~~ legal-sized power units owned or leased and operated by the carrier may be indicated on the permit for ~~size only~~ size only.

(iii) Oversize power units may pull a trailer ~~providing if~~ providing if that specific trailer is indicated on the permit.

(iv) Class D oversize permits shall be obtained from the ~~permit-issuing~~ permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and ~~Permit Types of Permits~~ Permit Types of Permits Available. Applicants shall submit the information as directed in Section 16, Procedure for Obtaining Classes of Permits.

(c) Class D overweight permits shall be obtained from Wyoming ports of entry or from Department permit clerks.

(i) Class D overweight permits are issued to a specific power unit, and, if applicable, a specific trailer and/or load (a vehicle identification number or serial number shall be required for each piece of equipment indicated on the permit). If a piece of equipment is not shown on the permit, the permit is not valid for the move. Class D overweight permits shall be accompanied by an original Class D tracking ~~sheet(s)~~ sheet (with the exceptions discussed in following Section 17[c][ii]). If the original tracking ~~sheet(s)~~ sheet is lost, the overweight Class D permit is void.

(ii) The following may be exempt from the Class D tracking sheet requirements.

(A) Movers of heavy equipment not designed as highway vehicles; (such as loaders or ~~scrapers~~, scrapers) who are able to supply an accurate number of miles traveled for a limited area (up to a 10-mile radius); or;

(B) Carriers who can supply an accurate number of miles by providing specific ~~destination(s)~~ destinations and the number of trips.

(d) Class D overweight permits shall be requested for the shortest practical period and shall not exceed six (6) months. If the operation will travel on both ~~the~~ primary, ~~and~~ secondary, and ~~the~~ interstate highway systems, the mileage ~~is to~~ shall be estimated for each ~~of the highway systems~~ system, with a maximum of 5,000 total combined miles. ~~Providing If~~ Providing If the fees are figured on the same amount of overweight for primary, ~~and~~ secondary, and interstate highways, the permit shall be honored until the total amount of combined miles for the two (2) highway systems is met or the permit expires, whichever comes first.

(e) Any increase in size and/or weight exceeding legal limits or any change in equipment or configuration shall require a new permit.

(f) Violations of a permit's conditions may result in enforcement action including voiding of the permit and shall be considered sufficient cause to deny issuance of Class D permits.

(g) The permit fee for oversize is \$50. The minimum permit fee for overweight is \$40. The overweight fee is computed at ~~the rate of~~ six (6) cents per ton per mile on weight exceeding the statutory limit.

(h) Any operation or movement other than authorized by the Class D permit shall require a Class A, B, C, or an additional D permit, as justified by specific conditions. ~~Oversize vehicles may transport legal sized loads providing this is indicated on the permit.~~

(i) The permit, and original tracking ~~sheet(s)~~ sheets, if required, shall be carried in the specific vehicle. This permit is power unit, trailer, and load specific (vehicle identification number or serial number required) and shall be displayed to any permit-issuing authority or law enforcement upon request.

(j) ~~Following are safety regulations governing~~ The following safety regulations govern Class D permits:

(i) All movements shall follow the provisions of Section 8, Safety Measures and Moves, of these rules ~~and regulations~~

(ii) Self-propelled equipment that requires and is properly displaying a ~~slow-moving~~ slow-moving emblem may, instead of oversize load signs and flags, display a ~~lighted~~, revolving amber light, an amber strobe light, or a pair of 2 two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle.

(iii) All snow removal equipment may operate 24 hours per day when the operation is authorized and stated on the permit. Snow removal equipment may, instead of oversize load signs and flags, display a ~~lighted~~, revolving amber light, an amber strobe light, or a pair of 2 two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle. ~~Vehicles authorized for snow removal operations may haul sand, for sanding operations or stability, up to the statutory weight limitations.~~

(iv) Vehicles used only by the Department to clear snow from public highways shall be equipped as specified by the Department.

Section ~~18~~ 17. Moves of Recreational Vehicles.

(a) ~~Noncommercial~~ Non-commercial moves of overwidth recreational vehicles are governed by the following:

(i) If the vehicle (not including appurtenances) does not exceed eight (8) feet, six (6) inches wide, no permit is required.

(ii) If the vehicle (not including appurtenances) exceeds eight (8) feet, six (6) inches wide, an oversize permit shall be required. This may be in the form of a single trip Class B or Class D permit.

(b) Commercial moves of overwidth recreational vehicles are provided for in W.S. 31-18-804(d), when the proper fee is collected and a copy of the permit is carried in the vehicle. This may be in the form of a single trip Class B, Class D, or an Oversize Recreational Vehicle permit. This permit may be obtained for ~~a period not exceeding up to one (1) year~~, authorizing the movement of one (1) or more motor homes, house trailers, or truck campers that exceed statutory width. The oversize fee for such a permit shall be \$250.

(c) Motor vehicles constructed or loaded ~~so as~~ to obstruct the driver's view to the rear from the driver's position shall be equipped with outside mirrors on both sides, which ~~will~~ shall be located to reflect to the driver a view of the roadway to the rear of the vehicle.

(d) ~~Following are~~ The following safety regulations ~~governing~~ govern overwidth recreational vehicles:

(i) No additional safety requirements, as explained in Section 8, Safety Measures and Moves, are imposed upon the movements of recreational vehicles ~~as long as~~ if the vehicle (not including appurtenances) does not exceed eight (8) feet, six (6) inches wide.

(ii) Moves of recreational vehicles (not including appurtenances) exceeding eight (8) feet, six (6) inches wide shall comply with the provisions of Section 8, Safety Measures and Moves.

(A) Instead of oversize signs and flags as required in Section 8, Safety Measures and Moves, moves of recreational vehicles may display a ~~lighted~~, revolving amber light, amber strobe light, or a pair of 2 two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements ~~will~~ shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle.

(e) Recreational vehicles exceeding any other legal limit imposed by W.S. 31-18-802 other than width are required to comply with the specific statutory requirement.

Section ~~19~~ 18. Class E and Class F Permits.

~~(a) — Class E Permits~~

(a) Class E Permits.

(i) Permits may be obtained for hauling forest products up to ~~a width of 112 inches (9 feet, 4 inches)~~ wide and ~~height of 15 feet~~ high or hauling baled hay or corn stalks or combine headers up to ~~a width of 150 inches (12 feet, 6 inches)~~ wide and ~~a height of 15 feet~~ high. No single load component ~~of the load~~ may exceed 102 inches (8 feet, 6 inches) ~~in width~~ wide.

(ii) A ~~one single~~ trip permit may be obtained from ~~permit-issuing permit-~~ issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types ~~of Permits~~ Available, for a \$15 fee ~~of \$15~~.

(iii) A permit for 90 days may be obtained from ~~permit-issuing permit-issuing~~ authorities as listed in Section 4, Permit-issuing Authorities and Permit Types ~~of Permits~~ Available, for a \$50 fee ~~of \$50~~.

(iv) Vehicles shall be properly qualified with Wyoming registration for an. Trip permits for registration shall not be allowed for extended period permits.

(~~iv~~ v) Movements under these permits shall comply with the provisions of Section 8, Safety Measures and Moves.

(~~v~~ vi) The permit shall be carried in the specified vehicle. This permit is vehicle and load specific and shall be displayed to any permit-issuing authority or law enforcement upon request.

(~~vi~~ vii) Class E permits shall specify only one (1) power unit, but may list multiple trailer plate information.

~~(b)~~ — Class F Permits

(b) Class F Permits.

(i) Permits may be obtained, exclusive of interstate highways, for hauling forest products, sugar beets, gravel, livestock, and agricultural products ~~hauled in trucks~~ vehicles that cannot be weighed at point of loading. Permits shall not be issued for more than 10 percent ~~in excess of~~ over legal axle weights or more than 5,000 pounds ~~in excess of~~ over legal gross weights (including inner bridges) allowed under **Gross Weight Table 1**.

(ii) A ~~one single~~ trip permit may be obtained from permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types ~~of Permits~~ Available, for a \$15 fee ~~of \$15~~.

(iii) A permit for 90 continuous days may be obtained from permit-issuing authorities as listed in Section 4, Permit-issuing Authorities and Permit Types ~~of Permits~~ Available, for a \$50 fee ~~of \$50~~.

(iv) ~~Vehicles shall be properly qualified with Wyoming registration for extended period permits. Trip permits for registration shall not be allowed for extended period permits.~~

(~~iv~~ v) The permit shall be carried in the specified vehicle. The permit is vehicle and load specific and shall be displayed to any permit-issuing authority or law enforcement upon request.

(~~v~~ vi) ~~Class F permits~~ Permits shall specify only one (1) power unit, but may list multiple trailer plate information.

Section 20 19. Class W Permits (Multi-piece Loads Exceeding 117,000 ~~lbs~~ pounds).

(a) The director ~~of the Wyoming Department of Transportation~~ or an authorized representative may issue Class W permits for vehicles at weights ~~in excess of~~ exceeding limits allowed in W.S. 31-18-802(a)(vi) (shown in **Gross Weight Table 1** of these rules ~~and regulations~~). To qualify for such a permit, these vehicles shall be required to meet the axle and bridge formula specifications of Title 23 United States Code (U.S.C.) §127 (shown in **Gross Weight Table 3**) and pursuant to Section 335 of the Department of Transportation and Related Agencies Appropriations Act 1991 (104 Statute 2186), Public Law 101-516; and Sections 1023 (d)(1)(A) and (B) of the Intermodal Surface Transportation Efficiency Act of 1991. Permit fees for vehicles operating under this provision shall be paid in accordance with the following rules:

(i) A power unit receiving a Class W permit shall be capable of maintaining a speed of 25 miles per hour on a grade of 5 percent or less when fully loaded.

(ii) Permits may be granted for ~~legal-size~~ legal-size vehicles meeting the qualifications found in this section of rules ~~and regulations~~ to travel on highways exclusive of interstates.

(iii) Permits may be valid for one (1) year from the issue date ~~of issue~~. Permits may be obtained from ~~Wyoming Highway Patrol~~ the Overweight Loads Office (OWL) in Cheyenne. ~~Providing~~ If the company is in compliance with following paragraph (v), a ~~one-trip~~ single trip permit may be obtained from permit-issuing authorities listed in preceding Section 4, Permit-issuing Authorities and Permit Types of Permits Available, for a six-cent fee ~~of 6 cents~~ for each ton or fraction of a ton exceeding the statutory limits for each mile traveled, with a \$40 minimum fee ~~of \$40~~.

(iv) Permit fees shall be in accordance with ~~Table 4~~ **Table 4, Fees**.

(v) Carriers shall not have a conditional or unsatisfactory safety rating to be eligible for Class W permits. ~~Intrastate carriers~~ Carriers may be eligible to apply for a Class W permit one (1) year after receiving a ~~US DOT~~ USDOT number.

(vi) The ~~Wyoming Highway Patrol Overweight Loads Office~~ OWL may audit company records related to ~~this permit~~ Class W permits as necessary to ~~assure~~ ensure compliance. Carriers shall maintain records for three (3) years.

(vii) Application and permit fees shall be non-refundable. However, a vehicle permit may be transferred to another power unit for a \$25 fee ~~of \$25~~ if the permitted unit is sold or wrecked.

(viii) Companies shall be required to furnish a certified affidavit of mileage for each vehicle permitted. An entire fleet may be permitted by using the average of all Wyoming miles as established by the previous year's International Registration Plan (IRP) record or other certified record. ~~Vehicle~~ Vehicles shall be registered in Wyoming for at least 117,000 pounds.

(ix) Any changes in weights and/or mileage shall require the issuance of a new permit with corresponding fees.

(b) ~~Following~~ The following are penalties for ~~violation~~ violations:

(i) Any person failing to comply with these rules ~~and regulations~~ shall be subject to the penalties set forth in W.S. 31-18-805, and the permit shall be subject to revocation.

(ii) ~~Violations of~~ Violating the permit's condition shall void the permit and shall be construed as operating without a permit. The individual power unit permit shall also be canceled.

(iii) Applications and permits of individuals or companies shall be canceled after three (3) violations in a ~~12-month~~ 12-month period.

(iv) Canceled carriers shall submit a new application and pay all required fees (including application fee) for individual power units.

(c) ~~Following~~ The following are Class W permit application procedures; ~~for Class W permits~~.

(i) Individuals and companies requesting these permits shall complete a written application and pay a non-refundable \$100 application fee ~~of \$100~~.

(ii) Applications may be obtained by writing or contacting the ~~Wyoming Highway Patrol, Overweight loads~~ Loads Office OWL, 5300 Bishop Blvd., Cheyenne, WY, 82009-3340. Carriers may also obtain an application from the Wyoming Highway Patrol (WHP) website: www.wHP.dot.state.wy.us.

(iii) Though application and permit fees are non-refundable, a vehicle permit shall be transferable to another power unit for \$25 if the permitted unit is sold or wrecked.

Gross Weight Table 3

Bridge	7 axles	8 axles	9 axles	10 axles	11 axles	12 axles	13 axles	14 axles
39							117,000	
40							117,500	
41							118,000	
42							118,500	
43							119,500	
44							120,000	
45							120,500	
46							121,000	
47							121,500	
48							122,000	
49						116,500	122,500	
50						117,500	123,000	
51				106,500	112,000	118,000	123,500	
52				107,000	112,500	118,500	124,000	
53				107,500	113,000	119,000	124,500	
54				108,000	113,500	119,500	125,000	
55				108,500	114,000	120,000	126,000	
56				109,000	115,000	120,500	126,500	
57				109,500	115,500	121,000	127,000	
58				110,000	116,000	121,500	127,500	
59				111,000	116,500	122,000	128,000	
60				111,500	117,000	122,500	128,500	
61				112,000	117,500	123,500	129,000	
62				112,500	118,000	124,000	129,500	
63				113,000	118,500	124,500	130,000	
64				113,500	119,000	125,000	130,500	

65				114,000	119,500	125,500	131,000
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Gross Weight Table 3 (continued)

Bridge	7 axles	8 axles	9 axles	10 axles	11 axles	12 axles	13 axles	14 axles
<u>65</u>				<u>114,000</u>	<u>119,500</u>	<u>125,500</u>	<u>131,000</u>	
66				114,500	120,500	126,000	131,500	
67				115,000	121,000	126,500	132,500	
68				116,000	121,500	127,000	133,000	
69				116,500	122,000	127,500	133,500	
70				117,000	122,500	128,000	134,000	
71				117,500	123,000	128,500	134,500	
72				118,000	123,500	129,500	135,000	
73				118,500	124,000	130,000	135,500	
74				119,000	124,500	130,500	136,000	
75				119,500	125,000	131,000	136,500	
76				120,000	126,000	131,500	137,000	
77				121,000	126,500	132,000	137,500	
78				121,500	127,000	132,500	138,000	
79				122,000	127,500	133,000	139,000	
80				122,500	128,000	133,500	139,500	
81			117,500	123,000	128,500	134,000	140,000	
82			118,000	123,500	129,000	134,500	140,500	
83			118,500	124,000	129,500	135,500	141,000	
84			119,000	124,500	130,000	136,000	141,500	
85			120,000	125,000	130,500	136,500	142,000	
86			120,500	126,000	131,500	137,000	142,500	
87			121,000	126,500	132,000	137,500	143,000	

88		121,500	127,000	132,500	138,000	143,500	
89		122,000	127,500	133,000	138,500	144,000	
90	117,500	122,500	128,000	133,500	139,000	144,500	
91	118,000	123,000	128,500	134,000	139,500	145,500	151,000
92	118,500	124,000	129,000	134,500	140,000	146,000	151,500
93	119,000	124,500	129,500	135,000	140,500	146,500	152,000

Gross Weight Table 3 (continued)

Bridge	7 axles	8 axles	9 axles	10 axles	11 axles	12 axles	13 axles	14 axles
<u>91</u>		<u>118,000</u>	<u>123,000</u>	<u>128,500</u>	<u>134,000</u>	<u>139,500</u>	<u>145,500</u>	<u>151,000</u>
<u>92</u>		<u>118,500</u>	<u>124,000</u>	<u>129,000</u>	<u>134,500</u>	<u>140,000</u>	<u>146,000</u>	<u>151,500</u>
<u>93</u>		<u>119,000</u>	<u>124,500</u>	<u>129,500</u>	<u>135,000</u>	<u>140,500</u>	<u>146,500</u>	<u>152,000</u>
94		119,500	125,000	130,000	135,500	141,500	147,000	152,500
95		120,500	125,500	131,000	136,000	142,000	147,500	153,000
96	116,000	121,000	126,000	131,500	137,000	142,500	148,000	153,500
97	116,500	121,500	126,500	132,000	137,500	143,000	148,500	154,000
98	117,000	122,000	127,000	132,500	138,000	143,500	149,000	155,000
99	117,500	122,500	127,500	133,000	138,500	144,000	149,500	155,500
100	118,500	123,000	128,000	133,500	139,000	144,500	150,000	156,000
101	119,000	123,500	129,000	134,000	139,500	145,000	150,500	156,500
102	119,500	124,500	129,500	134,500	140,000	145,500	151,000	157,000
103	120,000	125,000	130,000	135,000	140,500	146,000	152,000	157,500
104	120,500	125,500	130,500	136,000	141,000	146,500	152,500	158,000
105	121,000	126,000	131,000	136,500	141,500	147,500	153,000	
106	122,000	126,500	131,500	137,000	142,500	148,000	153,500	
107	122,500	127,000	132,000	137,500	143,000	148,500	154,000	
108	123,000	127,500	132,500	138,000	143,500	149,000	154,500	
109	123,500	128,500	133,500	138,500	144,000	149,500	155,000	
110	124,000	129,000	134,000	139,000	144,500	150,000	155,500	
111	124,500	129,500	134,500	139,500	145,000	150,500	156,000	
112	125,500	130,000	135,000	140,000	145,500	151,000	156,500	
113	126,000	130,500	135,500	141,000	146,000	151,500	157,000	

114	126,500	131,000	136,000	141,500	146,500	152,000	157,500
115	127,000	131,500	136,500	142,000	147,000	152,500	158,000
116	127,500	132,500	137,000	142,500	148,000	153,500	
117	128,000	133,000	138,000	143,000	148,500	154,000	
118	129,000	133,500	138,500	143,500	149,000	154,500	
119	129,500	134,000	139,000	144,000	149,500	155,000	
120	130,000	134,500	139,500	144,500	150,000	155,500	
121	130,500	135,000	140,000	145,000	150,500	156,000	

Gross Weight Table 3 (continued)

Bridge	7 axles	8 axles	9 axles	10 axles	11 axles	12 axles	13 axles	14 axles
<u>119</u>	<u>129,500</u>	<u>134,000</u>	<u>139,000</u>	<u>144,000</u>	<u>149,500</u>	<u>155,000</u>		
<u>120</u>	<u>130,000</u>	<u>134,500</u>	<u>139,500</u>	<u>144,500</u>	<u>150,000</u>	<u>155,500</u>		
<u>121</u>	<u>130,500</u>	<u>135,000</u>	<u>140,000</u>	<u>145,000</u>	<u>150,500</u>	<u>156,000</u>		
119	129,500	134,000	139,000	144,000	149,500	155,000		
120	130,000	134,500	139,500	144,500	150,000	155,500		
121	130,500	135,000	140,000	145,000	150,500	156,000		
122	131,000	135,500	140,500	146,000	151,000	156,500		
123	131,500	136,500	141,000	146,500	151,500	157,000		
124	132,500	137,000	141,500	147,000	152,000	157,500		
125	133,000	137,500	142,500	147,500	152,500	158,000		
126	133,500	138,000	143,000	148,000	153,500			
127	134,000	138,500	143,500	148,500	154,000			
128	134,500	139,000	144,000	149,000	154,500			
129	135,000	139,500	144,500	149,500	155,000			
130	136,000	140,500	145,000	150,000	155,500			
131	136,500	141,000	145,500	151,000	156,000			
132	137,000	141,500	146,000	151,500	156,500			
133	137,500	142,000	147,000	152,000	157,000			
134	138,000	142,500	147,500	152,500	157,500			
135	138,500	143,000	148,000	153,000	158,000			

136 139,500 143,500 148,500 153,500

Table 4, Fees

Tons Over 117,000 Pounds Gross Vehicle Weight (GVW)

<u>Miles Miles</u>	<u>± 1</u>	<u>± 2</u>	<u>± 3</u>	<u>± 4</u>	<u>± 5</u>	<u>± 6</u>	<u>± 7</u>	<u>± 8</u>
1 to 25,000	\$38	\$75	\$113	\$150	\$188	\$225	\$263	\$300
25,001 to 50,000	\$75	\$150	\$225	\$300	\$375	\$450	\$525	\$600
50,001 to 75,000	\$113	\$225	\$338	\$450	\$563	\$675	\$788	\$900
75,001 to 100,000	\$150	\$300	\$450	\$600	\$750	\$900	\$1,050	\$1,200
100,001 to 125,000	\$188	\$375	\$563	\$750	\$938	\$1,125	\$1,313	\$1,500
125,001 to 150,000	\$225	\$450	\$675	\$900	\$1,125	\$1,350	\$1,575	\$1,800
150,001 to 175,000	\$263	\$525	\$788	\$1,050	\$1,313	\$1,575	\$1,838	\$2,100
175,001 to 200,000	\$300	\$600	\$900	\$1,200	\$1,500	\$1,800	\$2,100	\$2,400
200,001 to 225,000	\$338	\$675	\$1,013	\$1,350	\$1,688	\$2,025	\$2,363	\$2,700
225,001 to 250,000	\$375	\$750	\$1,125	\$1,500	\$1,875	\$2,250	\$2,625	\$3,000
250,001 to 275,000	\$413	\$825	\$1,238	\$1,650	\$2,063	\$2,475	\$2,888	\$3,300
275,001 to 300,000	\$450	\$900	\$1,350	\$1,800	\$2,250	\$2,700	\$3,150	\$3,600
300,001 to 325,000	\$488	\$975	\$1,463	\$1,950	\$2,438	\$2,925	\$3,413	\$3,900
325,001 to 350,000	\$525	\$1,050	\$1,575	\$2,100	\$2,625	\$3,150	\$3,675	\$4,200
350,001 to 375,000	\$563	\$1,125	\$1,688	\$2,250	\$2,813	\$3,375	\$3,938	\$4,500
375,001 to 400,000	\$600	\$1,200	\$1,800	\$2,400	\$3,000	\$3,600	\$4,200	\$4,800
400,001 to 425,000	\$638	\$1,275	\$1,913	\$2,550	\$3,188	\$3,825	\$4,463	\$5,100
425,001 to 450,000	\$675	\$1,350	\$2,025	\$2,700	\$3,375	\$4,050	\$4,725	\$5,400
450,001 to 475,000	\$713	\$1,425	\$2,138	\$2,850	\$3,563	\$4,275	\$4,988	\$5,700
475,001 to 500,000	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500	\$5,250	\$6,000

~~1. All fees are based on total miles traveled in Wyoming for each power unit.~~
~~2. Mileages and weights exceeding any given value in the preceding table shall be~~
~~calculated at the next highest value.~~

1. All fees are based on total miles traveled in Wyoming for each power unit.
2. Mileages and weights exceeding any given value in the preceding table shall be

calculated at the next highest value.

Table 4, Fees (continued)
(continued)

Tons Over 117,000 Pounds GVW
GVW

Miles <u>Miles</u>	9 <u>9</u>	10 <u>10</u>	11 <u>11</u>	12 <u>12</u>	13 <u>13</u>	14 <u>14</u>	15 <u>15</u>
1 to 25,000	\$338	\$375	\$413	\$450	\$488	\$525	\$563
25,001 to 50,000	\$675	\$750	\$825	\$900	\$975	\$1,050	\$1,125
50,001 to 75,000	\$1,013	\$1,125	\$1,238	\$1,350	\$1,463	\$1,575	\$1,688
75,001 to 100,000	\$1,350	\$1,500	\$1,650	\$1,800	\$1,950	\$2,100	\$2,250
100,001 to 125,000	\$1,688	\$1,875	\$2,063	\$2,250	\$2,438	\$2,625	\$2,813
125,001 to 150,000	\$2,025	\$2,250	\$2,475	\$2,700	\$2,925	\$3,150	\$3,375
150,001 to 175,000	\$2,363	\$2,625	\$2,888	\$3,150	\$3,413	\$3,675	\$3,938
175,001 to 200,000	\$2,700	\$3,000	\$3,300	\$3,600	\$3,900	\$4,200	\$4,500
200,001 to 225,000	\$3,038	\$3,375	\$3,713	\$4,050	\$4,388	\$4,725	\$5,063
225,001 to 250,000	\$3,375	\$3,750	\$4,125	\$4,500	\$4,875	\$5,250	\$5,625
250,001 to 275,000	\$3,713	\$4,125	\$4,538	\$4,950	\$5,363	\$5,775	\$6,188
275,001 to 300,000	\$4,050	\$4,500	\$4,950	\$5,400	\$5,850	\$6,300	\$6,750
300,001 to 325,000	\$4,388	\$4,875	\$5,363	\$5,850	\$6,338	\$6,825	\$7,313
325,001 to 350,000	\$4,725	\$5,250	\$5,775	\$6,300	\$6,825	\$7,350	\$7,875
350,001 to 375,000	\$5,063	\$5,625	\$6,188	\$6,750	\$7,313	\$7,875	\$8,438
375,001 to 400,000	\$5,400	\$6,000	\$6,600	\$7,200	\$7,800	\$8,400	\$9,000
400,001 to 425,000	\$5,738	\$6,375	\$7,013	\$7,650	\$8,288	\$8,925	\$9,563
425,001 to 450,000	\$6,075	\$6,750	\$7,425	\$8,100	\$8,775	\$9,450	\$10,125
450,001 to 475,000	\$6,413	\$7,125	\$7,838	\$8,550	\$9,263	\$9,975	\$10,688
475,001 to 500,000	\$6,750	\$7,500	\$8,250	\$9,000	\$9,750	\$10,500	\$11,250

- ~~1. All fees are based on total miles traveled in Wyoming for each power unit.~~
- ~~2. Mileages and weights exceeding any given value in the preceding table shall be calculated at the next highest value.~~

1. All fees are based on total miles traveled in Wyoming for each power unit.
2. Mileages and weights exceeding any given value in the preceding table shall be calculated at the next highest value.

Table 4, Fees (continued)
(continued)

Tons Over 117,000 Pounds GVW
GVW

Miles <u>Miles</u>	16 <u>16</u>	17 <u>17</u>	18 <u>18</u>
1 to 25,000	\$600	\$638	\$675
25,001 to 50,000	\$1,200	\$1,275	\$1,350
50,001 to 75,000	\$1,800	\$1,913	\$2,025
75,001 to 100,000	\$2,400	\$2,550	\$2,700
100,001 to 125,000	\$3,000	\$3,188	\$3,375
125,001 to 150,000	\$3,600	\$3,825	\$4,050
150,001 to 175,000	\$4,200	\$4,463	\$4,725
175,001 to 200,000	\$4,800	\$5,100	\$5,400
200,001 to 225,000	\$5,400	\$5,738	\$6,075
225,001 to 250,000	\$6,000	\$6,375	\$6,750
250,001 to 275,000	\$6,600	\$7,013	\$7,425
275,001 to 300,000	\$7,200	\$7,650	\$8,100
300,001 to 325,000	\$7,800	\$8,288	\$8,775
325,001 to 350,000	\$8,400	\$8,925	\$9,450
350,001 to 375,000	\$9,000	\$9,563	\$10,125
375,001 to 400,000	\$9,600	\$10,200	\$10,800
400,001 to 425,000	\$10,200	\$10,838	\$11,475
425,001 to 450,000	\$10,800	\$11,475	\$12,150
450,001 to 475,000	\$11,400	\$12,113	\$12,825
475,001 to 500,000	\$12,000	\$12,750	\$13,500

~~1. All fees are based on total miles traveled in Wyoming for each power unit.~~

~~2. Mileages and weights exceeding any given value in the preceding table shall be calculated at the next highest value.~~

1. All fees are based on total miles traveled in Wyoming for each power unit.
2. Mileages and weights exceeding any given value in the preceding table shall be calculated at the next highest value.

~~Section 21. Implements and Produce of Husbandry Moved by Farmers and Ranchers.~~

Section 20. Implements and Produce of Husbandry Moved by Farmers and Ranchers.

(a) Oversize moves of implements and produce shall comply with the following:

(i) Wyoming farmers and ranchers, when transporting their own implements or produce of husbandry or exchanging transportation of implements or produce with other farmers or ranchers, may exceed the statutory width and height limits during daylight hours without permit or fee, but shall comply with the safety regulations stated in following Section 21(d).

(ii) **Non-Wyoming farmers or ranchers** transporting implements or produce of husbandry shall obtain an oversize permit if statutory width and/or height limits are exceeded.

(b) ~~Movements that are over~~ Over length or overweight movements shall meet non-divisible load requirements and require a permit, unless covered in the Class F permit (following subsection [c]).

(c) Class F permits may be obtained to haul forest products, sugar beets, gravel, livestock, and agricultural products that cannot be weighed at point of loading. **The permit is exclusive of interstate highways.** A permit or permission shall be obtained before transportation begins. The permit shall be carried in the ~~truck~~ vehicle to which it refers, and shall be displayed to any permit-issuing authority or law enforcement upon request. A ~~one-trip~~ single trip permit shall cost \$15. A permit for 90 continuous days shall cost \$50.

(d) In addition to the provisions of Section 8, Safety Measures and Moves, of these rules ~~and regulations~~, the following safety regulations shall apply to oversize moves in agricultural operations: :

(i) Movements exceeding 18 feet ~~in width~~ wide or 17 feet ~~in height~~ high shall be approved by the Overweight Loads Office (OWL). Calls at 307.777.4376 will be answered Monday through Friday.

(ii) Movements exceeding 16 feet ~~in width~~ wide or any movement that cannot be kept to the right of the highway ~~center line~~ centerline shall require escorts as described in Section 9, Escort Procedures. Escorts shall be properly equipped escort vehicles as described in Section 10, Escort Equipment. ~~Escort(s)~~ Escorts for movements exceeding 16 feet ~~in height~~ high may be required.

(A) Implements and produce of husbandry moved by Wyoming farmers and ranchers are exempt from Section 10(h) only.

(iii) All movements operating at speeds of 25 miles per hour or less and exceeding 8 and 1/2 feet ~~in-width~~ wide shall, in addition to the ~~slow-moving~~ slow-moving vehicle emblem, display oversize load signs, and display ~~an illuminated,~~ a revolving amber light, an amber strobe light, or a pair of 2 two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle.

(iv) Movements exceeding 8 and 1/2 feet ~~in-width~~ wide and operating at speeds exceeding 25 miles per hour shall, instead of the ~~slow-moving~~ slow-moving emblem, display warning signs as described Section 8(e) of these rules ~~and regulations~~.

(v) Non-registered, self-propelled implements shall display a ~~lighted,~~ revolving amber light an amber strobe light, or a pair of 2 two-way flashing amber lights at least four (4) inches in diameter on the vehicle ~~and oversize load signs~~. LED assemblies meeting the visibility requirements ~~will~~ shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle. Properly equipped escort vehicles, as explained in Section 10, Escort Equipment, may be used instead of this lighting requirement.

(vi) All oversize vehicles or vehicles transporting oversize loads shall have headlights and taillights, if so equipped, illuminated, and visible during movement.

(e) The farmer or rancher shall ~~be responsible for contacting~~ contact city and/or county officials for approval for transportation on their roads.

Section ~~22~~ 21. Implement Dealers.

(a) Persons engaged in ~~the~~ a business of ~~selling, repairing,~~ that maintains an inventory of implements of husbandry for sale, lease, rent, or repair that transporting transports implements of husbandry to or from ~~a farmer farmers or rancher ranchers~~ are exempt from permit requirements for overwidth or over height loads.

(b) Over length and overweight moves require a permit.

(c) In addition to the provisions of Section 8, Safety Measures and Moves, of these rules ~~and regulations~~, oversize moves by implement dealers shall comply with the following ~~Safety Regulations~~ safety regulations:

(i) Movements exceeding 18 feet ~~in-width~~ wide or 17 feet ~~in-height~~ high shall be approved by the Overweight Loads Office (OWL) by calling 307.777.4376, Monday through Friday.

(ii) Movements exceeding 16 feet ~~in width~~ wide or any movement that cannot be kept to the right of the highway ~~center line~~ centerline shall ~~be required~~ require escorts as described in Section 9, Escort Procedures. Escort vehicles shall be properly equipped as described in Section 10, Escort Equipment. ~~Escort(s)~~ Escorts for movements exceeding 16 feet ~~in height~~ high may be required.

(iii) Movements designed for operation at speeds not exceeding 25 miles per hour shall display a ~~slow moving~~ slow-moving vehicle emblem complying with the provisions of Section 21(d)(iii) of these rules ~~and regulations~~.

(iv) Non-registered, self-propelled implements shall display a ~~lighted~~, revolving amber light, an amber strobe light, or a pair of 2 two-way flashing amber lights at least four (4) inches in diameter on the vehicle and *OVERSIZE LOAD* signs. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle. Properly equipped escort vehicles, as described in Section 10, Escort Equipment, may be used instead of this lighting requirement.

(v) All oversize vehicles or vehicles transporting oversize loads shall have headlights and taillights, if so equipped, illuminated and visible during movement.

Section ~~23~~ 22. Custom Agricultural Operations.

(a) Custom agricultural operations means the contracting or for-hire operation of harvesting crops, processing of ~~agriculture~~ agricultural products, or fertilizing the soil.

(b) Permit or permission is required before operating oversize and/or overweight vehicles or loads on highways. The carrier shall proceed to the nearest ~~permit issuing~~ permit-issuing authority as listed in Section 4, Permit-issuing Authorities and Permit Types of Permits Available, to acquire the permit.

(c) The applicant shall declare the highways to be used, the total mileage on those highways, and the size and weight of the vehicles and loads.

(d) A permit may be obtained from any ~~permit issuing~~ permit-issuing authority as listed in Section 4, Permit-issuing Authorities and Permit Types of Permits Available, and shall be valid for the time necessary to complete the operation or the vehicle leaves the state, whichever occurs first. Borderline operations (20 air miles either direction) requiring trips across the state line shall not invalidate a permit. The seasonal permit ~~will~~ shall be valid for no more than 90 continuous days from the issue date ~~of issuance~~.

(i) Separate permits shall be required for each specific harvest season. The fee for oversize ~~loads~~ will shall be \$25 for a single trip and \$50 for a 90 ~~continuous~~ consecutive day permit. For vehicles exceeding 15 feet wide, 15 feet high, or a single unit in excess of 75 feet long, a mileage computation ~~of mileage~~ will shall be required and additional fees computed at three (3) cents per foot or fraction thereof for each mile traveled on the highways.

(ii) The fee for overweight ~~will~~ shall be a minimum of \$40. The overweight fee is computed at ~~the rate of six (6)~~ cents per ton per mile on weight exceeding the statutory limit.

(e) Oversize and/or overweight permits ~~will~~ shall be issued only for vehicles or loads meeting **non-divisible** load requirements. The hauling of combine headers side by side at width exceeding 102 inches (8 and 1/2 feet), but not exceeding 150 inches (12 feet, 6 inches) and no single component exceeding 102 inches (8 and 1/2 feet) shall be allowed on a separate trailer when the width of the properly permitted vehicle is the same or greater than the width of the headers.

(f) In addition to the provisions of Section 8, Safety Measures and Moves, of these rules ~~and regulations, following are the~~ safety regulations for oversize movements in custom agricultural operations are as follows :

(i) Oversize load signs shall not be displayed on motor vehicles, semi-trailers, trailers, and escort vehicles after they have completed the permitted move or when such vehicles being operated do not exceed size limits.

(ii) Self-propelled equipment ~~that requires~~ requiring and is properly displaying a ~~slow-moving~~ slow-moving vehicle emblem may, instead of oversize signs and flags, display a ~~lighted~~, revolving amber light, an amber strobe light, or a pair of 2 two-way flashing amber lights at least four (4) inches in diameter on the vehicle. LED assemblies meeting the visibility requirements shall be allowed. These lights shall be clean and clearly visible at least 1,000 feet from the front and rear of the vehicle.

(iii) Motor vehicles constructed or loaded ~~so as~~ to obstruct the driver's view to the rear from the driver's position shall be equipped as described in Section 8(f) of ~~this chapter of these rules and regulations.~~

Section 24 23. Emergency Relief Permits.

(a) Emergency relief permits are provided for in W.S. 31-18-804(n). These permits may be issued upon a declaration by the Governor or ~~the~~ director, and when the director ~~has determined~~ determines that the specific statutory requirements have been met. A document shall be issued specifying the size and/or weight limits, commodities, duration, safety measures, fees, and highways the emergency relief permits may be issued for.

(b) In concurrence with ~~paragraph (a), Section 127 of Title 23 of the United States Code (U.S.C.)~~ Section 127(a), specifies that overweight vehicles and loads that can be easily dismantled or divided may be permitted for movement on interstate highways in relief of a declared emergency if:

(i) 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~~ et seq.);

(ii) The permits are issued exclusively to vehicles and loads that are delivering relief supplies; and

(iii) A permit issued shall expire not later than 120 days after the date of the emergency declaration ~~of emergency~~.

(c) A permit or permission is required before operating oversize and/or overweight vehicles or loads on highways. A permit may be obtained from any ~~permit-issuing~~ permit-issuing authority as listed in preceding Section 4, Permit-issuing Authorities and Permit Types Available, of these rules ~~and regulations~~.

(d) The applicant shall declare the highways to be used, the total mileage on those highways, and the size and weight of the vehicles and loads.

(e) Unless otherwise specified in the document, all movements shall follow the provisions of Section 8, Safety Measures and Moves, of these rules ~~and regulations~~.

(f) The permit shall be carried in the specified vehicle. This permit is vehicle and load specific and shall be displayed to any permit-issuing authority or law enforcement upon request.

(g) Emergency relief permits shall specify only one (1) power unit, but may list multiple trailer plate information.