Some States have additional trucks used during the legal load level evaluation based on the local traffic needs as governed by State regulations and laws. A sample of these trucks includes the following:

- S220, S335, S437, T330, T435, and T540 (Delaware)
- LA Type 3, LA Type 3-S2, LA Type 6, and LA Type 8 (Louisiana)
- Maine Legal Load Configurations 1 through 5 and 7 and 8 (Maine)
- H-15, Type 3, Type 4, HS-20, and 3S2 (Maryland)
- Ohio Legal Loads 2F1, 3F1, 4F1, and 5C1 (Ohio)
- SC-SHV1A (65k), SC-SHV1B (70k), SC-SHV3A (85k), SC-SHV3B (90k), SC School Bus, and SC-SU2 (40k) (South Carolina)
- FAST Act emergency vehicles (EVs): EV2 and EV3 (all States)

Figure 1 through Figure 8 show the above truck configurations.
S220 (DE 2 Axle Single Unit) 20 Ton

S335 (DE 3 Axle Single Unit) 35 Ton

S437 (DE 4 Axle Single Unit) 37 Ton

Figure 1. S220, S335, and S437 (Delaware)
T330 (DE 3 Axle Semi) 30 Ton

\[
\begin{array}{c}
15.2k \\
11.0' \\
22.4k \\
1 \\
2 \\
3
\end{array}
\]

T435 (DE 4 axle Semi) 35 Ton

\[
\begin{array}{c}
7.6k \\
11.0' \\
22.4k \\
20.0k \\
20.0k \\
1 \\
2 \\
3 \\
4
\end{array}
\]

T540 (DE 5 Axle Semi) 40 Ton

\[
\begin{array}{c}
8.0k \\
11.0' \\
4.0' \\
22.0' \\
4.0' \\
1 \\
2 \\
3 \\
4 \\
5
\end{array}
\]

Figure 2. T330, T435, and T540 (Delaware)
Figure 3. LA Type 3, LA Type 3-S2, LA Type 6, and LA Type 8 (Louisiana)
Figure 4. Maine legal load configurations 1 through 4 (Maine)
Figure 5. Maine legal load configurations 5, 7, and 8 (Maine)
<table>
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Figure 6. Ohio legal loads 2F1, 3F1, 4F1, and 5C1 (Ohio)
SC-SHV1A (65k)

SC-SHV1B (70k)

SC-SHV3A (85k)

SC-SHV3B (90k)

SC Representative School Bus

SC-SU2

Figure 7. SC-SHV1A (65k), SC-SHV1B (70k), SC-SHV3A (85k), SC-SHV3B (90k), SC School Bus, and SC-SU2 (40k) (South Carolina)
With respect to the issuance of permit trucks, Mlynarski et al. (2011) indicated that a wide range of truck loads are being used to rate bridges for “typical” permit vehicles throughout the United States. Furthermore, the American Association of State and Highway Transportation Officials (AASHTO) Manual of Bridge Evaluation (MBE) does not list the truck types for evaluating permit loads.

Mlynarski et al. (2011) narrowed down the large number of trucks in four regions across the country resulting in a total of eight trucks that are somewhat representative of the standard permit trucks in each region: WA-02 and OR-06 for the northwest region, NM-04 and TX-04 for the southwest region, IL-01 and DE-07 for the northeast region, and FL-04 and NC-21 for the southeast region. The trucks identified by Mlynarski et al. represent an “average truck” and a “heavy truck” for each region. Figure 9 shows the typical permit trucks in the four regions across the country as summarized by Mlynarski et al (2011).
In addition, a sample of trucks that are listed in various State manuals are summarized as follows:

- California permit vehicles P13, P11, P9, P7, and P5 (Californian and Nevada)
- AC2, AC3, AC4, and AC5 (Delaware)
- 90 kip six-axle vehicle (Kentucky)
- 136 kip (A) seven-axle truck with triple-axle configuration (Kentucky)
• 136 kip (B) seven-axle truck with quad-axle configuration (Kentucky)
• 156 kip eight-axle truck with a quad-axle (Kentucky)
• UT-P6, UT-P7, UT-P8, UT-P9a, and UT-P9b (Utah)
• OL1 and OL2 (Washington)

Figure 10 through Figure 13 show the above truck configurations. Note that this list is not all encompassing.

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Axle Purple Loads (Unbonused)

Load Rate P5 = Minimum Vehicle
Load Rate P13 = Maximum Vehicle

**Figure 10. California permit vehicles P13, P11, P9, P7, and P5 (Californian and Nevada)**
Figure 11. AC2, AC3, AC4, and AC5 (Delaware)
Figure 12. UT-P6, UT-P7, UTP8, UT-P9a, and UT-P9b (Utah)
Figure 13. OL1 and OL2 (Washington)

References
