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Whatever changes come along, you need to be able to optimize the weight distribution between the axles to get the largest payload you can get.

Adjustment of the fifth wheel plate on the tractor shifts weight between tractor axles. Adjustment of the kingpin position on the trailer shifts weight to or from the trailer to the tractor. Moving the kingpin forward shifts more weight to the trailer tandem. Moving the kingpin toward the rear takes weight from the trailer tandem and adds weight to the tractor.

A trailer built to allow enough kingpin adjustment to match the tractors at each end of your fleet's weight and length spectrum and distribute the proper load to the trailer tandem maximizes payload and efficiency.

Complicating these adjustments is the fact that, in the US, we must comply with the Federal Bridge Law. For the 80,000 lbs gross weight, you must have at least 51 feet between the front axle of the tractor and the rear trailer axle. AND you must have 36 feet between the rear trailer axle and the front axle of the tractor tandem. This allows 34,000 lbs on each tandem.

Increased payload per trip means higher efficiency, fewer miles traveled per pound delivered, and lower cost per mile. It is well worth your time and money to be sure not only that the weight of your fleet has been minimized, but that the distribution of that weight has been optimized. 

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