US TRUCKLOAD MARKET REPORT

October 2026

National dry van and reefer spot linehaul rates both rose slightly in the week ending October 31, 2026, according to DAT Freight & Analytics. On-highway diesel averaged $6.25 a gallon in October 2026, down 4 cents from September, according to the U.S. Energy Information Administration. Truckload producer prices climbed 4.6% to 219.4 in September 2026 on a preliminary basis, the U.S. Bureau of Labor Statistics said, while the Bureau of Transportation Statistics' Freight Transportation Services Index slipped 0.4% to 134.4 in August 2026.

On-highway diesel, US average

$6.25 **-$0.04 vs Sep**

Per gallon, October 2026 average of weekly prices. U.S. Energy Information Administration.

Truckload producer prices

+4.6% **vs Aug**

Long-distance truckload, September 2026, the latest month published. U.S. Bureau of Labor Statistics.

Freight services index

134.4 **-0.4% vs Jul**

Output of for-hire freight transportation, August 2026, the latest month published. U.S. Bureau of Transportation Statistics.

DAT Dry Van Spot Linehaul Rate

$2.23/mile

National dry van spot linehaul rate paid to carriers, excluding fuel, week ending October 31, 2026, per DAT Freight & Analytics. DAT Freight & Analytics.

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Key findings

01 DAT reported the national dry van spot linehaul rate paid to carriers, excluding fuel, averaged $2.23 per mile for the week ending October 31, 2026, and the reefer linehaul rate averaged $2.71 per mile for the same week [4, 5].

02 The Cass Truckload Linehaul Index rose to 154.8 in September 2026, up 10.1% year over year, according to Cass Information Systems [6].

03 ATA's advanced seasonally adjusted For-Hire Truck Tonnage Index rose 0.8% in September 2026, while the not seasonally adjusted index equaled 114.8 for the month [7].

04 As reported by FreightWaves on October 20, 2026, refrigerated truckload tender rejections were running at 21.44% nationally as of that date, per SONAR data [8].

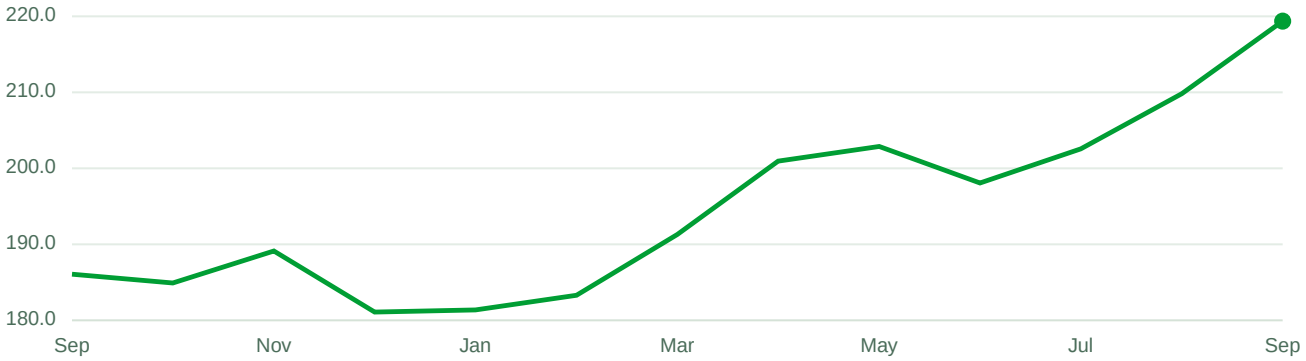
05 Preliminary North America Class 8 net orders fell to 13,500 units in October 2026, down 45% year over year, according to ACT Research, while FTR Transportation Intelligence put preliminary orders at 15,600 units, down 36% year over year and 24% from September [9, 10].

1. Truckload: rates, capacity and fuel

DAT reported the national dry van spot linehaul rate paid to carriers, excluding fuel, averaged $2.23 per mile for the week ending October 31, 2026 [4]. DAT reported the national reefer spot linehaul rate paid to carriers, excluding fuel, averaged $2.71 per mile for the same week [5]. DAT reported the national flatbed spot linehaul rate paid to carriers, excluding fuel, averaged $2.65 per mile for the week ending October 10, 2026, an earlier reading than the dry van and reefer figures above [11].

Producer prices, long-distance truckload

Index, monthly. Source: U.S. Bureau of Labor Statistics.



On-highway diesel averaged $6.25 per gallon nationally in October 2026, down from $6.29 in September 2026, a decrease of 4 cents, according to the U.S. Energy Information Administration [1]. Truckload producer prices

for general freight trucking, long-distance truckload, rose 4.6% to 219.4 in September 2026 on a preliminary basis, up from 209.8 in August, according to the U.S. Bureau of Labor Statistics [2]. The Bureau of Transportation Statistics' Freight Transportation Services Index fell 0.4% to 134.4 in August 2026, seasonally adjusted, down from 134.9 in July [3].

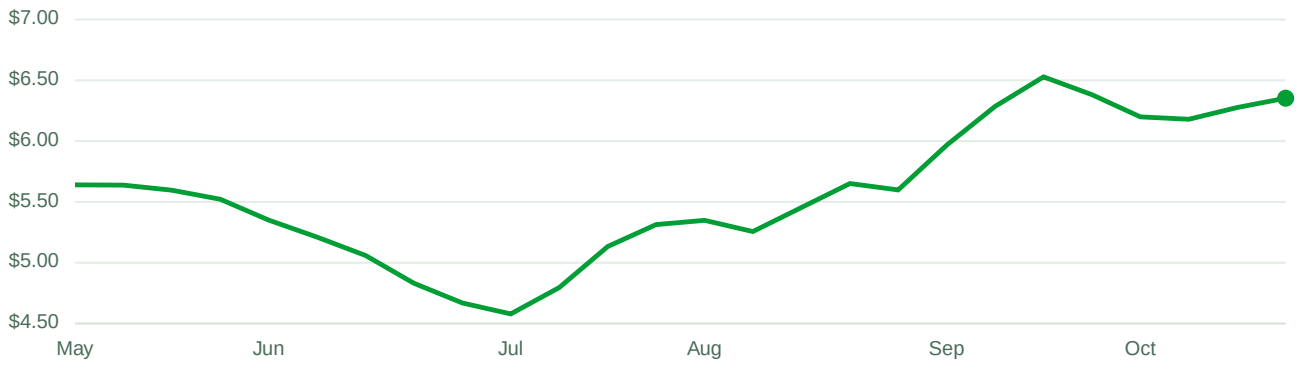
The Cass Truckload Linehaul Index rose to 154.8 in September 2026, up 10.1% year over year, according to Cass Information Systems [6]. The shipments component of the Cass Freight Index rose to 1.062 in September 2026, up 1.9% year over year, while the expenditures component rose to 3.970, up 20.4% year over year, Cass Information Systems said [6].

ATA's advanced seasonally adjusted For-Hire Truck Tonnage Index rose 0.8% in September 2026, and the not seasonally adjusted index equaled 114.8 for the month, according to the American Trucking Associations [7].

As reported by FreightWaves on October 20, 2026, refrigerated truckload tender rejections were running at 21.44% nationally as of that date, per SONAR data [8].

On-highway diesel, US average, weekly

Dollars per gallon. Source: U.S. Energy Information Administration.



2. Policy and regulation

FMCSA published a final rule extending the regulatory relief automatically triggered by a regional emergency declaration from 14 days to 30 days, which took effect on October 5, 2026 [12, 13].

FMCSA announced that its reformed DataQs review process has been implemented, under which initial reviews of data-correction requests must be completed within 21 days and final reviews within 45 days [14].

USDOT announced a $200 million INFRA program investment to expand truck parking in 12 states, covering 14 expansion projects [15].

FMCSA published Federal Register information-collection notices in October 2026 for two pilot programs: one letting commercial drivers split sleeper berth time (FR Doc. 2026-20524) and one letting drivers pause their 14-hour driving window (FR Doc. 2026-20476) [16].

In an October 8, 2026 notice, FMCSA renewed, only for Alaska-based drivers, an exemption letting motor carriers keep a copy of the medical examiner's certificate in the driver qualification file, extending it until October 12, 2027 [17].

3. Equipment and industry

Preliminary North America Class 8 net orders totaled 13,500 units in October 2026, down 45% year over year, according to ACT Research [9]. FTR Transportation Intelligence reported preliminary North American Class 8 net orders of 15,600 units for October 2026, down 24% from September and down 36% year over year [10]. ACT Research had reported North American Class 8 net orders of 19,172 units in September 2026, down 7% from a year earlier [18].

FTR reported U.S. trailer net orders of 43,059 units in September 2026, the most since December 2022, while ACT Research put U.S. net trailer orders at 42,700 units for the month [19, 20].

ACT Research reported the average retail sale price of same-dealer used Class 8 trucks fell 1.9% to $64,007 in September 2026, as same-dealer used Class 8 retail truck sales slipped 5.7% month over month [21].

As reported by FreightWaves, net trucking authority additions topped 2,000 a week in late August and late September 2026 [22].

4. What it means for shippers

Spot rates ticked up
DAT reported national dry van and reefer spot linehaul rates both rose for the week ending October 31, 2026 [4, 5]. Shippers may want to keep watching weekly spot readings to track where rates move next.

Diesel eased slightly
On-highway diesel averaged $6.25 per gallon in October 2026, down 4 cents from September, according to the EIA [1]. Review fuel surcharge tables now to make sure they reflect the lower per-gallon average.

Reefer capacity signal
As reported by FreightWaves, refrigerated tender rejections were running at 21.44% nationally as of October 20, 2026, per SONAR data [8]. Shippers of temperature-controlled freight should watch for updated rejection readings and book reefer capacity with that snapshot in mind.

New driver flexibility pilots coming
FMCSA published Federal Register notices in October 2026 for pilot programs on split sleeper berth time and pausing the 14-hour driving window [16]. Shippers should watch for updates on these pilots, as they could eventually affect scheduling flexibility.

Truck parking investment announced
USDOT announced a $200 million investment covering 14 truck parking expansion projects across 12 states in October 2026 [15]. Shippers routing through those states can track project progress as a potential future factor in driver availability.

Methodology

The government figures (diesel, truckload producer prices and the freight services index) come straight from the agencies' published data. Every other figure comes from its publisher and is cited by name, the period it covers and its release date. Changes between two months are computed from the two published figures. Figures marked "as reported" come from press coverage of research that is not public; we cite the coverage and have not checked the underlying data.

How this report is made

Research is gathered with AI tools that follow written sourcing rules. Every figure that isn't government data is checked against the page it cites before it can be used, figures seen only in news coverage are labelled "as reported", and each edition is approved before it is published.

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