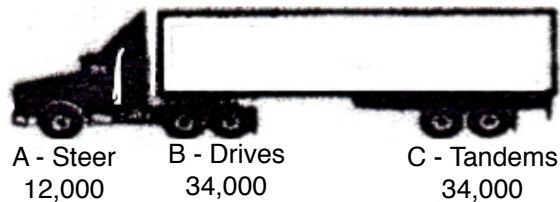


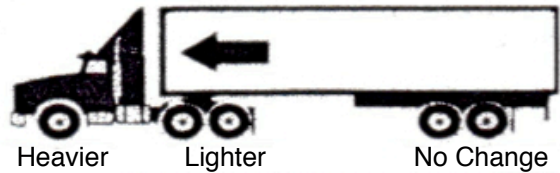
How To Axle Out A Load

1. Adjust the trailer tandems to the shortest kingpin length for the states you will have to travel through. (Tip: A load will usually axle if you can get all the freight between the nose of the trailer and the middle of the rear tandem axle, provided the load is evenly distributed.)
2. Always weigh before leaving the vicinity of shipper. If no one knows of any scales, call a local moving or storage company.
3. Pull onto the scale and weight each axle. Get the three weights and add them together.
4. If over 80,000 pounds: STOP! Your vehicle is over weight. Immediately call your driver manager.
5. Compare each weight to allowable limits (A, B, and C below) and determine if any axle(s) are over weight. See diagram below for legal axle limits.
6. Follow the chart to shift the weight from too heavy axle to those with leeway.
7. After each weight shift, re-weigh. If you can't shift enough weight this way, moving the freight by hand or returning to the shipper may be your only option.
8. Don't drive until illegal. If you can not get the load legal, call your Driver Manager.
9. Any load scheduled to deliver in California must be set at 40' kingpin setting.

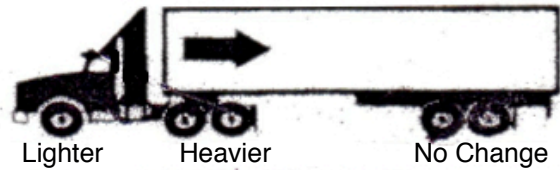
MAXIMUM WEIGHTS
80,000



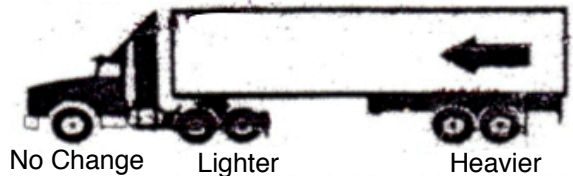
Moving 5th Wheel Forward



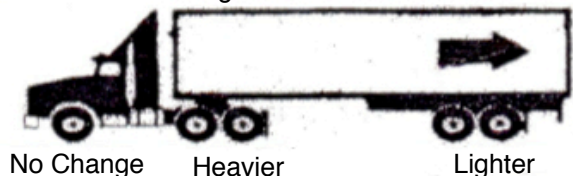
Moving 5th Wheel Backward



Moving Trailer Tandems Forward



Moving Trailer Tandems Backward



Each notch on the 5th wheel moves about 500 pounds.
Each notch on the trailer tandems moves 250-300 pounds.
1 gallon of fuel = 8 pounds