**PERMITS FOR OVERSIZE AND OVERWEIGHT VEHICLES AND/OR LOADS EXCLUDING WORKOVER RIGS**
**NDHP Motor Carrier Division**
**Ref: 9-6 (11/21/2025)**

## PURPOSE

To establish guidelines when permits will be issued for vehicles or loads exceeding legal size and/or weight for movement on the state highway system.

## POLICY STATEMENT

As authorized by section 39-12-02 NDCC and Article 38-06 NDAC, the NDHP will issue single trip permits, when good cause is shown, for the movement of oversize and/or overweight vehicles and loads.

The following procedures outline the requirements and methods for issuing permits for oversize and overweight vehicles.

## DEFINITIONS

Non-divisible Load - A load which cannot be readily or reasonably dismantled and which is reduced to a minimum practical size and weight.

Bridge Analysis - An analysis of a vehicle combination's axle weights, axle spacings, and gross vehicle weight, which is completed by the automated routing system or by DOT engineers to determine impact on bridges and highway infrastructure.

Superload - A vehicle or load movement that is excessive in size and weight.

Special Mobile Equipment - Every overweight, self-propelled vehicle that is only incidentally operated over a highway. (e.g., truck cranes, concrete dump trucks, coil tubing trucks, self-propelled scrapers, rubber-tired dozers, rubber-tired loaders)

## PROCEDURE

A. Permit Requirements

1. Permits must be in possession prior to starting any movement. They shall designate the route to be traveled and may contain such other restrictions as deemed necessary by the NDHP or NDDOT engineers. The NDHP has the authority to revoke permits when the holder violates or abuses the privilege or conditions of the permits.

2. General travel restrictions

a. Single trip permits shall not be issued authorizing overdimensional movements from ½ hour after sunset to ½ hour before sunrise unless:

1) Twelve feet or less in width and one hundred twenty feet or less in length, or

2) Approved by the superintendent.

b. Single trip permits for overwidth movements that exceed 16 feet shall not be issued authorizing movements on Saturday after 12 noon, all day Sunday, and on holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

1) No overwidth permit exceeding 16 feet will be valid from 12 noon the day before the holiday until sunrise the day after the holiday.

c. Single trip permits shall not authorize movements when inclement weather prevails, highways are slippery, or when visibility is ½ mile or less.

d. Single trip permits do not authorize travel on shoulders of road.

e. Oversize vehicle and load movements shall allow traffic to pass.

f. Single trip permits shall apply to movement of one vehicle or one vehicle combination only.

g. All permits shall require a minimum distance of 1,000 feet between vehicles in a convoy of two or more vehicles.

h. A single trip permit is valid for a one-way load movement made within a five-day period. For a self-propelled fixed vehicle, a single trip permit is valid for multiple movements made within one 24-hour period, or a one-way movement made within a five-day period.

3. General safety requirements

a. All overdimensional vehicles and loads shall have minimum 18 inches by 18 inches red or bright orange flags displayed on the traffic side front and rear.

b. When the overall length of an overdimensional movement exceeds 75 feet in length and/or 8 feet 6 inches in width, there shall be at least a 12" x 60" OVERSIZE LOAD sign on the front and rear. The lettering shall be black on yellow background. Letters shall be at least 8 inches high with 1-inch brush stroke. When the movement is overlength only, exceeding 75 feet in overall length, a LONG LOAD sign that is a minimum 12" x 60" in size may be used in lieu of the OVERSIZE LOAD sign. The lettering shall be black on yellow background. The letters shall be at least 8 inches high with 1-inch brush stroke. The sign shall be covered or removed when the movement is not overdimensional.

c. Authorized oversize movements made from ½ hour after sunset to ½ hour before sunrise require:

1) Clearance lights visible from the front, rear, and side marking the outermost portion of the vehicle and load which extends beyond 8 feet 6 inches.

2) One rotating or two flashing amber lights mounted above the cab visible at a distance not less than 500 feet.

a)) When lights on the cab are not visible to the rear, additional flashing amber lights are required at the rear.

3) Lights shall be SAE (Society of Automotive Engineers) approved for Class 1 lights and reflectors.

4) Vehicle must be capable of traveling at the posted highway speed.

d. All motor vehicles when transporting loads must be loaded and secured to prevent the shifting or falling of the load. Loads such as a hydraulic backhoe or crane must be secured to prevent the accidental lifting of the bucket or boom.

e. Towing vehicle must have two mirrors to reflect a rear view of 200 feet to the driver.

f. When the load extends beyond the bed or body of the vehicle to the rear by four feet or more, the overhang shall be marked at the extreme end of the load with a 12” x 12” red flag during the day and a red clearance light during the night which is visible at a distance of 500 feet.

g. All commercial oversize vehicles must be equipped in accordance with the requirements and specifications of Parts 393 and 396 of 49CFR.

4. Escort requirements

a. All movements exceeding 14 feet 6 inches in width, 18 feet in height, and 120 feet in overall length are required to have official escort or approved pilot cars (see Pilot Car Policy, Policy 915). In lieu of the pilot car requirement for movements not exceeding 16 feet in width, the overwidth vehicle itself, or vehicle towing or hauling an overwidth load, may be equipped with a lighted rotating or flashing amber light or lights that are visible from front and rear for a minimum 500 feet. On four-lane divided highways there are no pilot car requirements for movements not exceeding 16 feet in width.

b. Exceeding 16 feet in overall width.

1) One pilot car is required to precede each movement at a distance of 300 to 700 feet, and one pilot car is required to follow each movement at a distance of 300 to 700 feet on two-lane highways.

2) One pilot car is required to follow each movement at a distance of 300 to 700 feet on four-lane divided highways.

c. Exceeding 18 feet in overall width.

1) The movement will be subject to Highway Patrol escort if deemed necessary by the regional commander(s). A Highway Patrol escort would be in addition to private pilot car escorts.

a)) The moving company will contact the regional commander(s) in the region(s) in which the oversize/overweight load movement will travel.

d. Pilot car requirements.

1) The vehicle must be a passenger vehicle or two-axle truck only and must be operated as a single unit only.

2) The vehicle must have on the highest part a sign that is minimum 12 inches in height and 60 inches in length with the words OVERSIZE LOAD on it. The sign shall be yellow with black lettering. The lettering shall not be less than 8 inches high and 1-inch brush strokes. In addition, flashing amber lights shall be mounted on both ends of the sign. In place of the two alternating lights, there can be one centrally mounted revolving amber light on the top of the sign. There shall be radio communication between the pilot car(s) and the vehicle being escorted.

5. General size limitations

a. Construction and building contractors' equipment and vehicles used to move such equipment are exempt from width limitations not to exceed ten feet in width when being moved by contractors or resident carriers. Housemover vehicles and equipment and specialized oil field vehicles commonly referred to as rig up trucks or jin trucks are considered construction equipment.

b. Single trip permits shall not be issued for movements exceeding the vertical clearance under structures. If there is a bypass or exit ramp around structures, permits may be issued directing the movement around the structure. All movements exceeding 18 feet in height must have written authority from utility companies to travel under overhead wires. Communication cables may be as low as 15 feet 6 inches, signal lights as low as 16 feet, and flashing signal lights may be as low as 17 feet.

1) The DOT list of bridges with vertical clearances will be referred to when issuing all overheight permits and may cause overheight movements to be given special route restrictions.

2) ALL VERTICAL CLEARANCES SHALL BE THE RESPONSIBILITY OF THE PERMITTEE.

c. Towed vehicles, such as rock crushers or conveyors, are subject to single trip permits if the length of the towed vehicle exceeds 60 feet.

d. Road construction may limit overwidth movements to 10 feet in width or less or overheight movements on some highways. Contact the Highway Patrol permit office for width and height restrictions or visit the NDDOT Travel Information Map at www.dot.nd.gov/travel-info.

e. Overwidth and overlength trailer or semitrailer.

1) If an overwidth trailer or semitrailer is needed to transport an oversize load, only one single trip permit will be required for the round-trip movement.

2) If an overlength, modular type semitrailer is needed to transport an oversize and/or overweight load, only one single trip permit will be required for the round-trip movement.

3) An out-of-state overwidth farmer's, dealer's, or manufacturer's trailer must be permitted, whether empty or loaded.

f. An unladen overwidth or overlength trailer or semitrailer designed to haul an oversize and/or overweight nonreducible load may be issued a single trip permit to run through or into the state (a jeep dolly and booster axle may be decked on the trailer to shorten the length of the vehicle combination).

g. The use of double trailers shall not be allowed when the overall width exceeds 18 feet.

6. General conditions for all overweight movements

a. No permit shall be issued for an overweight vehicle unless the vehicle is registered for the gross weight which the vehicle can legally carry without a permit, nor issued for loads that can be reasonably made to conform to legal limits. Overweight permits will be issued for hauling one piece of equipment only. A dozer with blade attached is considered one piece. If the blade is detached, it cannot be hauled on the same load.

b. No permit shall be issued for an overweight wrecker truck towing a combination of two or more vehicles from a repair facility to another location.

c. Overweight permits are not valid for movement on bituminous pavements when the atmospheric temperature is 90□F or above or when otherwise deemed necessary by the North Dakota Department of Transportation.

d. Routing is restricted by the Permit Bridge Load Limitations Map (Policy 9-6 Annex A), the Approved Gross Vehicle Weight Map (Policy 9-6 Annex D), the Weight Limitations Map (Policy 9-1 Annex D), and the Load Restriction Map **(www.dot.nd.gov/travel-info).**

e. Spring weight limits and load restriction weight limits other than during the spring thaw (Policy 917).

1) Overweight permits will not be issued during the period of spring road restrictions and on highways with road restrictions other than during the spring thaw, except as provided for in the Road Restriction Permit Policy (Policy 9-17), or unless an emergency has been declared. On all state highways, not including the interstate system, overweight movements will be subject to ton mile fees.

2) Self-propelled earthmoving equipment and other self-propelled vehicles that exceed 650 pounds per inch width of tire or 30,000 pounds on a single axle shall not be permitted to drive on bituminous pavement during the period of spring road restrictions and on highways with load restrictions other than during the spring thaw (excludes workover rigs).

f. Axle weight limitations for vehicles and vehicle combinations, e.g. truck, truck-tractor and semitrailer transporting a load or towaway, are subject to the following maximum permittable axle weights:

1) 600 pounds per inch of tire width is allowed on the steering axle when:

a)) The axle rating is greater than 20,000 pounds and travel is on the interstate system; or

b)) The load is being hauled for the US Department of Defense and travel is on designated Defense Highways as described in Policy 9-1 Procedure E.3.; or

c)) Travel is on a state highway.

2) Single and tandem axle weights may not exceed 600 pounds per inch width of tire. A group of three or more axles may not exceed 550 pounds per inch width of tire. Metric tire sizes are converted to inches by dividing millimeters by 25.4.

| Tire Size | Single Axle 2 Tires | Single Axle 4 Tires | Tandem Axle 4 Tires | Tandem Axle 8 Tires | Triple Axle 12 Tires | Four Axles 16 Tires |
|---|---|---|---|---|---|---|
| 8.2 | 9,840 # | 19,680 # | 19,680 # | 39,360 # | 54,120 # | *68,000 # |
| 9 | 10,800 # | 21,600 # | 21,600 # | 43,200 # | 59,400 # | *68,000 # |

| Tire Size | Single Axle 2 Tires | Single Axle 4 Tires | Tandem Axle 4 Tires | Tandem Axle 8 Tires | Triple Axle 12 Tires | Four Axles 16 Tires |
|---|---|---|---|---|---|---|
| 10 | 12,000 # | *24,000 # | 24,000 # | *45,000 # | *60,000 # | *68,000 # |
| 11 | 13,200 # | *24,000 # | 26,400 # | *45,000 # | *60,000 # | *68,000 # |
| 11.2/285m | 13,440 # | *24,000 # | 26,880 # | *45,000 # | *60,000 # | *68,000 # |
| 11.6/295m | 13,920 # | *24,000 # | 27,840 # | *45,000 # | *60,000 # | *68,000 # |
| 12 | 14,400 # | *24,000 # | 28,800 # | *45,000 # | *60,000 # | *68,000 # |
| 12.4/315m | 14,880 # | *24,000 # | 29,760 # | *45,000 # | *60,000 # | *68,000 # |
| 13 | 15,600 # | *24,000 # | 31,200 # | *45,000 # | *60,000 # | *68,000 # |
| 14 | 16,800 # | *24,000 # | 33,600 # | *45,000 # | *60,000 # | *68,000 # |
| 14.3/365m | 17,160 # | *24,000 # | 34,320 # | *45,000 # | *60,000 # | *68,000 # |
| 15 | 18,000 # | *24,000 # | 36,000 # | *45,000 # | *60,000 # | *68,000 # |
| 15.1/385m | 18,120 # | *24,000 # | 36,240 # | *45,000 # | *60,000 # | *68,000 # |
| 16.5 | 19,800 # | *24,000 # | 39,600 # | *45,000 # | *60,000 # | *68,000 # |
| 16.7/425m | 20,040 # | *24,000 # | 40,080 # | *45,000 # | *60,000 # | *68,000 # |
| 17.5 | 21,000 # | *24,000 # | 42,000 # | *45,000 # | *60,000 # | *68,000 # |
| 18 | 21,600 # | *24,000 # | 43,200 # | *45,000 # | *60,000 # | *68,000 # |
| 20.5 | *24,000 # | *24,000 # | *45,000 # | *45,000 # | *60,000 # | *68,000 # |

****MAXIMUMS INCLUDE ALL TOLERANCES***

3) For all axle groupings of four axles or more, no axle shall exceed 19,000 pounds per axle.

a)) On a group of five axles, the gross weight shall not exceed 85,000 pounds; and on a group of six axles, the gross weight shall not exceed 102,000 pounds.

4) The maximum permittable weight on a single axle(s) is 30,000 pounds on an implement of husbandry in tow by a North Dakota implement manufacturer. No tire shall exceed 550 pounds per inch of tire width.

g. Weight limitations for self-propelled equipment mounted on truck-type chassis (excludes workover service rigs, see Policy 9-6 Annex G).

1) Single trip permits may not be issued for movement of 4-axle single unit vehicles exceeding 96,800 pounds gross vehicle weight, 5-axle single unit vehicles exceeding 106,800 pounds gross vehicle weight, and single unit vehicles with 6 or more axles exceeding 114,800 pounds gross vehicle weight unless authorized by the Highway Patrol Permit Office.

a)) A truck crane with dollies mounted behind the truck crane is a single unit vehicle.

b)) A truck crane with a towed trailer or boom dolly with a boom resting on it is considered a two-vehicle combination. The distance between the last truck crane axle and first trailer or dolly axle must be 8 feet or more.

h. Axle weight limitations for self-propelled equipment mounted on truck-type chassis.

1) The following are the maximum permittable axle weights for fixed load equipment mounted on truck-type chassis such as truck cranes. (Single and tandem axle weights may not exceed 650 pounds per inch width of tire; groupings with three or more axles may not exceed 550 pounds per inch width of tire.) Metric tire sizes are converted to inches by dividing millimeters by 25.4. “m” denotes tire width in millimeters.

| Tire Size | Single Axle 2 Tires | Single Axle 4 Tires | Tandem Axle 4 Tires | Tandem Axle 8 Tires | Triple Axle 6 Tires | Triple Axle 12 Tires | Four Axle 8 Tires | Four Axle 16 Tires |
|---|---|---|---|---|---|---|---|---|
| 0 | 10,660 # | 21,320 # | 21,320 # | 42,640 # | 27,060 # | 54,120 # | 36,080 # | *68,000 # |
| 9 | 11,700 # | 23,400 # | 23,400 # | 46,800 # | 29,700 # | 59,400 # | 39,600 # | *68,000 # |

| Tire Size | Single Axle 2 Tires | Single Axle 4 Tires | Tandem Axle 4 Tires | Tandem Axle 8 Tires | Triple Axle 6 Tires | Triple Axle 12 Tires | Four Axle 8 Tires | Four Axle 16 Tires |
|---|---|---|---|---|---|---|---|---|
| 10 | 13,000 # | 26,000 # | 26,000 # | *50,000 # | 33,000 # | *60,000 # | 44,000 # | *68,000 # |
| 11 | 14,300 # | 28,600 # | 28,600 # | *50,000 # | 36,300 # | *60,000 # | 48,400 # | *68,000 # |
| 11.2 285 m | 14,560 # | 29,120 # | 29,120 # | *50,000 # | 36,960 # | *60,000 # | 49,280 # | *68,000 # |
| 11.6 295 m | 15,080 # | *30,000 # | 30,160 # | *50,000 # | 38,280 # | *60,000 # | 51,040 # | *68,000 # |
| 12 | 15,600 # | *30,000 # | 31,200 # | *50,000 # | 39,600 # | *60,000 # | 52,800 # | *68,000 # |
| 12.4 315 m | 16,120 # | *30,000 # | 32,240 # | *50,000 # | 40,920 # | *60,000 # | 54,560 # | *68,000 # |
| 13 | 16,900 # | *30,000 # | 33,800 # | *50,000 # | 42,900 # | *60,000 # | 57,200 # | *68,000 # |
| 14 | 18,200 # | *30,000 # | 36,400 # | *50,000 # | 46,200 # | *60,000 # | 61,600 # | *68,000 # |
| 14.3 365 m | 18,590 # | *30,000 # | 37,180 # | *50,000 # | 47,190 # | *60,000 # | 62,920 # | *68,000 # |
| 15 | 19,500 # | *30,000 # | 39,000 # | *50,000 # | 49,500 # | *60,000 # | 66,000 # | *68,000 # |
| 15.1 385 m | 19,630 # | *30,000 # | 39,260 # | *50,000 # | 49,830 # | *60,000 # | 66,440 # | *68,000 # |
| 16.5 | 21,450 # | *30,000 # | 42,900 # | *50,000 # | 54,450 # | *60,000 # | *68,000 # | *68,000 # |
| 16.7 425 m | 21,710 # | *30,000 # | 43,420 # | *50,000 # | 55,110 # | *60,000 # | *68,000 # | *68,000 # |
| 17.5 445 m | 22,750 # | *30,000 # | 45,500 # | *50,000 # | 57,750 # | *60,000 # | *68,000 # | *68,000 # |
| 18 | 23,400 # | *30,000 # | *46,800 # | *50,000 # | 59,400 # | *60,000 # | *68,000 # | *68,000 # |
| 20.5 | 26,650 # | *30,000 # | *46,800 # | *50,000 # | *60,000 # | *60,000 # | *68,000 # | *68,000 # |

***MAXIMUMS INCLUDE ALL TOLERANCES**

2) The rear axles of a truck crane and the dollies mounted behind the truck crane are considered one combination. If a boom trailer or boom dolly is towed behind a truck crane, the towed trailer is considered a separate combination if the axle spacing is 8 feet or more behind the truck crane.

a)) The gross weight of axles or axle groupings on trailers or dollies pulled behind truck cranes or other fixed load vehicles cannot exceed axle weight limitations as authorized for vehicle combinations in Procedure A.6.g. of this policy.

3) For all axle groupings of four axles or more, no axle shall exceed 19,000 pounds per axle.

a)) On a group of five axles, the gross weight shall not exceed 85,000 pounds; and on a group of six axles, the gross weight shall not exceed 102,000 pounds.

4) Fixed loads such as 4-tired all terrain cranes (except workover rigs) that exceed 650 pounds per inch width of tire must be moved under the earthmoving equipment conditions.

7. Additional conditions for overweight movements exceeding 150,000 pounds gross vehicle weight but not exceeding 175,000 pounds gross vehicle weight.

a. Loads must be reasonably reduced. Loads would have to be broken down as follows if requested routes of travel cannot be approved by both the district engineer(s) and the bridge engineer:

1) A scraper can be hauled in one piece provided it is fully loaded. When exceeding 150,000 pounds gross vehicle weight, a scraper cannot be piggybacked.

b. Movements are subject to district engineer approval unless travel is on pre-approved routes and within specified weight limits (Policy 9-6 Annex D).

8. Additional conditions for all overweight movement exceeding 175,000 pounds gross vehicle weight.

a. Loads would have to be broken down as follows if requested routes of travel cannot be approved by both the district engineer(s) and the bridge engineers:

1) Blades and rippers must be removed from dozer and hauled separately.

2) All scrapers must be split and hauled separately.

3) Counterweights must be removed from cranes and hauled separately.

b. Movements are subject to district engineer approval unless travel is on pre-approved routes and within specified weight limits (Policy 9-6 Annex D).

c. All movements exceeding 200,000 pounds gross vehicle weight are subject to the Heavy Load Permit Policy (Policy 9-6 Annex E).

9. Additional conditions for movement of overweight self-propelled earthmoving equipment such as scrapers, rubber-tired dozers, and loaders.

a. The maximum permitted axle weight when driving earthmoving equipment is 52,000 pounds per axle except as authorized by DOT district engineers.

b. DOT district engineers may authorize permits when the axle weights exceed 52,000 pounds but only if the distance traveled does not exceed five miles one way.

c. DOT district engineers may authorize permits when the distance traveled does not exceed one mile on highways designated for no movement.

d. Prior to driving self-propelled earthmoving equipment, tires shall be deflated, when cold, to 30 pounds pressure when traveling on bituminous pavement. Cold means after the vehicle has been standing for several hours or overnight.

e. Maximum speed for movement is 20 mph. A pilot car is required in the rear. After each two hours of traveling, stop and cool tires for 30 minutes.

f. Routing is restricted by the Permit Bridge Load Limitations Map, the Weight Limitations Map, and the Highway Load Limitations Map**:** **www.dot.nd.gov/driver/commercial/north-dakota-load-restrictions**

g. Only one scraper may be towed behind a quad track or tractor.

h. All general travel restrictions and safety requirements of this permit policy apply to self-propelled earthmoving equipment movements.

i. Permits may be issued for transporting self-propelled earthmoving equipment by mounting the front axle on a jump trailer (short lowboy-type trailer) with the rear axle trailing on the ground provided the GVW does not exceed 150,000 lbs. Axle weights of moving equipment shall not exceed axle weight limitations as shown in this policy (Procedure A.6.g.). Axle weight of trailing axle shall not exceed 52,000 pounds. Tire pressure of trailing axle shall be reduced to 30 pounds pressure as shown above. Speed limit shall not exceed 20 mph. A rear pilot car will also be required.

j. Permits may also be issued for transporting self-propelled earthmoving equipment by mounting the front axle on a jump trailer (short lowboy-type trailer) with the rear axle mounted on a dolly.

k. All axle weight limitations as shown in Procedure A.6.g. of this policy apply.

10. Government and emergency vehicles

    a. Governmental road maintenance equipment, North Dakota National Guard equipment, and emergency vehicles will be permitted on individual specifications or where emergencies are necessitated.

11. Crossing state highways

    a. For movements that do not exceed 200,000 pounds gross vehicle weight or the maximum axle weights permitted by this policy, permits are not required.

    b. Movements exceeding 200,000 pounds gross vehicle weight, and/or the maximum permitted axle weights, must be approved by a DOT district engineer.

        1) The applicant must indicate the size and type of load, area to be crossed, time frame, proposed procedures for minimizing the impacts on the highway, and a traffic control plan which includes provisions for signing, flagging, detours, etc.

        2) The Highway Patrol shall notify the district engineer who shall determine what measures will have to be taken to protect the roadway. The measures may include the placing of planking, embankment, or other land dissipating techniques.

        3) The Highway Patrol will issue a permit, or the Department of Transportation may sign an agreement, detailing the roadway protection measures required and traffic control as determined by the Highway Patrol regional commander.

12. Movements over railroad crossings or tracks

    a. In the event of an emergency involving BNSF Railroad crossings or tracks, immediately call 1800-832-5452 for assistance.

    b. In the event of an emergency involving Red River Valley & Western Railroad crossings/tracks, immediately call 1-800-747-4919 for assistance.

    c. In the event of an emergency involving Canadian Pacific Railway crossing/tracks immediately call 1-800-716-9132 for assistance.

13. Liability of permittee

a. The applicant or permittee, as a condition for obtaining an oversize and/or overweight permit, shall assume all responsibility for accidents, damage, or injury to any persons or damage to public or private property caused by the movement of any oversize and/or overweight vehicle or load covered by the permit while upon public highways of the state.

b. The applicant or permittee agrees to indemnify and hold harmless the North Dakota Department of Transportation, the North Dakota Highway Patrol, their officers and employees from any and all claims resulting directly or indirectly from the movement of an oversize and/or overweight vehicle or load on any public highway of the state of North Dakota.

B. Application Procedure

1. Single trip permits can be purchased online at **https://statepatrol.nd.gov/**, click on E-Permits.

a. Permits purchased online may be submitted to the permit office for review.

b. Information required to obtain permits:

1) Company name, address, city, state, zip code, telephone number, and e-mail address (optional).

2) Description of power unit including year, make, serial number, license number and state, ND registered gross vehicle weight, tire width (from tire sidewall), number of axles, tires per axle, axle spacings, and track width.

3) Description of towed unit includes type of unit (when applicable), tire width (the first set of numbers from tire sidewall), number of axles, tires per axle, axle spacings, and track/gauge width.

4) A track width measurements form (load diagram) must be completed when any of the following apply. The form is available at **https://statepatrol.nd.gov** by clicking on Motor Carrier, Permit Application Forms, and Diagram for Track Width Measurements.

a)) The GVW exceeds 250,000 pounds;

b)) When using a non-standard trailer (trunnion, side by side dollies, dual-lane, double trailers, platform, etc.);

c)) When the outside track width on the axle(s) with two tires is less than 6 feet; or

d)) When the outside track width on the axle(s) with four tires is less than 8 feet.

5) Overall dimensions of vehicle and load including width, height, length, and overhang.

6) Axle weights and gross weight of vehicles and load.

7) Start date of travel, point of origin and destination, and desired route to be traveled (optional).

2. Permits can also be obtained from the Highway Patrol permit office, motor carrier inspectors, or troopers.

   a. Applications to the permit office may be made in person, by telephone, by e-mail, or through a permit service company.

   b. Applications may also be made with a trooper or motor carrier inspector, in person or by telephone.

3. A legible electronic or paper copy of the permit must be in possession prior to entering North Dakota or starting movement.

   a. The applicant/driver is responsible for complying with the travel restrictions and safety requirements listed on the receipt/permit.

4. Violating provisions and conditions on a single trip permit may result in invalidating the permit.

5. Permit fees.

   a. $20 for each single trip permit (SFN 3507, Receipt/Permit) except for loads in excess of 150,000 pounds or overweight self-propelled special mobile equipment.

   b. Graduated fee schedule for each single trip permit (SFN 3507, Receipt/Permit) exceeding 150,000 pounds gross vehicle weight

| **Gross Vehicle Weight** | **Permit Fee** |
|---|---|
| 150,001 – 160,000 pounds | $30 |
| 160,001 – 170,000 pounds | $40 |
| 170,001 – 180,000 pounds | $50 |
| 180,001 – 190,000 pounds | $60 |
| 190,001 pounds and over | $70 |
| 190,001 pounds and over | $70 |

c. $25 for each single trip permit (SFN 3507, Receipt/Permit) for overweight self-propelled special mobile equipment except for workover rigs and when the GVW is in excess of 150,000 pounds (see above graduated fee schedule) (see Policy 9-6 Annex G for workover rigs).

d. Ton mile fees as per the Heavy Load Permit Policy (Policy 9-6 Annex E).

e. Ton mile fees as per the Load Restriction Permit Policy (Policy 9-17).

f. Official, publicly-owned, emergency, or military vehicles shall not be required to pay charges for permits. (No fee to commercial hauler doing charity hauling.)

g. $8 service/routing fee for each single trip permit.

h. $5 faxing fee.

i. The fee for an NDHP escort is $50 per hour and $.50 per mile per trooper.

6. Single trip permits and annual overwidth permits can be purchased online at **www.statepatrol.nd.gov**. Application forms can be obtained from the North Dakota Highway Patrol, Permit Office, 600 E Boulevard Avenue Dept. 504, Bismarck, ND 58505-0240. The telephone number is 701-328-2621.