



TRUCK DRIVER'S GUIDEBOOK

17th Edition

Due to frequent changes in federal and state regulations, the Michigan Center for Truck Safety cannot ensure the accuracy of the material contained in the Guidebook beyond the date of publication. For current information, contact the Center at (800) 682-4682. This document is not intended for legal purposes.





Are you TRUCKSMART?

SAFE MOTORING AND RESPONSIBLE TRANSPORTATION

NOT SO SMART:
Driving in a truck's blind spots



SMART: Knowing trucks have four large blind spots: in front, in back, and to the left and right; not hanging out in the "no zones" (if you can't see the driver in the mirror, the driver can't see you)



NOT SO SMART:
Following too closely (if the truck stops suddenly, it definitely will not be good for you)



SMART:
Keeping a safe distance between you and the large truck in front of you (once again, if you can't see the driver in the mirror, that driver can't see you behind the truck)

NOT SO SMART:
Passing a truck within one mile of your exit



SMART:
Trucks can't slow down as quickly as cars, so either change lanes in front of the truck at a safe distance or hang back and wait.



NOT SO SMART:
Sneaking between a truck and the curb while the truck is making a right turn



SMART:
Avoid the "squeeze play." Stay back, giving a truck plenty of room to make a right turn.



NOT SO SMART:
Stopping over the white stopping lines at intersections



SMART:
Stopping behind the white stopping lines, giving large vehicles plenty of room to make turns at intersections



NOT SO SMART:
Expecting a truck to move out of your way when merging onto the highway



SMART:
Knowing that merging traffic must yield when merging onto the highway; so pick your spot, adjust your speed appropriately and go with the flow



Introduction

The U.S. Congress passed the Motor Carrier Safety Act in 1984. The Act put in place the ***Federal Motor Carrier Safety Regulations, which*** establish minimum safety standards and recordkeeping requirements for motor carriers operating in interstate commerce. These regulations apply to both private and for-hire motor carriers of cargo and passengers. In 1990, Michigan amended “***Michigan Public Act 181 of 1963***” (***Michigan Motor Carrier Safety Act***) to adopt these regulations for Michigan motor carriers and drivers operating in Michigan intrastate commerce. As a result of these actions, Michigan businesses that also operate trucks may be subject to all or some of these rules. Additional requirements are also contained in the *Michigan Vehicle Code* and, in some instances, the “Federal Hazardous Materials Regulations”.

This guidebook is a free publication of the Michigan Center for Truck Safety for Michigan motor carriers and drivers. It provides a comprehensive outline of the many compliance requirements contained in the aforementioned publications. The guidebook should only be used as a resource and not be considered a replacement for the regulations governing the motor carrier industry, nor should compliance be based solely on its content.

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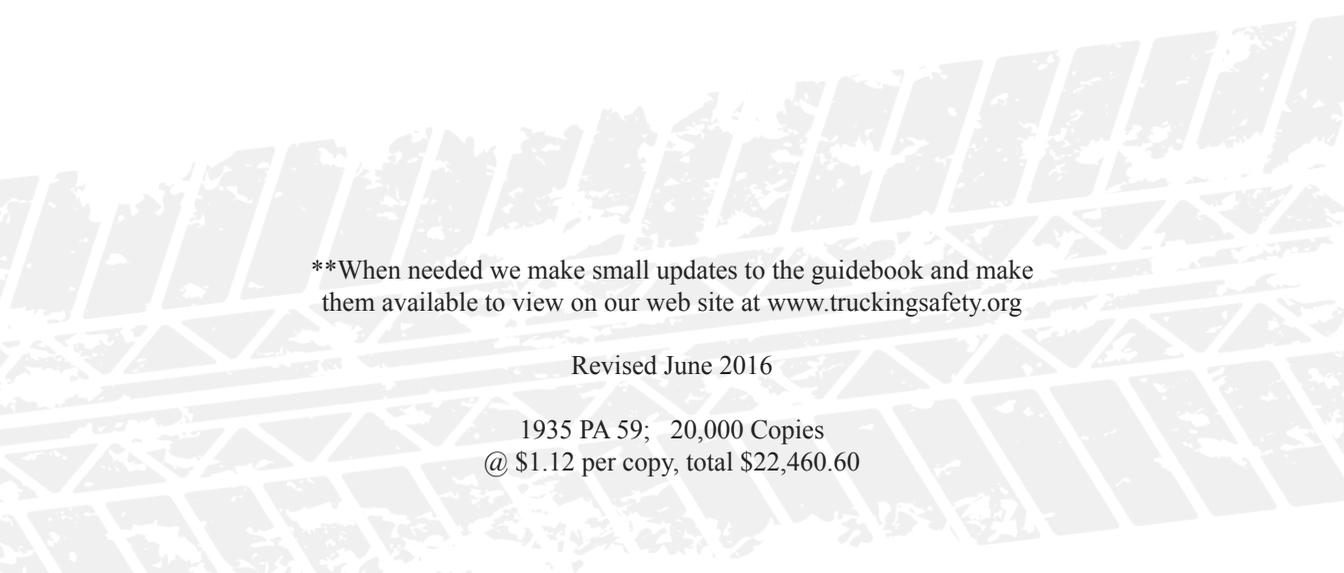
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The Truck Driver’s Guidebook provides general information concerning rules and regulations governing Michigan’s motor carrier industry. Furthermore, the Trucker Driver’s Guidebook is not a substitute for rules and regulations and should not be considered a legal document. Due to frequent changes in federal and state regulations, the Michigan Center for Truck Safety cannot ensure the accuracy of the material contained in the Guidebook beyond the date of publication. For current information, contact the Center at (800) 682-4682. This document is not intended for legal purposes.



**When needed we make small updates to the guidebook and make them available to view on our web site at www.truckingsafety.org

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General Information

Abbreviations

FMCSR -- Federal Motor Carrier Safety Regulations

MVC - Michigan Vehicle Code

Approaching Stationary Emergency Vehicles *MVC 257.653(A)*

Upon approaching and passing an authorized stationary emergency vehicle with flashing lights, the driver of an approaching vehicle must:

- a. On any public roadway with at least two adjacent lanes proceeding in the same direction of the emergency vehicle, proceed with caution and yield the right-of-way by moving into a lane at least one moving lane or two vehicle widths apart from the emergency vehicle, unless directed otherwise by a police officer. If this movement is not possible due to weather, road conditions or the presence of traffic or pedestrians, follow step b:
- b. The approaching vehicle should reduce and maintain a safe speed for weather, road conditions and traffic, and proceed with due care and caution, or as directed by a police officer.

Cell Phone Use - Prohibited *FMCSR 392.82*

Drivers of commercial motor vehicles (see definitions) are prohibited from holding a hand-held mobile telephone while driving a CMV.

Hands-free one touch communication is permitted.

Driving means operating a CMV on a roadway, including being temporarily stopped due to traffic, a traffic control device (stoplight), and or other momentary delays.

CDL Self-Certification

CDL holders and CDL applicants must identify to the Secretary of State the type of driving they do:

- Interstate - excepted
- Interstate - non-excepted
- Intrastate - excepted
- Intrastate - non-excepted

This must be done each time a driver renews a CDL and/or medical certificate. Failing to certify can result in loss of CDL privileges. Non-excepted interstate drivers will have to provide the Secretary of State a current medical certificate and any medical waivers, the information will be scanned onto the drivers CDL MVR.

General Information

Emergency Equipment *FMCSR 393.95 FMCSR 392.8.*

Each truck, truck tractor and bus must be equipped with the following:

- A securely mounted and accessible fire extinguisher of proper type and rating
- Warning devices *(three bidirectional reflective triangles, or 6 fusees, or 3 liquid burning flares)
- Spare fuses (if fuses are required to operate any required parts or accessories).

** Flares or other flame producing devices are prohibited for some vehicles**

Every driver must make sure the proper emergency equipment is in place and ready for use before driving a CMV and if stopped on the traveled portion or shoulder of a highway, the driver must place the required warning devices as specified in FMCSR 392.22.

Following Distance *MVC 257.643(2)*

Outside the corporate limits of a city or village, a person shall not operate a motor vehicle with a gross weight, loaded or unloaded, **in excess of 5,000 pounds** within 500 feet of a similar vehicle traveling in the same direction, except to pass.

License Plate *MVC 257.225*

(1)A registration plate issued for a vehicle shall be attached to the rear of the vehicle. A registration plate issued for a truck tractor or road tractor shall be attached to the front of the vehicle.

(2) A registration plate shall at all times be securely fastened in a horizontal position to the vehicle for which the plate is issued so as to prevent the plate from swinging. The plate shall be attached at a height of not less than 12 inches from the ground, measured from the bottom of the plate, in a place and position that is clearly visible. The plate shall be maintained free from foreign materials that obscure or partially obscure the registration information and in a clearly legible condition.

Operating Authority

To operate as a for-hire motor carrier of property or passengers, a carrier must obtain authority. Application for intrastate authority must be made through the CVED Regulatory & Credentialing Unit. Application for interstate authority must be made through the Federal Motor Carrier Safety Administration.

Personal Use *FMCSA 390.1 (f)(3) & Act 181*

State and Federal trucking regulations do not apply to any person operating a commercial motor vehicle when the vehicle is used exclusively to transport personal possessions or family members for non-business purposes.

General Information

Third-lane Use MVC 257.634(3)

On **freeways** having three or more lanes for travel in the same direction, trucks with a **gross weight of more than 10,000 lbs.**, a truck-tractor or a combination of a vehicle and trailer or semitrailer must operate in the **two right-hand lanes only**.

Truck Speed Limit MVC 257.627(6)

A truck, truck-tractor with trailer, or a combination of these vehicles, with a **gross weight of 10,000 pounds or more**, shall not exceed a speed of 55 mph on freeways, and may not exceed 60 mph when the maximum speed limit is 70 mph.

Vehicle Identification MVC 257.723

All towing or platform bed wreckers or road service vehicles in operation upon the public highways of this state shall have the name, city, and state or the registered logo or emblem of the registered owner of the vehicle, and lessee of the vehicle if the vehicle is being operated under lease, painted or permanently attached on each side of the vehicle in letters of not less than 3 inches in height, not lower than the bottom edge of the door. This information shall be in sharp color contrast to the background.

A vehicle in compliance with the identification requirements of the federal motor carrier safety regulations, 49 CFR parts 390-399, is considered to be in compliance with this section.

Weigh Stations MVC 257.724 (5)

A driver or owner of a commercial vehicle with other vehicles or trailers in combination, a truck or truck-tractor, a truck or truck-tractor with other vehicles in combination, or any special mobile equipment, who fails to stop at or bypasses any scales or weighing station is guilty of a misdemeanor.

NOTE: *This would include a pickup truck, being used commercially, towing a trailer.*

Definitions

(Some of the following definitions may be incomplete or rephrased. Please refer to the actual rules for complete definitions)

Bus FMCSR 390.5

Any motor vehicle designed, constructed and/or used for the transportation of passengers, including taxicabs.

MVC 257.4b

A motor vehicle designed for carrying 16 or more passengers, including the driver. “Bus” does not include a school bus.

Chauffeur MVC 257.6

- A Michigan resident who is employed for the principal purpose of operating a motor vehicle with a gross vehicle weight rating (GVWR) of 10,000 pounds or more; or
- A person who operates a pupil transportation vehicle used for the regularly scheduled transportation of pupils between school and home, or a person who operates a bus or school bus; or
- A person who operates a taxi or limousine.

NOTE: *Michigan law considers someone to be employed for the “principal purpose” of operating a motor vehicle “when the person’s employment customarily involves the necessary use of a motor vehicle for hire, for transporting passengers for hire or when transporting any merchandise for display, sale or delivery.”*

Commercial Vehicle MVC 257.7

“Commercial vehicle” includes all motor vehicles used for the transportation of passengers for hire, or constructed or used for transportation of goods, wares or merchandise, and/or all motor vehicles designed and used for drawing other vehicles and not so constructed as to carry any load thereon either independently or any part of the weight of a vehicle or load so drawn.

Commercial Motor Vehicle (CMV) FMCSR 390.5

Any self-propelled or towed motor vehicle used on a highway in interstate or intrastate commerce to transport passengers or property when the vehicle:

- Has a gross vehicle weight rating or gross combination weight rating, gross vehicle weight or gross combination weight of 10,001 lbs. or more, whichever is greater; or
- Is designed or used to transport more than 8 passengers (including the driver) for compensation; or
- Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
- Is a vehicle of any size used to transport hazardous material in quantities which require a placard.

Definitions

Commercial Motor Vehicle Driver *FMCSR 390.5*

Any person (including the owner of a company) who operates a commercial motor vehicle.

Empty Weight *MVC 257.13b*

Empty weight means the shipping weight of a vehicle as furnished by the manufacturer or a scale weight taken from a weight receipt furnished by the weighmaster operating scales approved and sealed by the Michigan Department of Agriculture.

NOTE: *For commercial vehicles, empty weight shall also mean fully equipped for the use for which the vehicle is intended.*

Farmer *FMCSR 390.5*

Any person who operates a farm or is directly involved in the cultivation of land, crops or livestock owned or directly controlled by that person. For a copy of the Farmer's Guidebook, go to www.truckingsafety.org.

Farm Vehicle Driver *FMCSR 390.5*

A person who drives only a motor vehicle that is:

- Controlled and operated by a farmer as a private motor carrier of property, within 150 air miles of the farm, and transporting either agricultural products, farm machinery or farm supplies to or from a farm; and
- Not being used in the operation of a for-hire motor carrier; and
- Not carrying hazardous materials of a type or quantity that requires the vehicle to be placarded.

Covered Farm Vehicle *FMCSR 390.5*

A straight truck or articulated vehicle, registered in a State with a license plate or other designation, issued by the State of registration, that allows law enforcement officials to identify it as a farm vehicle.

The new Transportation Bill (MAP 21) was signed into law on July 6, 2012. It defines and includes provisions and additional exemptions for "Covered Farm Vehicles" transporting agricultural commodities.

The effective date of this Bill was October 1, 2012 and States have 3 years (October 1, 2015) to adopt and implement it. Michigan adopted it on January 1, 2014

Gross Combination Weight Rating (GCWR) *FMCSR 390.5*

The value specified by the manufacturer as the laded weight of a combination motor vehicle. In the absence of a value specified by the manufacturer, GCWR will be determined by adding the GVWR of the power unit and the total weight of the towed unit and any load thereon.

Gross Vehicle Weight Rating (GVWR) *FMCSR 390.5*

The value specified by the manufacturer to be the safe loaded weight of a single vehicle.

Definitions

Gross Weight *MVC 257.19*

The weight of a vehicle without load plus the weight of any load thereon.

Interstate Commerce *FMCSR 390.5*

- Trade, traffic or transportation in the United States between a place in the state and a place outside of such state (including outside of the United States); or
- Between two places in a state through another state or a place outside of the United States; or
- Between two places in a state as part of trade, traffic or transportation originating or terminating outside the state or the United States.

Intrastate Commerce *FMCSR 390.5*

Any trade, traffic or transportation in any state which is not described in the term “interstate commerce”.

Medical Examiner’s Certificate

(Medical Card) *FMCSR 391.43*

A document issued by a medical examiner to a commercial motor vehicle driver certifying the driver is medically qualified under state and/or federal standards to operate a commercial motor vehicle in interstate or intrastate commerce. The issuing examiner must be listed on the National Registry of Certified Medical Examiners.

NOTE: *The certificate must be carried by the driver when operating a commercial motor vehicle, and the employer is required to keep a copy in the driver’s qualification file.*

(Interstate CDL drivers see Driver Qualification file, page 12-13)

Michigan Medical Waiver

Michigan Public Act 181 of 1963, sec. 480.13

Michigan intrastate drivers only

Issued to a commercial motor vehicle driver who, because of a medical reason, would otherwise not be qualified to operate a commercial motor vehicle.

To obtain a Michigan waiver application:

517-284-3243

NOTE: *The certificate must be carried by the driver when operating a commercial motor vehicle, and the employer is required to keep a copy in the driver’s qualification file.*

Michigan Motor Carrier Safety Act

Michigan Public Act 181 of 1963

An act to promote safety upon the public highways by regulating commercial motor vehicles and the operators of those vehicles, operating in intrastate commerce. This act adopts the Federal Motor Carrier Safety Regulations.

Definitions

Motor Carrier *FMCSR 390.5*

Any person or entity operating a vehicle meeting the definition of a 'commercial motor vehicle' [to support any type of business activity or service] is a motor carrier, (e.g. landscapers, plumbers, dealerships, septic tank services, tree services, farmers, etc.)

Private Motor Carrier of Passengers *FMCSR 390.5*

Business: A private motor carrier engaged in the transportation of passengers which is provided in the furtherance of a commercial enterprise and is not available to the public at large.

Nonbusiness: A private motor carrier involved in the transportation of passengers who does not otherwise meet the definition of a private motor carrier of passengers (business).

Spacing Between Axles *MVC 257.61*

The distance from axle center to axle center.

Special Mobile Equipment *MVC 257.62*

Every vehicle not designed or used primarily for the transportation of persons or property and incidentally operated or moved over the highways, including farm tractors, road construction or maintenance machinery, mobile office trailers, mobile tool sheds, trailers for housing stationary construction equipment, ditch-digging apparatus, well-boring and well-serving apparatus.

Tandem Axle *MVC 256.67*

Two axles spaced more than 3 feet 6 inches apart and less than 9 feet apart.

Tandem Axle Assembly *MVC 257.67a*

Refers to two axles spaced more than 3 feet 6 inches apart and less than 9 feet apart with one axle in front of the other and so attached to the vehicles wherein an attempt is made by connecting the mechanism to distribute the weight equally between the two axles.

Tank Vehicle *FMCSR 383.5*

Tank vehicle means any commercial motor vehicle that is designed to transport any liquid or gaseous materials within a tank or tanks having an individual rated capacity of more than 119 gallons and an aggregate rated capacity of 1,000 gallons or more that is either permanently or temporarily attached to the vehicle or the chassis. A commercial motor vehicle transporting an empty storage container tank, not designed for transportation, with a rated capacity of 1,000 gallons or more that is temporarily attached to a flatbed trailer is not considered a tank vehicle.

* Tank endorsement needed*

Michigan Commercial Driver License (CDL)

Michigan Vehicle Code Act 300 PA 1949

Who Needs a CDL in Michigan? 257.312

If you are going to operate ANY of the vehicles below either within the state or across state/foreign borders, you need a CDL.

What Type of CDL Do I Need?

A Michigan resident needs a valid operator or chauffeur license with the appropriate group designation to operate the following vehicles.

Group A To operate a vehicle which is:

- A combination of vehicles with a gross combination weight rating [GCWR], or actual gross weight of 26,001 pounds or more, and tows a vehicle with a gross vehicle weight rating [GVWR] of more than 10,000 pounds

Group B To operate:

- A single vehicle having a gross vehicle weight rating [GVWR] or actual gross weight of 26,001 pounds or more

Group C To operate small vehicles:

- Designed to carry 16 or more people including the driver; or
- Not meeting the requirements for group A or B which carry hazardous materials in amounts requiring placarding (refer to CDL Manual)

NOTE: *If a road test is performed in a vehicle without air brakes, an air brake restriction will appear on the drivers CDL.*

CDL Exceptions 257.312(e)

Michigan offers exceptions to the CDL requirements, which include:

- Active military duty operating military vehicles
- Police and firefighters operating authorized emergency vehicles
- Farmers operating within a 150-mile radius of a farm (an “F” endorsement may be required)
- Individuals operating motor homes or vehicles used exclusively to transport personal possessions or family members for nonbusiness purposes

NOTE: *A vehicle with airbrakes that does not meet the group A, B or C definitions listed above, does not require a CDL to operate.*

Michigan Commercial Driver License (CDL)

Michigan Vehicle Code Act 300 PA 1949

What Endorsements Do I Need on My CDL in Michigan?

In addition to the appropriate CDL group designation, endorsements are required for the following:

- T DOUBLE or TRIPLE TRAILERS** (Triple-trailer combinations are not permitted in Michigan)
- P PASSENGER:** For vehicles which are designed to carry more than 15 people (including the driver)
- N TANK VEHICLES:** Any commercial motor vehicle that is designed to transport any liquid or gaseous materials within a tank or tanks having an individual rated capacity of more than 119 gallons and an aggregate rated capacity of 1,000 gallons or more that is either permanently or temporarily attached to the vehicle or the chassis. A commercial motor vehicle transporting an empty storage container tank, not designed for transportation, with a rated capacity of 1,000 gallons or more that is temporarily attached to a flatbed trailer is not considered a tank vehicle.
- H HAZARDOUS MATERIALS:** To carry hazardous materials in amounts requiring placarding (includes small trucks, pickup trucks and passenger vehicles)
- X** An “X” endorsement will appear on the license instead of the H and N codes when an applicant receives both the tanker and hazardous materials’ endorsements
- S SCHOOL BUS** for commercial motor vehicles used to transport pre-primary, primary, or secondary school students from home to school, school to home, or to and from school sponsored events

*** For more information on Restrictions, Endorsements, and other Michigan CLD information you can view Michigan Vehicle Code 357.312 ***

Drug and Alcohol Testing

Federal Motor Carrier Safety Regulations Parts 40 and 382 Summary

A comprehensive set of federal regulations requires persons holding a Commercial Driver License (CDL) and who operate a commercial motor vehicle (as defined in the Federal Motor Carrier Safety Regulations, Part 382) to be tested for controlled substances and alcohol. These rules preempt any state testing requirements and apply to both interstate and intrastate drivers.

Companies that employ these persons must establish a drug and alcohol testing program (as prescribed in Part 382) and conduct:

- Pre-employment testing
- Random testing
- Reasonable cause testing
- Post-accident testing **see 382.303 (a)&(b)*
- Return-to-duty testing
- Follow-up drug and alcohol testing.

A driver who fails a required test or refuses to test is considered medically unqualified to operate any commercial motor vehicle with a GVWR or actual loaded weight of 10,001 pounds or more. The driver will remain unqualified until he/she has been evaluated by a Substance Abuse Professional (SAP), passed a return-to-duty test (directed by the SAP) and is participating in a follow-up testing program.

Essential to an employer's drug & alcohol testing program are the requirements for:

- A written drug and alcohol testing policy
- Driver and supervisor education
- A scientifically conducted random selection process.

Additionally, an employer will need to contract with:

- Qualified drug and alcohol collection facilities
- Certified laboratories
- Medical review officers
- Substance abuse professionals.

Maintaining accurate records is critical to ensuring compliance with these rules. Most companies subject to these rules use the services of a third party administrator.

Owner-operators or a company with only one driver must contract with a third-party administrator.

Consortium/Third party administrator (C/TPA) is a service agent that provides, administers or coordinates one or more drug and/or alcohol testing services to employers, subject to FMCSA drug and alcohol testing regulations.

The complete text of the drug and alcohol testing regulations and the procedure can be found in the Federal Motor Carrier Safety Regulations, Parts 382 and 40 respectively.

Michigan Alcohol Laws (For CDL Drivers)

Violations of Michigan's drunk driving laws affect a driver's CDL.

Under Michigan law, a person who has an alcohol content of .04 grams or more may not operate a commercial motor vehicle. With respect to these laws, a commercial motor vehicle is one which meets Michigan's requirements for a CDL.

A CMV driver will be placed out of service for 24 hours if he/she:

- Refuses a preliminary breath test (PBT)
- Consumes alcohol within 4 hours prior to operating a CMV
- Consumes alcohol while operating a CMV
- Has an alcohol content of .02 while operating a CMV.



In addition to being placed out of service, if a driver is convicted of a violation of Michigan's drunk driving laws or those of another jurisdiction, the driver's CDL will be revoked.

The CDL will also be revoked if the driver refuses a request by a peace officer, of this state or another jurisdiction, for a chemical test for the presence of drugs or alcohol.

For a first violation, the period of revocation will be one year (3 years if transporting hazardous material). A second violation, regardless of the time between violations, will result in revocation for life, with the possibility of reinstatement after 10 years.

These revocations also apply to a CDL driver while operating a non-commercial motor vehicle. A non-commercial motor vehicle does not include a recreational vehicle used off-road. When operating a non-commercial motor vehicle, the alcohol content of .08 BAC would be used to determine a drunk driving violation.

These laws are contained in Act 300 of the Michigan Vehicle Code, Sections 257.319b and 257.625.

Other violations which would result in revocation include:

- Leaving the scene of an accident
- Using a vehicle to commit a felony
- Refusing a request for a chemical test.

ESTABLISHING A DRUG AND ALCOHOL TESTING PROGRAM

Are your drivers required to be drug tested under federal law? What do you do if a driver fails a random test? The Center has trained professionals who can answer your drug and alcohol testing questions.

**Michigan Center for Truck Safety 800-682-4682
Upper Peninsula 800-469-7364**

Driver Qualification and Investigation

State and federal safety regulations require drivers of commercial motor vehicles (see definitions) to meet certain minimum standards. Motor carriers (employers) must document and maintain each driver's qualifications in a driver qualification file and maintain a driver investigation history (391.23) file for each driver. A motor carrier shall not require or permit a person to drive a commercial motor vehicle unless that person is qualified. A motor carrier (employer) who also operates a commercial motor vehicle is a driver and must comply with both the rules that apply to motor carriers and to drivers.

A Qualified Driver Must:

- Be at least 21-years-old to operate in interstate commerce
- Be at least 18-years-old to operate in intrastate commerce
- Be at least 21-years-old to transport hazardous material if the vehicle requires placarding
- Read, speak and understand the English language well enough to communicate with the general public and regulatory officials, and to respond to inquiries and make entries on reports and records
- Be able to operate the commercial motor vehicle safely
- Have the ability and training to safely load and secure cargo
- Possess a valid Medical Examiner's Certificate and if required a medical waiver/exemption
- Possess a valid driver's license for the type of vehicle he/she is to operate.

NOTE: *Commercial Vehicle Safety Alliance (CVSA) Out-of-Service Criteria allows enforcement officers to place truck drivers out of service if they are unable to communicate sufficiently in the country in which they are operating.*

Driver Qualification File

A driver qualification file must contain:

- A driver's application for employment
- A copy of the driver's motor vehicle report (annual)
- The driver's report of violations (annual)
- Employer's review of driving record (annual)
- A valid Medical Examiner's Certificate and/or waiver
- Proof of a road test or equivalent
- Verification medical examiner is on the National Registry

NOTE: *After January 30, 2015, drivers that have certified as non-excepted INTERSTATE (see page 13, Medical Certificate Registration) will no longer have to carry the medical certificate and employers will no longer have to maintain a copy of the certificate in the Driver File.*

NOTE: *Employers must always have a current Motor Vehicle Report (MVR) as this will be the only valid proof of medical certification.*

Driver Qualification and Investigation

Medical Certificate Registration

Michigan CDL holders who operate in interstate commerce must provide the Secretary of State a valid and current medical certificate. The medical information will be entered onto their CDL. For further information, contact the CDL Helpline at 517-322-5555.

NOTE: *If you have a FMCSA medical variance, such as a FMCSA waiver letter or skills performance evaluation, you must present each document at a Secretary of State office. FMCSA medical variance documents will not be accepted if sent by mail or fax.*

NOTE: *Secretary of State will require CDL holders to Self Certify the type of driving they intend to do.*

Disqualifying Offense for Drivers

A driver who is disqualified shall not drive a commercial motor vehicle and a motor carrier shall not require or permit a disqualified driver to drive a commercial motor vehicle. Disqualifying offenses are contained in FMCSR 391 and 383.

Driver Investigation History File

A motor carrier must make inquiries to, and obtain responses from a driver applicant's previous employers during the previous three years, when the driver operated a commercial motor vehicle. The inquiries and responses must be maintained in a confidential driver investigative history file.

These inquiries must include:

- Work history
- Accident history
- Drug and alcohol testing information (CDL Drivers ONLY)

Driver Rights 391.23

An employer must inform a driver applicant of his/her rights concerning information obtained from a previous employer. They include the right to:

- *Review the information obtained*
- *Ask a previous employer to change or correct information and*
- *Submit a rebuttal statement to a previous employer which must accompany any information the previous employer sends out.*

These requirements are contained in FMCSR 391.23.

Driver's Hours of Service

(Cargo Carrying Drivers) *FMCSR Part 395*

CMV drivers are limited in the number of hours they can work and drive. Once a driver has worked a prescribed number of hours, he/she is no longer eligible to drive until he/she has met the off-duty requirements. Employers must ensure driver compliance and maintain accurate time records (for each driver).

Applicability 395.1

The hours of service rules apply to any person who operates a commercial motor vehicle as defined in FMCSR 383.5 and if operating interstate FMCSR part 390.5.

Intrastate Exemptions

Michigan Public Act 181 of 1962, sec. 480.15

- Non-CDL drivers
- Government employees driving CMVs operated by a unit of government
- Utility service vehicle drivers
- Michigan intrastate farm vehicle drivers

Duty Status

Driving – all time spent at the operational controls of a vehicle, except when parked

On-duty includes:

- Riding in a CMV (except when in a sleeper berth)
- Perform all other duties required by the motor carrier.
- All time spent providing breath and alcohol specimens for drug and alcohol testing.
- Any other compensated work for another employer.

Off-duty

- When relieved, by the motor carrier, from all responsibilities for performing work.
- When riding in the passenger seat, the 2 hours immediately before or after a sleeper berth period of at least 8 hours.

Maximum Driving & Duty Rules 395.3

A DRIVER:

- May drive 11 hours following 10 consecutive hours off-duty
- May not drive beyond the 14th hour after coming on duty
 - **The 14 hour calculation begins when a driver comes on duty and includes all off-duty time, driving time, on-duty not driving time, and all sleeper berth time of less than 8 hours.**
- May not drive after 60/70 hours on-duty in any 7/8 consecutive days.

34 Hour Restart

- Any period of 60/70 hours in any 7/8 days period ends when a driver takes 34 consecutive hours off duty.

30 minute Break

- Drivers who are required to complete the daily logbook, must take 30 minutes off duty within 8 hours of any previous off duty period of at least 30 minutes or more before continuing to drive.
- Drivers that do not use a logbook (see Short Haul Operation) are not required to take the 30 minute break

10 consecutive hours off-duty

The 10 consecutive hours off duty may be achieved by taking:

- a) 10 consecutive hours off-duty
- b) 10 consecutive hours in a sleeper berth
- c) Combining off-duty and sleeper berth time, totaling 10 consecutive hours (unbroken)

NOTE: *When combining off-duty and sleeper berth time, there is no minimum amount of time a driver must spend in the sleeper berth.*

Driver's Hours of Service

(Cargo Carrying Drivers) FMCSR Part 395

Maximum Driving & Duty Rules Sleeper berth provision 395.1(g)

A driver may achieve the *equivalent* of 10 consecutive hours off-duty by combining a sleeper berth period of 8 or more hours (but less than 10) with a separate period of at least 2 consecutive hours off-duty, or in the sleeper berth, or any combination of off-duty and sleeper berth time.

NOTE: *The equivalent of 10 consecutive hours off-duty is not the same as 10 consecutive hours off-duty. A driver using the sleeper berth provision will not begin a new 14 hour tour of duty or 11 hours of driving following the two qualifying periods.*

Logbook Requirements 395.8

- The daily log is an accurate and complete record of a driver's activities for a 24-hour period
- Unless exempt (see short haul operations this page), all drivers must record their duty status using the daily logbook
- All entries in the logbook shall be accurate, legible and in the driver's own handwriting
- Employers must maintain all driver's log and supporting documents for the previous 6 months
- Employers review logs and supporting documents to verify logs are accurate and complete

Short-Haul Operations 395.1(e)

A CDL driver operating a property carrying vehicle which requires a CDL to operate, does not have to complete the daily log if he/she:

- following 10 consecutive hours off duty, does not drive more than 11 hours, and
- operates within a 100 air-mile radius of the normal work reporting location, and
- returns to the work reporting location and is released from duty within 12 hours after coming on duty.

A non-CDL driver would not be required to complete the daily log if he/she meets the same requirements listed above, within a 150 air mile radius, and returns to the work reporting location with 14 hours of coming on duty.

NOTE: *Although short haul operations are exempted from the logbook requirement, interstate and CDL vehicle operating motor carriers must still keep a daily record of each driver's hours of service, e.g., time card, time sheet.*

16 Hour Work Shift 395.1 (o)

A driver operating a vehicle which requires a CDL to operate and who returns to the work reporting location each day is permitted one 16 hour work shift in any 7 day period, or following 34 consecutive hours off-duty. During the 16 hour shift, the driver must complete a daily log sheet and may drive during the 15th and 16th hour provided he/she does not exceed 11 hours of driving for the work shift.

A driver operating a CMV in interstate operations which does not require a CDL and meets the same requirements listed above, is allowed two 16 hour work shifts.

NOTE: *During a 16 hour work shift, a driver is not limited to the number of miles he/she may travel from the work reporting location.*

Passenger Transportation

Motor carriers of passengers operate under different rules. Those requirements are also contained in FMCSR Part 395.

Seasonal Construction

Michigan Public Act of 1962, sec. 480.15

Michigan drivers engaged in seasonal construction activities (solely within Michigan) are permitted to use 70/80 hours during any 7/8 consecutive days and may drive 12 hours during a 16 hour tour of duty.

Note: *Seasonal construction drivers must still comply with the requirement for 10 consecutive hours off-duty rule between each tour of duty.*

Vehicle Registration & Motor Fuel Tax

Elected Gross Vehicle Weight Plate (EGVW)

This is required registration for vehicles used in a commerce when:

- Trucks weighing 8,001 pounds or more
- Pickup trucks weighing 8,001 pounds or more that tows a trailer or other vehicle
- A truck (other than a pickup) weighing 8,000 or less towing a trailer or other vehicle

NOTE: *The EGVW weight selected must cover the maximum loaded weight of the power unit and if USED in combination, the towed vehicle as well.*

NOTE: *A pickup truck that has been modified/converted (flatbed, dump-box added, etc) is no longer considered a pickup for registration purposes.*

International Fuel Tax Agreement (IFTA)

IFTA requires a fuel tax license for a qualified motor vehicle used for the transportation of persons or property in **interstate** commerce (includes farm plated vehicles). Recreational vehicles are exempt from IFTA.

International Registration Plan (IRP)

IRP is a program for the licensing of commercial vehicles being operated in interstate commerce. Motor carriers are issued an “apportioned” registration plate and cab card for each vehicle. The card lists the IRP states the vehicle is licensed to enter and the elected weight for each state.

IFTA and IRP Qualifying Vehicles

IFTA and IRP apply to vehicles operating in interstate commerce only:

- a) having 2 axles and a gross vehicle weight or registered weight exceeding 26,000 pounds, or
- b) having 3 or more axles regardless of weight, or
- c) is used in a combination of vehicles and the gross combination weight or the registered weight exceeds 26,000 pounds.

For complete IFTA and IRP information contact the Michigan Department of Treasury (IFTA) at 517-636-4580 and the Michigan Department of State (IRP) at 517-322-1097.

Log/Farm Plate

Special registration used exclusively in the operation of a farm and a wood harvester operation (to include wood harvesting equipment) and may not be used for-hire or to transport processed lumber. Vehicles displaying this plate may be used for personal transportation.

Unified Carrier Registration (UCR)

A commercial motor vehicle is one that is operated in interstate commerce with a gross vehicle weight (GVW) or gross vehicle weight rating (GVWR) of at least 10,001 pounds or, in the case of a passenger vehicle, is one built to carry more than 10 persons, including the driver. It also includes a vehicle that transports hazardous materials in a quantity that requires placarding. Contact CVED Regulatory & Credentialing Section at 888-464-8736.

Commercial Vehicle Operator Registration (CVOR)

Motor carriers operating trucks having a registered gross weight/actual weight of more than 9900 pounds or buses designed to carry ten or more passengers, within Ontario, are required to register as Commercial Vehicle Operators.

For more information contact the Ontario Ministry of Transportation at 416-246-7166 or their web site at www.mto.gov.on.ca/.

Inspection, Repair & Maintenance

FMCSR Part 396

Periodic Inspection (annual) *FMCSR 396.17*

Every CMV shall:

- Be inspected at least once every 12 months by a qualified inspector and;
- At a minimum, pass the inspection criteria of FMCSR Appendix G; and
- Must have a copy of the inspection report or other form of documentation on the vehicle; and
- For at least 14 months following the inspection, a motor carrier must retain the original or a copy of the annual inspection report for each vehicle under its control and make them available for review.

NOTE: *See Exemptions.*

Periodic (annual) Inspector Qualifications *FMCSR 396.19*

Persons performing the periodic inspection must be “qualified,” meaning they:

- Understand the inspection criteria of Part 393 and understand the inspection criteria of Appendix G, and
- Are knowledgeable of inspection procedures, tools used, and
- Are capable of performing an inspection by... [see FMCSR 396.19(a)(3)].

Motor carriers are responsible to ensure that persons performing the periodic (annual) inspection are qualified and must maintain evidence of each person’s qualifications for:

- The period during which the individual is performing inspections, and
- One year thereafter.

Required Driver Inspections

Drivers are required to perform the following daily inspections of vehicles, equipment and cargo each day a vehicle is used:

- Pre-trip inspection: FMCSR 392.7, 392.8, and 396.13
- Cargo inspection (en route): FMCSR 392.9
- Post-trip inspection (written); FMCSR 396.11

NOTE: *The post-trip inspection must be documented only when defects or deficiencies are found. Daily inspection documents are not required to be carried on a CMV.*

Roadside Inspection *FMCSR 396.9*

The driver shall deliver a roadside inspection report upon arriving at the next terminal or facility, and:

- The report is to be reviewed
- Defects noted shall be repaired (prior to vehicle being re-dispatched)
- Return the completed inspection report to issuing agency within 15 days
- Maintain a copy of the report for 12 months from the date of inspection.

Inspection, Repair & Maintenance

FMCSR Part 396

Maintenance Schedule

A motor carrier must have a written maintenance schedule for each vehicle operated (including trailers) outlining routine vehicle maintenance and the due dates for each type of maintenance.

Vehicle Maintenance Records *FMCSR 396.3*

Motor carriers must maintain vehicle maintenance records for each vehicle (including trailers) under the carrier's control for 30 consecutive days or more. At a minimum, these records must:

- Identify the vehicle.
- Identify the nature and due dates for inspections and maintenance.
- Indicate dates maintenance and repairs performed.
- Be maintained for one year and for 6 months after the vehicle leaves the carrier's control.

Intermodal Equipment Providers *396.(b)*

Must maintain or cause to be maintained, the same records (listed above) for each unit of intermodal equipment they tender or intend to tender to a motor carrier.

EXEMPTIONS: *Michigan Public Act 181 of 1963 sec 480.11a*

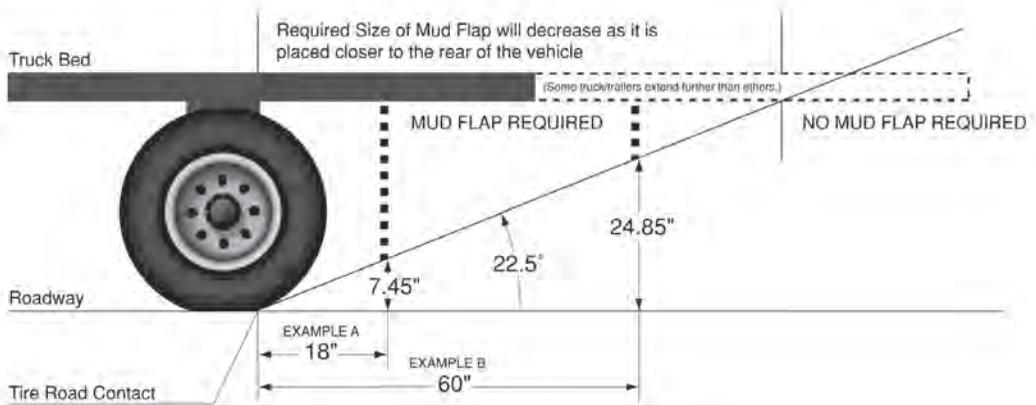
Michigan motor carriers operating non-CDL CMVs, solely in Michigan intrastate commerce, are exempt from the periodic, pre-trip and post-trip inspections, as well as, the recordkeeping requirements contained in FMCSR 396. These motor carriers must however, continue to comply with the inspection and maintenance requirements contained in FMCSR Parts 392 and 393.

Mud Flaps

Michigan Motor Carrier Safety Act Michigan Public Act 181 of 1963

A truck, truck tractor, trailer, semitrailer, or any combination of these, when used on a highway, shall be so constructed or equipped as to prevent water or other road surface substances from being thrown from the rear wheels of the vehicle or combination at tangents exceeding 22.5 degrees measured from the road surface. If a flap type device is used, it shall not have attached any type of lamp, breakable reflective material or reflecting buttons; nor may the device extend beyond the maximum width of the vehicle or combination.

Measurements are to be made while vehicles are unloaded.



The above diagram can be used as a guide in determining whether your vehicle is required to have mud guards or flaps. Compliance may be determined by whether the rear wheels of a commercial vehicle throw road surface substances back and up at an angle greater than 22.5 degrees.

- (1) In inches, measure from the point of rear-most tire contact to the point on the road surface below where the mud flap is or will be installed.
- (2) Take the measurement and multiply by .4142.
- (3) Measure up by the amount arrived at after the multiplication factor. That point is where the mud flap must be at or below.

Examples: A. 18 inches x .4142 = 7.45 (or fewer) inches off the ground
B. 60 inches x .4142 = 24.85 (or fewer) inches off the ground

Quick Check: Measure 5 inches of vertical for every 12 inches of horizontal.

Brakes

FMCSR Part 393

Refer to FMCSR Part 393 for complete details concerning brakes and all other required equipment on commercial motor vehicles.

General Requirements 393.40

- All commercial motor vehicles (including trailers) must be equipped with brakes acting on all wheels
- All brakes with which a motor vehicle is equipped (including trailers) must be capable of operating at all times.

Exceptions 393.42(b)

- A truck or truck-tractor which has 3 or more axles and was manufactured before July 25, 1980 does not have to have brakes on the front axle, provided all brake components—except the spider and drum—have been removed
- Any full trailer, any semitrailer or any pole trailer having a gross vehicle weight (GVW) of 3,000 pounds or less is not required to have brakes if the weight of the towed vehicle resting on the towing vehicle does not exceed 40 percent of the towing vehicle's GVW
- Disabled vehicles being towed.

Use of Surge Brakes 393.48 (6)(d) Interstate:

- GVWR of 12,000 pounds or less, when the GVWR does not exceed 1.75 times the GVWR of the towing vehicle; and
- GVWR greater than 12,000 pounds but less than 20,001 pounds, when the GVWR does not exceed 1.25 times the GVWR of the towing vehicle

Intrastate:

Trailers with a gross weight of 15,000 pounds or less may be equipped with surge brakes (MVC257.705(1)(c)).

Note: Surge brakes are hydraulic trailer braking systems that rely on the braking action of the towing unit to stop the towed vehicle. FMCSR 393.5.

Breakaway and Emergency Braking 393.43

Every trailer required to be equipped with brakes shall have brakes which apply automatically and immediately upon breakaway from the towing vehicle. With the exception of trailers having three or more axles, all brakes with which the trailer is required to be equipped must be applied upon breakaway from the towing vehicle. The brakes must remain in the applied position for at least 15 minutes.

Warning Devices and Gauges

In general, a bus, truck or truck-tractor must be equipped with a signal that provides a warning to the driver when a failure occurs in the vehicle's braking system. The type of warning device that is required on the vehicle depends on the brake system.

More information can be found in the FMCSR or by calling MCTS.

Automatic Brake Adjusters 393.53

- Every CMV equipped with a hydraulic brake system and manufactured on or after October 20, 1993 must be equipped with automatic brake adjusters.
- Every CMV equipped with an air brake system and manufactured on or after October 20, 1994 must be equipped with automatic brake adjusters.
- Automatic adjusters must meet Federal Motor Vehicle Safety Standards.

Automatic Adjustment Indicators 393.53(c)

Every CMV equipped with an air brake system which contains an external automatic adjuster or exposed push rod and was manufactured on or after October 20, 1994, must be equipped with automatic brake adjustment indicators (push rod indicators). Replacement parts must meet this requirement.

Safety Devices

FMCSR Part 393

Full Trailers and Dolly Converters 393.70

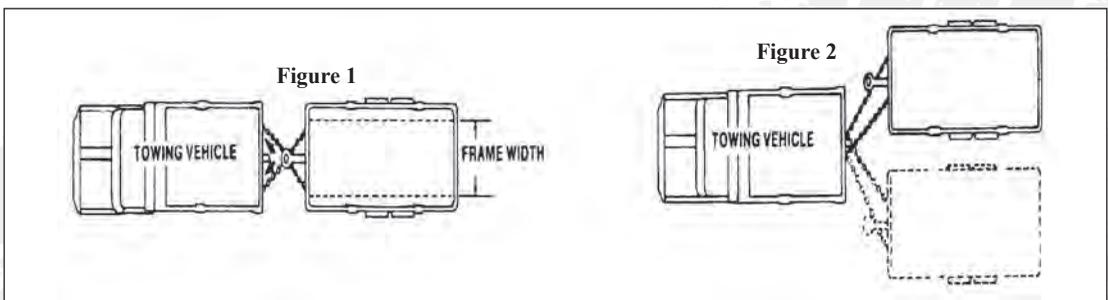
- Must be equipped with a safety device that prevents accidental separation
- Must be equipped with a safety device that prevents the towed vehicle from breaking loose in the event the tow-bar fails or becomes disconnected and must:
 - Not be attached to the pintle hook or any other device on the towing vehicle to which the tow-bar is attached
 - Not have more slack than necessary to permit the vehicles to turn properly (never twist or knot a chain)
 - Have the ultimate strength of not less than the gross weight of the vehicle or vehicles being towed
 - Be connected to the towed and towing vehicle in a manner to prevent the tow-bar from dropping to the ground in the event it fails or disconnects.
 - Have the towed vehicle be equipped with two safety chains or cables or a bridle arrangement of one if safety chains or cables are used.

Driveway-Towaway Operations 393.71

- Tow-bars shall be plainly marked by the manufacturer
- Must be equipped with a safety device that prevents the towed vehicle from breaking loose in the event the tow-bar fails or becomes disconnected. The safety devices:
 - Shall be equipped with at least two safety chains or cables, if used
 - Shall be crossed if chains or cables are used
 - Must not have more slack than necessary to permit the vehicles to turn properly (never twist or knot a chain).

Non-Driveway-Towaway Operations

Should the coupling device become detached during travel—**although not required by law**—crossed safety devices (**Figure 1**) will minimize the lateral movement of the towed vehicle as illustrated in **Figure 2** where the safety devices are not crossed.



NOTE: Refer to the FMCSR Part 393 for complete details concerning coupling devices, towing methods, and proper use of safety devices.

Cargo Securement

FMCSR Part 393

General Intrastate & Interstate Operations 393.100

- Each CMV transporting cargo must be loaded and equipped to prevent the cargo from leaking, spilling, blowing off or falling from the motor vehicle.
- Cargo must be contained, immobilized or secured to prevent shifting upon the vehicle to the extent that the vehicle's stability or maneuverability is not adversely affected.

Intrastate & Interstate Operations: General Tiedown Devices 393.100-393.014

- All devices and systems used must meet the performance criteria of FMCSR, 393.102.
- All vehicle structures, systems, parts and components used to secure cargo must be in proper working order when used to perform that function with no damaged or weakened components that will adversely affect their performance.
- Repairs must comply with applicable standards of FMCSR 393.104 or the manufacturer's standard.
- Tiedowns must be attached and secured in a manner to prevent them from unfastening, opening, releasing or becoming loose.
- Vehicle structures and anchor points must meet the performance criteria of FMCSR, Part 393.102.
- Materials used as dunnage or dunnage bags, chocks, cradles or shoring bars must not have damage or defects which would compromise the effectiveness of the securement system
- The aggregate working load limit (WLL) of the securement system must meet or exceed half the weight of the article or group of articles (See FMCSR 393.106(d) for complete explanation).

- Tiedowns not marked by the manufacturer with a WLL will be given the WLL found in FMCSR 393.108.

Intrastate & Interstate Operations: General Length 393.106

- When the article is blocked or braced to prevent forward movement, it must be secured by at least one tiedown for each 10 feet of article length or fraction thereof.
- When an article is not blocked or positioned to prevent forward movement, additional tiedown devices must be used. Refer to FMCSR Part 393.
- Some cargo securement rules do not apply to "special purpose vehicles." *See the FMCSR for complete information.*
- Tiedown devices must be adjustable can tighten them.
- Front-end structures, *if used*, must meet the criteria found in FMCSR 393.114.

Specific Securement Requirements by Commodity Type 393.116 – 393.136

Complete information on specific securement requirements by commodity type can be found in the FMCSR 393.116 – 393.136 for the following:

- Logs
- Dressed lumber or similar building products
- Metal coils
- Paper rolls
- Concrete pipe
- Intermodal containers
- Automobiles, light trucks and vans
- Heavy vehicles, equipment and machinery
- Flattened or crushed vehicles
- Roll-on/roll-off or hook-lift containers
- Large boulders

There are no exceptions to the cargo securement rules.

Hazardous Materials

General Information

This material is provided as a **general reference**. Michigan has adopted the Federal Hazardous Materials Regulations (FHMR) into state law. The FHMR should be reviewed prior to shipping or transporting hazardous materials. The FHMR is found in Title 49, Code of Federal Regulations, Parts 100-180. Compliance is mandatory for intrastate and interstate transportation.

Motor Carrier Responsibilities

Include the following but may not be limited to:

- SHIPPING PAPERS
- PLACARD AND MARK VEHICLE
- LOADING AND UNLOADING
- COMPATIBILITY
- BLOCKING AND BRACING
- INCIDENT REPORTING
- SECURITY PLAN
- EMPLOYEE TRAINING, to include Security Plan training when a plan is required
 - * Employee training must be completed within 90 days of hiring and must be recurring; at least once every 3 years.



Hazardous Material Shipping Papers

The Hazardous Material “Shipping Paper” is a document used to identify hazardous materials during transport. With few exceptions (see Material of Trade), shipping papers must accompany all shipments, even if the materials are for your own use. There is no required form but there is a required format and content. Information must be displayed as shown below.

Hazardous Material Shipping Paper (sample)

<i>Identification Number</i>	<i>Proper Shipping Name</i>	<i>Hazard Class</i>	<i>Packaging Group</i>	<i>Total Quantity</i>
<i>UN1203</i>	<i>Gasoline</i>	<i>3</i>	<i>II</i>	<i>10 Drum/3400lbs</i>
<i>UN3066</i>	<i>Paint</i>	<i>8</i>	<i>II</i>	<i>2 drums/1000lbs</i>

Shipping Papers Must also Contain the Following

The shipping paper must also contain:

- Shipper Certification
- Emergency phone number
- Emergency response information (The USDOT Emergency Response Guidebook is preferred)

Detailed requirements for completing the shipping document are contained in the Hazardous Material Regulation, Part 172.

Hazardous Waste Manifest

When transporting a hazardous waste, the EPA has mandated a uniform hazardous Waste manifest (EPA Form 8700-22). It must accompany all hazardous waste shipments. If more than four waste materials are included in one shipment, a continuation sheet (EPA Form 8700-22a) must be prepared.

Hazardous Materials

General Information

Materials of Trade

Certain hazardous materials transported in small quantities are subject to limited regulation under section 173.6 of the Hazardous Materials Regulations. Materials of Trade (MOTs) are hazardous materials that are carried on motor vehicles for at least one of the following purposes:

- To protect the health and safety of the motor vehicle operator or passengers (examples include insect repellent, self-contained breathing apparatus and fire extinguishers)
- To support the operation or maintenance of a motor vehicle or auxiliary equipment (examples include engine starting fluid, spare battery and gasoline) or
- When carried by a private motor carrier to directly support a principal business that is not transportation (examples include lawn care, pest control, plumbing, welding, painting, door-to-door sales).

MOTs are limited to the hazardous materials in the following classes and divisions*:

- Flammable or combustible liquids (Class 3), *such as paint, paint thinner or gasoline*
- Corrosive materials (Class 8), *such as muriatic acid, battery fluid or drain cleaner*
- Miscellaneous hazardous materials (Class 9), *such as asbestos or self-inflating lifeboats*
- Flammable gases (Division 2.1), *such as acetylene or propane*
- Nonflammable compressed gases (Division 2.2), *such as oxygen or nitrogen*
- Flammable solids (Division 4.1), *such as charcoal*
- Spontaneously combustible materials (Division 4.3), *such as test kits*
- Oxidizers (Division 5.1), *such as bleaching compounds*
- Organic peroxides (Division 5.2), *such as benzoyl peroxide*
- Poisons (Division 6.1), *such as certain pesticides* or
- Consumer commodities (ORM-D), *such as hair spray or spray paint.*

Note: *The MOTs exemptions does not exempt motor carriers from the insurance requirements in FMCSR Part 387.*

HM Permits/Registration

- For any placardable amount of hazardous materials, intrastate or interstate, the shipper or transporter must register with the U.S. DOT/RSPA. Registration information can be obtained by calling 202-366-4109.
- The transportation of hazardous waste in the State of Michigan requires a permit from the Department of Environmental Quality. For information on obtaining a permit call 586-494-5091. For environmental information, call 800-662-9278.
- The transportation of explosives and fireworks in the State of Michigan requires a permit from the Bureau of Fire Services, 517-241-8847.
- The storage of regulated medical waste in the State of Michigan requires a permit from the Department of Environmental Quality, 517-230-9800.

Hazardous Materials

General Information

- The transportation of division 1.1, 1.2 and 1.3 explosives, materials that are poisonous by inhalation, highway route controlled quantities of radioactive materials, compressed or refrigerated liquid methane in concentration of 85% or greater, in a bulk tank with a capacity or 3,500 gallons or greater requires a Hazardous Materials Safety Permit issued through USDOT/FMCSA.

Railroad Crossings

Michigan law (Section 257.669) requires any vehicle that is marked OR placarded to stop prior to crossing a railroad grade. This includes farm vehicles, such as anhydrous ammonia tanks. Markings include identification numbers, shipping names, the “HOT” symbol, the “Marine Pollutant” symbol or any other U.S. DOT hazardous material marking that is required to be on the outside of the vehicle. Placarding includes any U.S. DOT hazardous material placard that is required to be on the outside of the vehicle.

Routing

The following state routes are prohibited to shipments of flammable liquids or explosive materials:

- **M-10** (Lodge Freeway), Detroit, from 8 Mile Road to Wyoming Road (approx. 4.5 miles) and from Howard Street to Woodward Avenue (under Cobo Hall, approx. 1 mile)
- **I-696**, Detroit, from Telegraph Road east to I-75 (approx. 10 miles)
- **M-59**, Detroit, 1.1 mile from the Mound Road exit in either direction.

All of Michigan’s major bridges and tunnels have prohibitions or restrictions on the shipment of hazardous materials. Contact the appropriate authority to obtain specific information.

Michigan Bridge/Tunnel Restrictions

Ambassador Bridge , Detroit 313-496-1111	PROHIBITED Corrosives, explosives, radioactive materials, flammables
Windsor Tunnel , Detroit 313-567-4422	PROHIBITED Corrosives, explosives, radioactive materials, flammables
Mackinac Bridge , St. Ignace 906-643-7600	PLACARDED LOADS Escort vehicle required
International Bridge , Sault Ste. Marie 906-635-5255	ESCORTED LOADS Explosives, flammables and radioactive materials
Blue Water Bridge , Port Huron 810-984-3131	RESTRICTIONS Explosives, radioactive materials, organic peroxides PROHIBITED Pyrophoric liquids

For questions concerning compliance requirements under the Hazardous Material Regulations, contact:

Sgt. Kevin Hogan, 517-206-2312
HAZARDOUS MATERIALS AND INVESTIGATIONS UNIT
Commercial Vehicle Enforcement Division - Michigan State Police

Vehicle and Load Size

Michigan Vehicle Code

It is vital that carriers and drivers understand the size requirements (height, width, length and weight) for commercial motor vehicles operating on Michigan highways. The next several pages of the *Truck Driver's Guidebook* will highlight some of these requirements.

Highway Types

State roadways have use restrictions placed on them by the Michigan Department of Transportation (MDOT) for commercial motor vehicles. Restrictions are based on vehicle size and the time of year, and are depicted in the MDOT Truck Operators' Map. The map depicts state roadways (designated or nondesignated routes) in various colors and explains their particular use:

- **Green Routes** - Special Designated Highway (increases size and weight provisions; all weather/all seasonal)
- **Gold Routes** - Same as the **green**; also designated as National Truck Network routes
- **Black Routes** - Open to legal axle loads and normal length/width limitations year round (same as green for weight)
- **Red Routes** - Seasonal routes (same as black for length/width). Subject to weight limitations during the spring as noted below:
 - **Solid red line** - Subject to 25% weight reduction on each axle
 - **Broken red line** - Subject to 35% weight reduction on each axle.

The Truck Operators' Map may be obtained by contacting the Michigan Department of Transportation (MDOT) at 517-636-6915.

Vehicle Length *MVC 257.719 for complete definition*

The total distance from the front of a vehicle, or combination of vehicles, to the rear of the vehicle or combination of vehicles, including the distance of any load being transported on the vehicle.

Load Projections *MVC 257.719*

- A load may not project more than 3 feet beyond the front of the vehicle provided the length of the vehicle and load do not exceed the allowable vehicle length.
- Any amount of overhang from the rear of the vehicle is permitted, provided the length of the vehicle and load do not exceed the allowable vehicle length.

FMCSR 393.11 (Footnotes 9 and 10) and 393.87 require a load that extends more than 4 feet from the rear of a vehicle and/or 4 inches from the side shall be marked with additional clearance lamps (when headlamps are required to be used) and 18-inch square red/orange fluorescent flags.

Vehicle and Load Size

Michigan Vehicle Code

Length shall not include safety and energy conservation devices. Such a device shall be excluded from a determination of length as long as it is not designed or used for the carrying of cargo.

A rear overhang of 6 feet is permissible for trailers with a length of 50 feet or less if the trailer is designed and used to transport saw logs, pulpwood or tree-length wooden poles.

Special Permits

Vehicles or loads which exceed legal dimensions or weight require a special permit when operating on Michigan roads. For permit information, contact the Michigan Department of Transportation, county road commissions or local jurisdictions.

Vehicle Length

Single Vehicle

With or without load (excluding impact absorbing bumpers) **40 feet - all routes.**

Tractor, Semitrailer

Tractor, semitrailer combinations have no overall length restrictions, provided the trailer length does not exceed **50 feet.**

Trailers longer than 50 feet shall operate only on DESIGNATED HIGHWAYS and are limited to a **maximum length of 53 feet.**

For a truck tractor and lowboy semitrailer combination on a designated highway, there would be no maximum length, if the lowboy semitrailer did not exceed 59 feet, except as otherwise permitted. A lowboy semitrailer wheelbase could not exceed 55 feet as measured from the kingpin coupling to the center of the rear axle. A lowboy semitrailer longer than 59 feet could not operate with more than any combination of four axles unless an oversized load permit were issued.

Semitrailers longer than 50 feet shall have a wheel base of not less than 37 feet and not more than 41 feet, measured from the kingpin coupling to the center of the rear axle or the center of the rear axle assembly.

Truck and Trailer

- **59 feet** overall length on **nondesignated routes**
- **65 feet** overall length on **designated routes**
- **70 feet** (including the load) on **designated routes** if the vehicles are designed and used to transport saw logs, pulpwood or tree length wooden poles.
- **75 feet** (including load) Crib vehicle and trailer



Vehicle and Load Size

Michigan Vehicle Code

Tractors, Semitrailer and Trailer or Two Semitrailers

- **Nondesignated routes - 59 feet** overall length
- **Designated routes - no overall length** if:
 - The length of each trailer or semitrailer does not exceed 28.5 feet in length or
 - The overall length of the trailers in combination does not exceed 58 feet, measured from the front of the first trailer to the rear of the second trailer.

Specialty Equipment

A stinger steer combination [below] designed and used to transport assembled motor vehicles or bodies or a truck and trailer, truck tractor - trailer designed and used to transport boats from the manufacturer - **80 feet. *(4ft front and 6ft rear overhang)** ***For more information see the FAST ACT (Fixing America's Surface Transportation Act) Section 5502 Automobile Transporter*



For tractor/trailer combinations where the **TRACTOR** is not designed to transport assembled vehicles:

- On designated highways (gold and green)...no overall length; trailer (including overhang) not to exceed 53 feet in length;

Vehicle Height MVC 257.719 & MVC 257.719a

- A vehicle unloaded or with a load (except mobile homes) shall not exceed a height of **13 feet, 6 inches** without special permit.
- Mobile homes may not exceed a height of **12 feet, 6 inches** without special permit.



NOTE: *ALL tractor/trailer combinations (with or without a tractor designed to transport assembled vehicles or bodies) are limited to 65 feet on non-designated highways. (Does not include stinger steer combinations)*

Vehicle Width MVC 257.717

- The total width of a trailer, semi-trailer, bus or motor home shall not exceed 102 inches.
- The total outside width of all other vehicles shall not exceed 96 inches, except on designated highways where 102 inches is allowed.
- The total outside width of the load of a vehicle hauling concrete pipe, agricultural products or unprocessed logs, pulpwood or wood bolts shall not exceed **108 inches.**

Michigan Weight and Axle Load Limits

Understanding the axle and weight load limits can be very confusing. To better help you, the following is a simple guide for maximum axle load limits that is not intended for legal purposes. You are responsible for familiarity with the complete weight laws found in the Michigan Vehicle Code, Section 257.722. Should you have questions about weight limits, please call our hotline at (800) 682-4682.

NOTE: No motor vehicle shall be operated with tires that carry a weight greater than that marked on the side-wall of the tire. FMCSR 393.75

General Information

Maximum load limits may depend on the following:

- What type of highway you are operating on (See page 26 for highway types)
- The number of axles and the distance (spacing) between the axles or axle assemblies on which the vehicle or combination of vehicles is operated (**spacing is the distance between axles, measured from the center of one axle to the center of another axle**)
- The gross vehicle weight of the vehicle or combination of vehicles
- Tire width (as published by the manufacturer).

Depending on the conditions listed, your vehicle may be subject to the maximums found under the bridge formula or the normal loading standards.

Bridge Gross Weight Formula (see page 37 for more information)

The bridge formula applies to vehicles operating on interstate highways and specially designated highways which:

- Do not exceed 80,000 pounds gross weight
- Do not exceed the maximum allowed under the formula.

NORMAL LOADING MAXIMUM GENERAL INFORMATION				
Spacing Between Axles	Normal Loadings when Seasonal Load Limitations are Not in Force		Seasonal Load Limitations (Speed Limit 35 mph)	
	Vehicles Exceeding 80,000 lbs. Gross Weight	Vehicles 80,000 lbs. (Or under) Bridge Formula Gross Weight	Rigid (25% Reduction)	Flexible (35% Reduction)
9' or over <i>*normal loading</i>	18,000 lbs.	20,000 lbs.	13,500 lbs.	11,700 lbs.
3 1/2' or more but less than 9' <i>*normal loading</i>	13,000 lbs.	13,000 lbs.	9,750 lbs.	8,450 lbs.
When part of a tandem axle assembly <i>*on designated routes only</i>	*16,000 lbs.	34,000 lbs. on tandem	12,000 lbs.	10,400 lbs.
When less than 3 1/2' <i>*normal loading</i>	9,000 lbs.	9,000 lbs.	6,750 lbs.	5,850 lbs.
Maximum load on any wheel shall not exceed (pounds per inch of tire width)	700 lbs.	700 lbs.	525 lbs.	450 lbs.
*On any legal combination of vehicles, only 1 tandem axle assembly shall be permitted at the gross weight of 16,000 lbs. per axle and no other tandem axle assembly in such combination of vehicles should exceed a gross weight of 13,000 lbs. per axle. On a combination of truck tractor and semi-trailer not having more than 5 axles, load, 2 tandem axle assemblies shall be permitted at a gross weight of 16,000 lbs. per axle, if there is no other axle within 9' feet of any axle of the assembly.				

Michigan Weight and Axle Load Limits

Frost Law Restrictions

When spring weight restrictions are in effect on frost-restricted routes, both county roads and State trunklines may have restrictions imposed. State trunkline highways typically carry M, I or US designations. Axle loadings are reduced by 25 percent on rigid-based roads and 35 percent on flexible-based roads. Most restricted state highways and county roads reduce axle loading by 35 percent.

The MDOT truck map designates routes as "All Season Routes" or as "Seasonal" routes with weight restrictions, and may be obtained from the MDOT site: www.michigan.gov/truckers. Speed limits on frost restricted routes are reduced to 35 mph for every vehicle with a gross weight of 10,000 pounds or more.

State frost law information

800-787-8960 or 517-373-6256

www.micountyroads.org

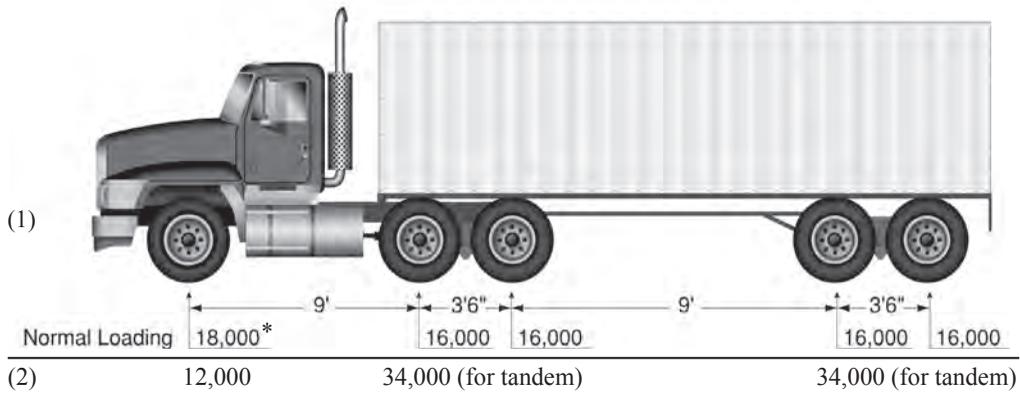
It is your responsibility to be aware of frost law restrictions along with county and city weight limits.

County and City Weight Limits

Allowable axle weights on local roadways can be set by local authorities. This information can be found in the Michigan Motor Vehicle Code Act 300, Section 257.726. The limitation of 700 lbs. per inch of tire width still applies. **“Access” to/from state or federal highways on local roadways cannot be assumed.** Local jurisdictions also apply width and length limitations to their roadways and retain the authority to issue or deny special permits.

You should contact the appropriate jurisdiction for specific information prior to movements upon local roadways.

Michigan Weight and Axle Load Limits



Example (1) On a combination of truck-tractor and semitrailer having not more than 5 axles, 2 consecutive tandem axle assemblies shall be permitted on the designated highways at a gross permissible weight of 16,000 pounds per axle, if there is no other axle within 9 feet of any axle of the assembly. (This configuration is allowable on interstates and designated highways in Michigan.) If an additional axle were to be added between the two tandems, only one of the tandems (drives or trailer) would be allowed 16,000 pounds per axle. The other tandem would be limited to 13,000 pounds per axle. **Steering axle weights can be a maximum of 18,000 lbs. (11,700 frost restriction) if equipped with high pressure pneumatic or balloon tires.*

Example (2) is the bridge formula for interstate highways when the gross vehicle weight is 80,000 pounds or less and the distance between the center of the two tandem assemblies is 36 feet or more. State and local authorities may allow these weights on highways or sections of highways under their jurisdictions.

When determining your allowable axle weight shown on pages 32-36, under Michigan law you must also be in compliance with federal regulations which prohibit you from exceeding your tire ratings. Although Michigan law allows for these weights, your tire rating may restrict you to a lower weight.

Pages (32-36) are **Examples ONLY** of designated load maximums; frost law restrictions shown are at the 35 percent reduction.

- Steering axle weights shown on pages 32-36 are based on 11:00 series tires.
- Steering axle weights can be a maximum of 18,000 lbs. (11,700 frost restriction) if equipped with high pressure pneumatic or balloon tires.

Although these are legal weights, it is an equipment violation to exceed the manufacturer's displayed load rating on any tire.

Michigan Weight and Axle Load Limits



Normal Loading	15,400	18,000
Frost Law Restriction	10,000	11,700



Normal Loading	15,400	16,000	16,000
Frost Law Restriction	10,000	10,400	10,400



Normal Loading	15,400	13,000	13,000	13,000
Frost Law Restriction	10,000	8,450	8,450	8,450



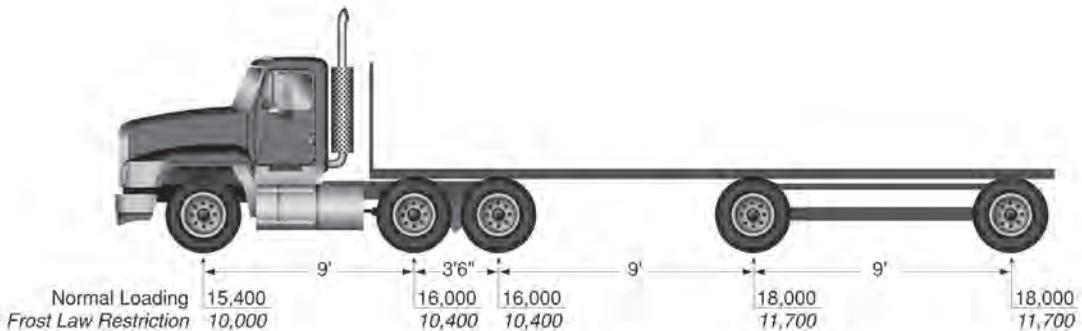
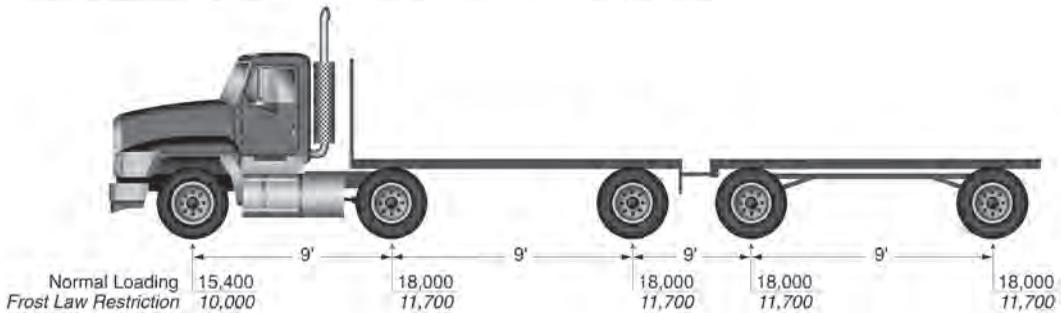
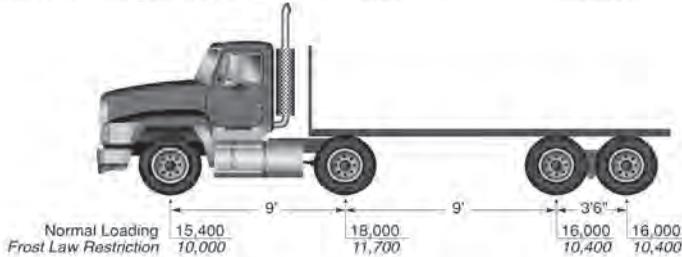
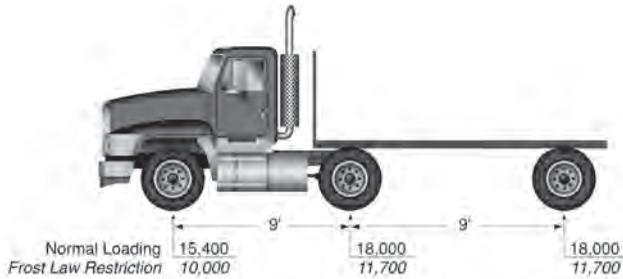
Normal Loading	15,400	13,000	13,000	13,000	13,000
Frost Law Restriction	10,000	8,450	8,450	8,450	8,450

Pages (32-36) are **Examples ONLY** of designated load maximums; frost law restrictions shown are at the 35 percent reduction.

- Steering axle weights shown on pages 32-36 are based on 11:00 series tires.
- Steering axle weights can be a maximum of 18,000 lbs. (11,700 frost restriction) if equipped with high pressure pneumatic or balloon tires.

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Michigan Weight and Axle Load Limits

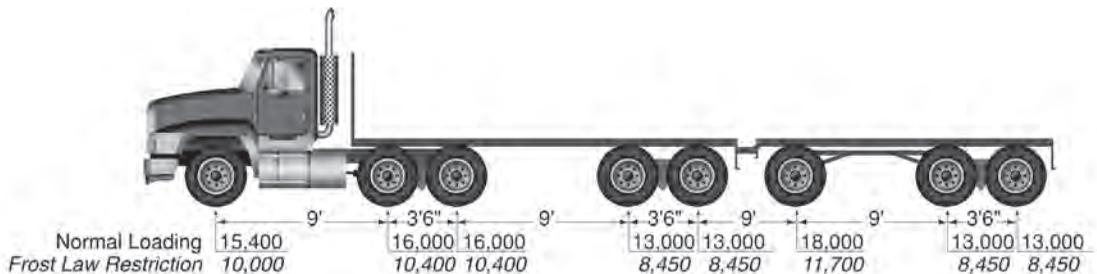
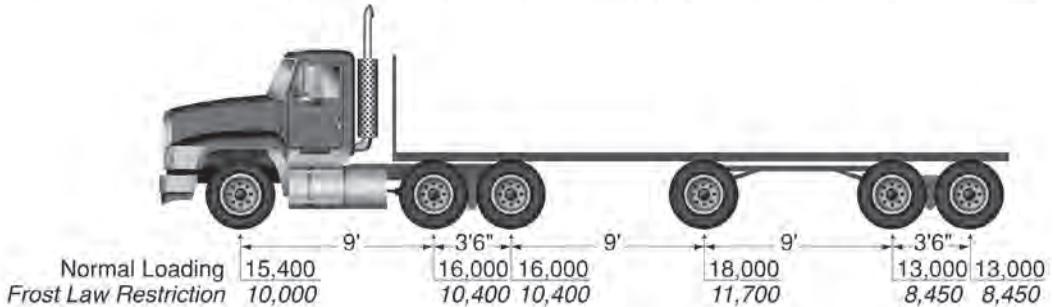
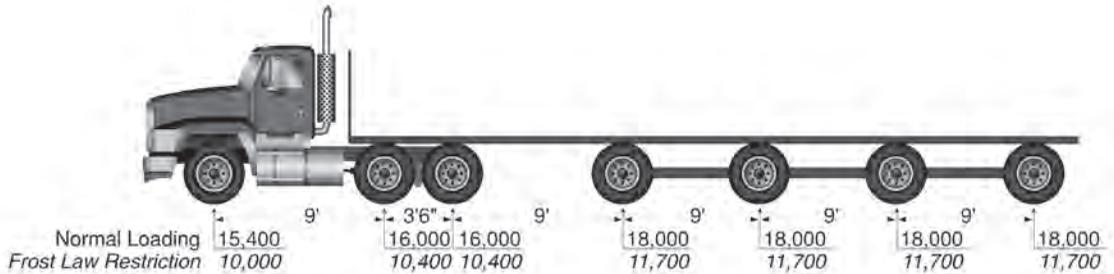
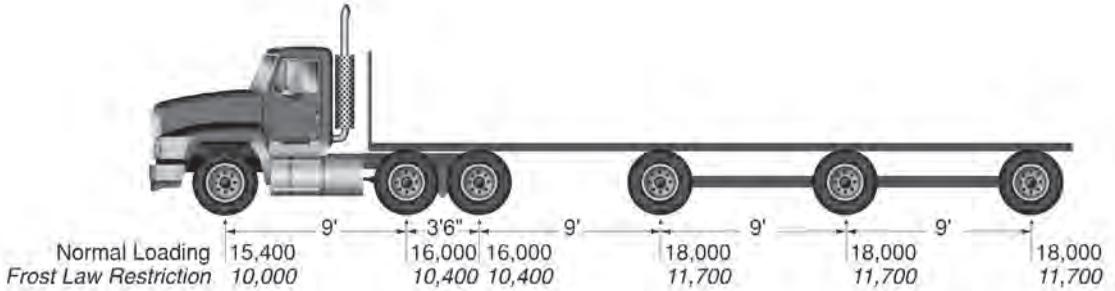


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Michigan Weight and Axle Load Limits

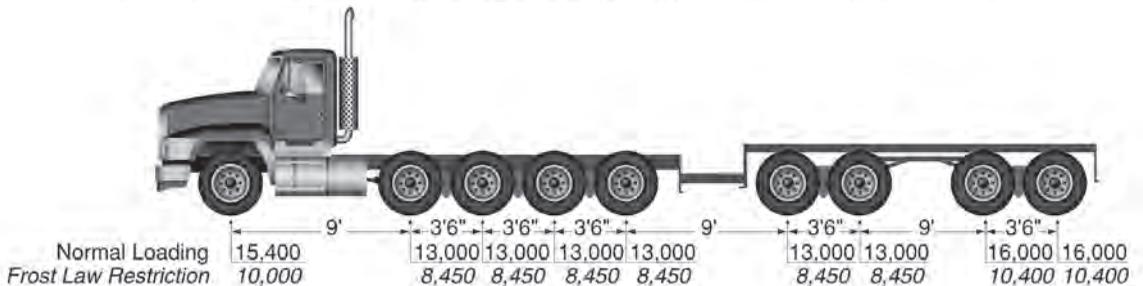
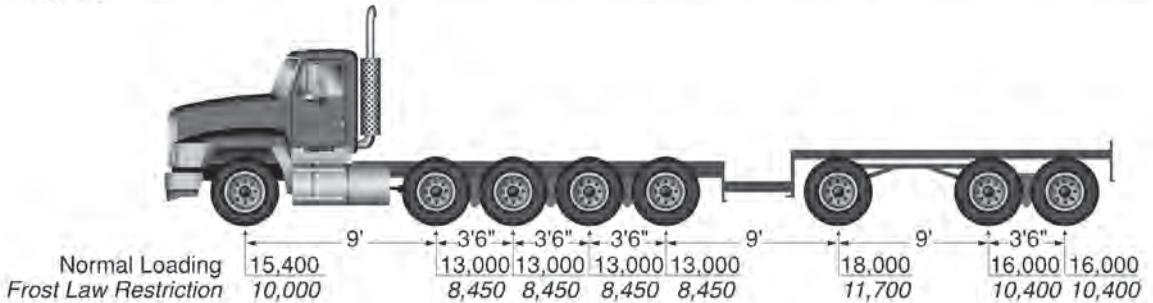
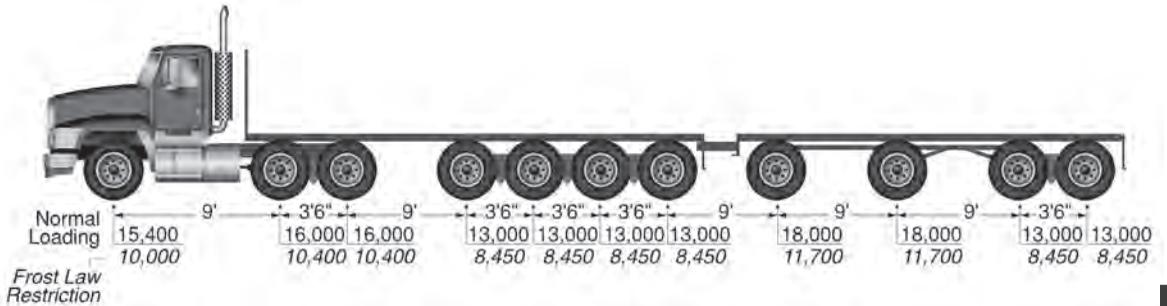
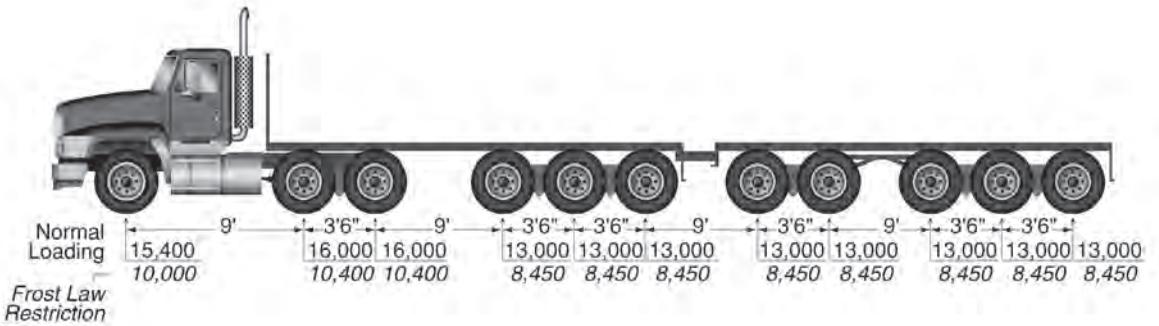


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Michigan Weight and Axle Load Limits

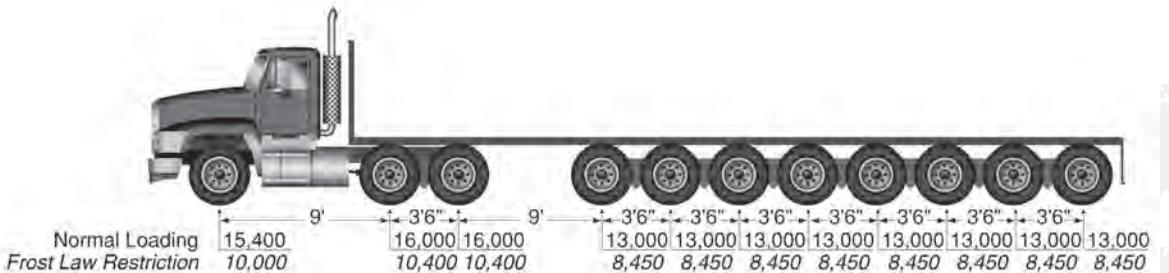
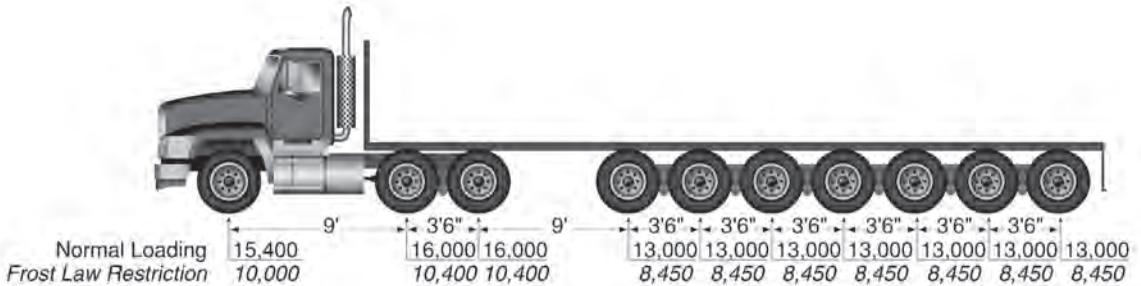
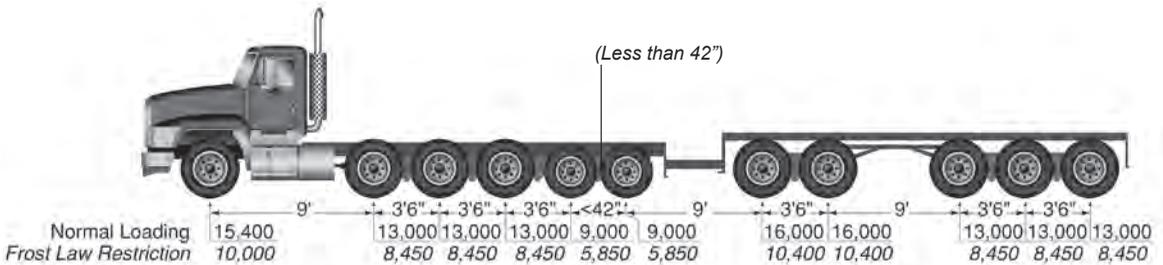
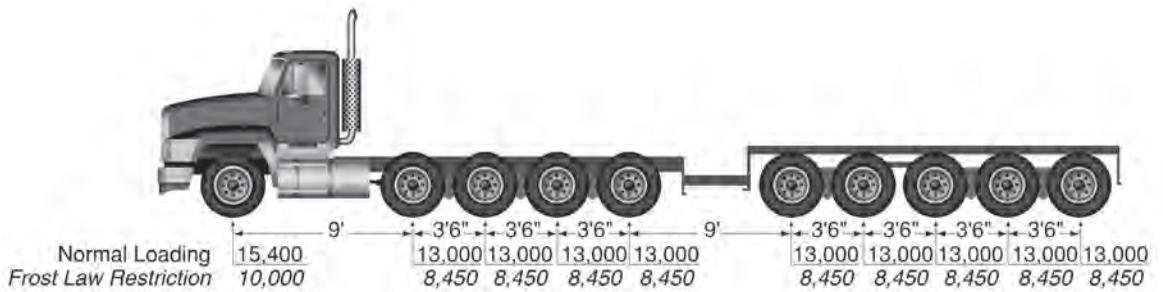


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Michigan Weight and Axle Load Limits



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Although these are legal weights, it is an equipment violation to exceed the manufacturer's displayed load rating on any tire.

Bridge Gross Weight Formula

The Bridge Gross Weight Formula was developed to prevent stress to highway bridges caused by heavy trucks. The formula provides a standard to control the spacing of truck axles and weight on those axles. Vehicles with a gross weight of 80,000 pounds or less may be eligible for increased weights using the Bridge Gross Weight Formula. Vehicles exceeding a gross weight of 80,000 pounds or the gross weight calculated using the Bridge Weight Formula **are not eligible** for bridge weights.

The Bridge Gross Weight Formula allows:

- 20,000 pounds for a single axle
- 34,000 pounds for a tandem axle group

The weight of other axle groups would be determined using the **Bridge Gross Weight Formula**.

$$W = 500 \left[\frac{LN}{N-1} + 12N + 36 \right]$$

W = The maximum weight in pounds that can be carried on a group of two or more axles to the nearest 500 pounds

L = The spacing in feet between the outer axles of any two or more consecutive axles

N = The number of axles being considered

A Bridge Gross Weight Formula chart is provided on page 41 of the *Truck Driver's Guidebook*. The chart is an easy means of determining permissible gross loads for vehicles in regular operation.

When using the formula chart:

Measure the axle spacing from first to last axle in the combination.



Use the bridge gross weight formula chart to determine the gross vehicle weight.

This is the maximum allowable gross vehicle weight.



Measure the axle group spacing.

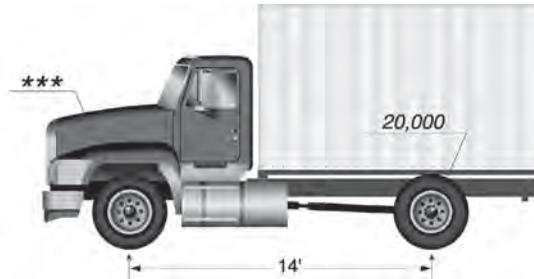


Use the bridge gross weight formula to determine axle group weights.

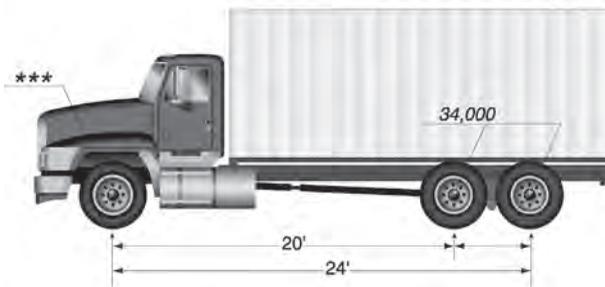
This is the maximum allowable gross vehicle weight for the group.

All groups must be legal.

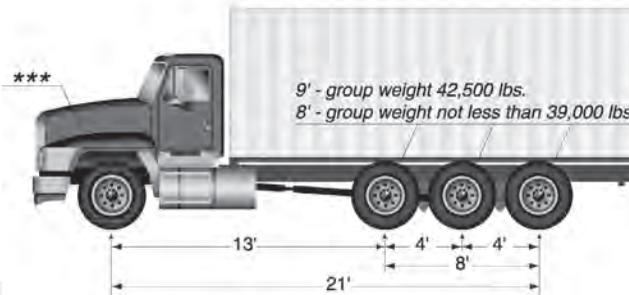
Bridge Gross Weight Formula



This vehicle has a bridge of 14'. Using the B/F chart, check the distance of 14' for two axles, finding a gross weight of 40,000 lbs. If this vehicle exceeds the formula weight of 40,000 lbs., the vehicle does not qualify for the bridge formula so only designated weights would apply.



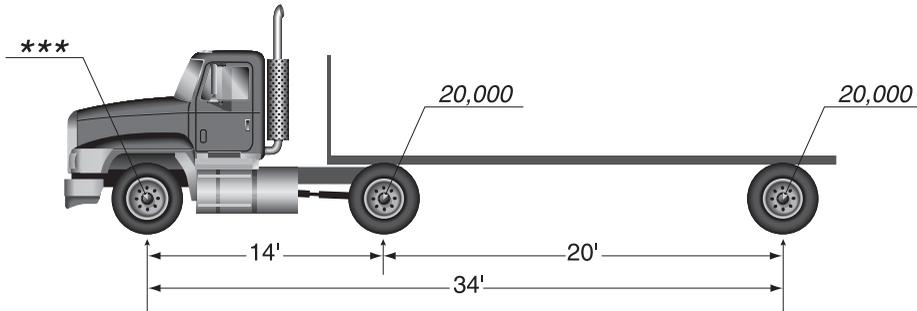
This vehicle has a bridge of 24' between axles 1 and 3. Using the B/F chart, this vehicle would be allowed a gross weight of 54,000 lbs. If this vehicle exceeds the B/F gross weight of 54,000 lbs., the vehicle does not qualify for the bridge formula so only designated weights would apply.



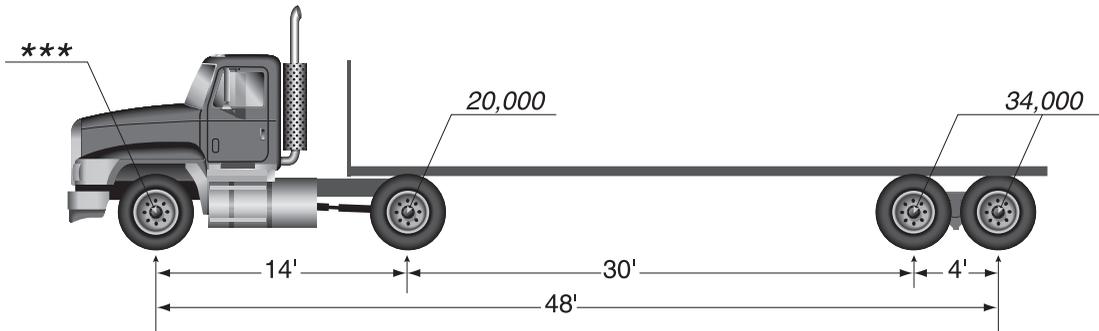
This vehicle has a bridge of 21' between axles 1 and 4. Using the B/F chart, this vehicle would be allowed a gross weight of 56,000 lbs. If this vehicle exceeds the B/F gross weight of 56,000 lbs., the vehicle does not qualify for the bridge formula so only designated weights would apply. The group bridge between axles 2 and 4 is 8'. Using the B/F chart, 8' would give this group 34,000 lbs. when designated loading is 13,000 lbs. per axle or 39,000 lbs. for the group — AXLE WEIGHTS WILL NOT BE LOWERED ANY LESS THAN DESIGNATED WEIGHTS. If the bridge between axles 2 and 4 was 9', the group weight would be 42,500 lbs.

***** The bridge formula allows up to 20,000 lbs. per single axle, if the vehicle is equipped with large enough tires. Steering axle weights will vary depending on the gross weight of the vehicle.**

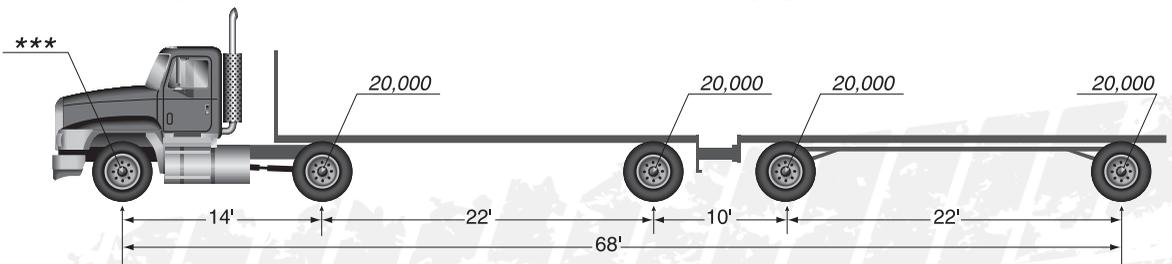
Bridge Gross Weight Formula



This combination has a bridge of 34' between axles 1 and 3. Using the B/F chart, this combination would be allowed a gross weight of 60,000 lbs. If this combination exceeds the B/F gross of 60,000 lbs., the combination would not qualify for bridge formula weights so only designated weights would apply (up to 18,000 lbs. on a single axle with proper tire size).



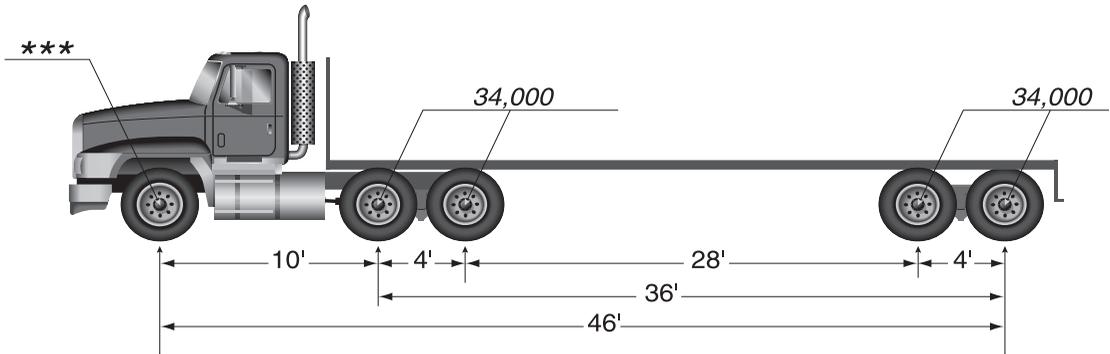
This combination has a bridge of 48' between axles 1 and 4. Using the B/F chart, this combination would be allowed a gross weight of 74,000 lbs. If the combination exceeds the B/F gross of 74,000 lbs., it would not qualify for bridge formula weights so only designated weights would apply (up to 18,000 lbs. on a single axle/16,000 lbs. for each axle on the tandem, with proper tire sizes).



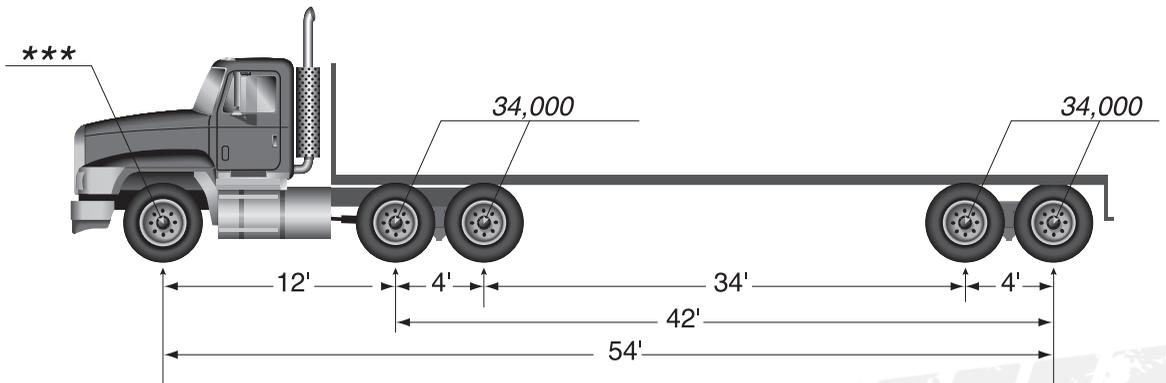
This combination has a bridge of 68' between axles 1 and 5. Using the B/F chart, this combination would be allowed a gross weight of 80,000 lbs. because the B/F only allows vehicles up to 80,000 lbs. If this combination does not exceed 80,000 lbs., single axles will be allowed 20,000 lbs. each. It should be noted that designated loading for this combination would exceed the B/F weights with up to 18,000 lbs. per single axle (with proper tire sizes) for a possible gross weight of 86,000 lbs. (14,000 lbs. on the steering axle).

***** The bridge formula allows up to 20,000 lbs. per single axle, if the vehicle is equipped with large enough tires. Steering axle weights will vary depending on the gross weight of the vehicle.**

Bridge Gross Weight Formula



This 5 axle tandem tandem has an outer bridge of 46' (distance between axles 1 and 5). Using the B/F, this tandem tandem would be allowed a gross weight of 76,500 lbs. If this combination exceeds the gross weight of 76,500 lbs., it would be in violation. Also, the inner bridge on this vehicle is 36' (distance between axles 2 and 5). Using the B/F, this group of axles would be allowed a group weight of 66,000 lbs. If this group exceeds the weight of 66,000 lbs., the group would be in violation.



This 5 axle tandem tandem has an outer bridge of 54' (distance between axles 1 and 5). Using the B/F, this tandem tandem would be allowed 81,500 lbs. But, the B/F only allows vehicles up to a gross weight of 80,000 lbs. If this 5 axle tandem tandem exceeds 80,000 lbs. gross weight, it would be in violation. The inner bridge on this tandem tandem is 42' (distance between axles 2 and 5). Using the B/F, this group of axles would be allowed a group weight of 70,000 lbs. However, if the group weight exceeds 68,000 lbs., it would be in violation because each tandem is only allowed 34,000 lbs.

***** The bridge formula allows up to 20,000 lbs. per single axle, if the vehicle is equipped with large enough tires. Steering axle weights will vary depending on the gross weight of the vehicle.**

PERMISSIBLE GROSS LOADS FOR VEHICLES IN REGULAR OPERATION¹

Based on weight formula

$$W = 500 \left[\frac{LN}{N-1} + 12N + 36 \right]$$

Distance in feet (L)
between the extremes
of any group of 2 or
more consecutive axles

Maximum load in pounds carried on any group of 2 or more consecutive axles

N =	2 AXLES	3 AXLES	4 AXLES	5 AXLES	6 AXLES	7 AXLES	8 AXLES	9 AXLES
4	34,000							
5	34,000							
6	34,000							
7	34,000							
8 & less	34,000	34,000						
more than 8	38,000	42,000						
9	39,000	42,500						
10	40,000	43,500						
11		44,000						
12		45,000	50,000					
13		45,500	50,500					
14		46,500	51,500					
15		47,000	52,000					
16		48,000	52,500	58,000				
17		48,500	53,500	58,500				
18		49,500	54,000	59,000				
19		50,000	54,500	60,000				
20		51,000	55,500	60,500	66,000			
21		51,500	56,000	61,000	66,500			
22		52,500	56,500	61,500	67,000			
23		53,000	57,500	62,500	68,000			
24		54,000	58,000	63,000	68,500	74,000		
25		54,500	58,500	63,500	69,000	74,500		
26		55,500	59,500	64,000	69,500	75,000		
27		56,000	60,000	65,000	70,000	75,500		
28		57,000	60,500	65,500	71,000	76,500	82,000	
29		57,500	61,500	66,000	71,500	77,000	82,500	
30		58,500	62,000	66,500	72,000	77,500	83,000	
31		59,000	62,500	67,500	72,500	78,000	83,500	
32		60,000	63,500	68,000	73,000	78,500	84,500	90,000
33			64,000	68,500	74,000	79,000	85,000	90,500
34			64,500	69,000	74,500	80,000	85,500	91,000
35			65,500	70,000	75,000	80,500	86,000	91,500
36			66,000	70,500	75,500	81,000	86,500	92,000
37			66,500	71,000	76,000	81,500	87,000	93,000
38			67,500	71,500	77,000	82,000	87,500	93,500
39			68,000	72,500	77,500	82,500	88,500	94,000
40			68,500	73,000	78,000	83,500	89,000	94,500
41			69,500	73,500	78,500	84,000	89,500	95,000
42			70,000	74,000	79,000	84,500	90,000	95,500
43			70,500	75,000	80,000	85,000	90,500	96,000
44			71,500	75,500	80,500	85,500	91,000	96,500
45			72,000	76,000	81,000	86,000	91,500	97,500
46			72,500	76,500	81,500	87,000	92,500	98,000
47			73,500	77,500	82,000	87,500	93,000	98,500
48			74,000	78,000	83,000	88,000	93,500	99,000
49			74,500	78,500	83,500	88,500	94,000	99,500
50			75,500	79,000	84,000	89,000	94,500	100,000
51			76,000	80,000	84,500	89,500	95,000	100,500
52			76,500	80,500	85,000	90,500	95,500	101,000
53			77,500	81,000	86,000	91,000	96,500	102,000
54			78,000	81,500	86,500	91,500	97,000	102,500
55			78,500	82,500	87,000	92,000	97,500	103,000
56			79,500	83,000	87,500	92,500	98,000	103,500
57		Interstate Gross Weight Limit	80,000	83,500	88,000	93,000	98,500	104,000
58				84,000	89,000	94,000	99,000	104,500
59				85,000	89,500	94,500	99,500	105,000
60				85,500	90,000	95,000	100,500	105,500

¹The permissible loads are computed to the nearest 500 pounds as required by statute.

²The following loaded vehicles must not operate over H15-44 bridges: 3-S2 (5-axle) with wheelbase less than 38 feet; 2-S1-2 (5 axle) with wheelbase less than 45 feet; 3-3 (6 axle) with wheelbase less than 45 feet; and 7- 8- and 9-axle vehicles regardless of wheelbase.

Getting and Displaying a DOT Number

Any motor carrier operating a CMV [as defined in FMCSR 390.5] in INTERSTATE commerce is required to obtain a USDOT number. Michigan motor carriers operating INTRASTATE are required to obtain a USDOT number if the CMV requires a commercial driver's license [CDL] to operate. The USDOT number is a motor carrier identification number issued by the USDOT. This number, along with the motor carrier's business name, must be displayed on both sides of the truck, truck tractor or passenger vehicle, preceded by the letters 'USDOT'.

Interstate motor carriers may apply for the USDOT number through FMCSA via online at www.fmcsa.dot.gov or by telephone at 517-853-5990 x 101. A weblink 'Get Your USDOT Number' is also available on the Michigan Center for Truck Safety website: www.truckingsafety.org.

Michigan intrastate carriers operating CDL vehicles may contact the Commercial Vehicle Enforcement Division at 517-284-3250, for UCR and DOT information.

Compliance * Safety * Accountability (CSA)

CSA is a program to help FMCSA and its State Partners have a greater impact on safety behavior of more motor carriers and drivers. It uses improved data to identify high-risk motor carriers and drivers, and apply a wider range of intervention methods to reduce risks and behaviors. The program is directed at motor carriers that are required to register with FMCSA and display a USDOT number.

CSA evaluates and measures driver and vehicle data gathered during roadside inspections. The data identifies 7 compliance categories: unsafe driving, hours of service, driver fitness, controlled substance and alcohol, vehicle maintenance (including cargo securement), hazardous materials and crash indicators. Carriers are assessed points for violations in the 7 categories which are then entered onto a carrier's profile. Log into FMCSA system to update information and review data and violations.



Carriers having similar numbers of inspections are grouped together and evaluated. Each carrier in the group is ranked from 0 -100%. A percentile of 100% indicates the worst carrier performance. Carriers with a ranking indicating severe noncompliance and/or a high risk to safety will be notified that some type of intervention is imminent.

Motor carriers can access their online CSA profile through the FMCSA's Safety Management System (SMS) webpage at <http://csa.fmcsa.dot.gov>. This online information is also available to the motor carrier industry and the general public, at large.

Telephone Numbers

State Agencies & Departments

Attorney General

Consumer Protection
517-373-1140

Department of Treasury

Fuel Tax Permits (IFTA)
517-636-4580

Secretary of State State Information Center

517-322-1460
888-767-6424

IRP 517-322-1097

CDL Help Line
517-322-5555

Michigan Department of State Police

Commercial Vehicle Enforcement Division
517-284-3250

Interstate & Intrastate Authority
517-284-3250
517-284-8110

Medical Waiver Board

517-284-3243

Labor

MIOSHA Enforcement
800-866-4674

Michigan Department Licensing

LOGO registration
517-241-6470

Michigan Department of Transportation

Oversize Permits
517-241-8999

State Frost Law Information

800-787-8960

Michigan Department of Environmental Quality

Hazardous Waste
586-494-5091
517-284-6860

DEQ - Environmental Assistance Center
800-662-9278

Federal Agencies

Internal Revenue Service

Highway Users Tax
800-829-4933
800-829-1040
866-699-4096

U.S. Department of Transportation/FMCSA

Michigan Division
Interstate Safety
517-853-5990

DOT Numbers
800-832-5660

Hazardous Materials Hotline
800-467-4922

Hazmat Endorsement Threat Assessment Program

(fingerprint-based background check)
877-429-7746
855-347-8371

Driver Record Subscription Service

Provides companies with driving records of employees on an annual basis or more frequently if there are violations posted to the record.

To order driver motor vehicle reports:

Michigan Department of State
7604 Crowner Drive, Lansing, MI 48918-0002
517-322-6281 or 517-322-1544
commercialservices@michigan.gov

Telephone Numbers

Education and Training

Michigan Center for Truck Safety
800-682-4682

Michigan Counties

County Road Association of Michigan
517-482-1189

Trade Associations

Michigan Trucking Association
Membership, insurance, books,
forms and Federal & State Safety
Regulations Manuals
517-321-1951

American Trucking Associations
703-838-1700

Bridge & Border Crossing Information

Ambassador Bridge
586-467-0117
313-363-2872
313-363-2872

**Detroit & Windsor
Tunnel**
313-567-4422

International Bridge
906-635-5255

Blue Water Bridge
810-984-3131

Mackinac Bridge
906-643-7600

Canadian Information

Ontario Ministry of Transportation
Driver Vehicle Licensing
416-235-2999

**Canadian Council of Motor Transport
Administrators**
613-736-1003

MICHIGAN STATE POLICE

COMMERCIAL VEHICLE ENFORCEMENT DIVISION

PHONE: 517-284-3250 FAX: 517-284-8127

www.michigan.gov/msp

NAME - CONTACT INFORMATION		COUNTY	WEIGH STATION LOCATION	
DISTRICT 6				
Lt. Brad Cushman		Mason	Newaygo	Gratiot
		Lake	Mecosta	Ottawa
		Osceola	Isabella	Kent
		Clare	Muskegon	Ionia
		Oceana	Montcalm	
OFFICE	CELL		FAX	
616-527-0546 EXT490	517-256-5225		616-527-4865	
DISTRICT 7				
Lt. Darrell Archambault		Manistee	Crawford	Kalkaska
		Wexford	Oscoda	Alpena
		Missaukee	Alcona	Charlevoix
		Roscommon	Leelanau	Emmet
		Benzie	Antrim	Cheboygan
		Grand	Otsego	Presque Isle
		Traverse		
		Montmorency		
DISTRICT 8 Upper Peninsula				
Sgt. Chad Larsen		Menominee	Houghton	Mackinac
		Dickinson	Keweenaw	Schoolcraft
		Delta Gogebic	Baraga	Luce
		Iron	Marquette	Chippewa
		Ontonagon	Alger	
OFFICE	CELL		FAX	
906-227-7507	906-250-7064		906-225-0904	
Lt. Doug Szczepanski				
OFFICE	CELL		FAX	
906-227-7516	989-385-0412		906-225-0904	
DISTRICT 9				
				Mackinac Bridge
				NB / SB I-75
				P: 806-643-7600
				Ext: 333
DISTRICT 10				
				Powers Scale
				(US-2 & US-41)
				Powers, MI 49874
				P: 906-497-5511
DISTRICT 11				
				International Bridge
				(I-75)
				Sault Ste. Marie, MI 49783

Useful Web Sites

Safety Organizations

- **AAA Foundation for Traffic Safety**
www.aaafoundation.org
- **American Trucking Associations**
www.truckline.com
- **Commercial Vehicle Safety Alliance**
www.cvsa.org
- **County Road Association of Michigan**
www.micountyroads.org
- **Michigan Center for Truck Safety**
www.truckingsafety.org
- **Michigan Trucking Association**
www.mitrucking.org

State Government

- **Michigan Department of State Police and Commercial Vehicle Enforcement Division**
www.michigan.gov/msp
- **Michigan Department of State (Secretary of State)**
www.michigan.gov/sos
- **Michigan Department of Transportation**
www.michigan.gov/mdot
Find links for:
 - Truckers
 - Permits
 - Maps
 - Road Construction Maps
- **MI Drive (Michigan Road Conditions)**
- **Michigan Department of Treasury**
www.michigan.gov/treasury
- **Michigan Department of Licensing and Regulatory Affairs**
www.michigan.gov/lara
- **Michigan Department of Environmental Quality**
(Hazardous waste information and permitting)
www.michigan.gov/deq
- **Michigan Public Service Commission**
www.michigan.gov/mpsc
- **Office of Highway Safety Planning**
www.michigan.gov/ohsp

Useful Web Sites

Federal Government

- **USDOT Number Registration/Updates**
www.safer.fmcsa.dot.gov
- **Federal Motor Carrier Safety Administration**
www.fmcsa.dot.gov
- **FMCSA's Safety and Fitness Electronic Record (SAFER) System**
www.safer.fmcsa.dot.gov
- **FMCSA - CSA 2010**
<http://CSA.fmcsa.dot.gov>
- **Transportation Worker Identification Credential (TWIC)**
http://www.tsa.gov/what_we_do/layers/twic/index.shtm
- **National Highway Traffic Safety Administration**
www.nhtsa.gov
- **Office of Drug and Alcohol Policy and Compliance**
www.dot.gov/ost/dapc
- **U. S. Department of Transportation (U.S. DOT)**
www.dot.gov
- **U.S. DOT's Pipeline & Security (hazmat)**
<http://www.phmsa.dot.gov/hazmat>
- **U.S. Government Printing Office**
www.gpo.gov
- **Hazardous Materials Background Check Fingerprinting locations**
<https://hazprints.tsa.dhs.gov/Public/>
- **Certified Medical Examiners**
<https://nationalregistry.fmcsa.dot.gov>
- **Unified Carrier Registration**
<http://www.ucr.in.gov/>

Canadian Offices

- **Canadian Council of Motor Transport Administrators (CCMTA)**
www.ccmta.ca
- **Ontario Ministry of Transportation**
www.mto.gov.on.ca
- **Free and Secure Trade Program (FAST)**
<http://www.cbsa-asfc.gc.ca/>

About Us

The Michigan Center for Truck Safety is a non-profit organization dedicated to improving highway safety on Michigan's roadways, through comprehensive safety educational programs for Michigan's trucking industry. These services and programs are sponsored by the Michigan Truck Safety Commission (MTSC) and funded through a grant to Michigan Trucking Association (MTA) Education Center Inc.

With a focus on state and federal trucking regulations, the Center provides education, training, and services in a variety of formats for both truck drivers and management personnel. The safety educational programs offered by the Center are available (**NO COST**) and conducted by a staff of skilled safety professionals.

In addition to the industry programs and services, the Center serves as a resource for Michigan's motoring public on sharing the road safely with trucks and general highway safety.

Education and Training Information

MCTS program topics include, but are not limited to:

- Drug and Alcohol Testing (FMCSR 40, 382)
- Qualification of Drivers (FMCSR 391)
- Hours of Service (FMCSR 395)
- Vehicle Inspection and Maintenance (FMCSR 396)
- Driver Performance Enhancement
- Fatigue Management
- Regulations Hot Line
- Company Safety Reviews
- Cargo Securement Training
- Compliance Seminars
- On-site Management Training
- Driver Safety Meetings
- Industry and Community Guest Speaking
- National Safety Council;
- Defensive Driving Course for Professional Truck Drivers
- Mobile Truck Driver Simulator Project
- Professional Driver Coaching

Professional Driver Coaching/Driver Performance Measurement

Do your drivers increase or decrease the likelihood of collisions? If you are not sure, personal coaching can help. Drivers receive one-on-one attention on the road with a professional driving coach to enhance and encourage their skillful driving performance. The program is designed to evaluate driver behaviors or responses compared to a standardized list of observable behaviors specific to location and traffic situation.

National Safety Council Defensive Driving Course for Professional Truck Drivers

The Defensive Driving Course developed and certified by the National Safety Council to teach and encourage defensive driving strategies to professional truck drivers. This free, four-hour* session may be scheduled and conducted at your office to provide you flexibility in meeting your safety needs. (Minimum of 10 participants required)

Education and Training Information

Mobile Truck Simulator Program

The Center's Mobile Truck Simulator offers training to commercial drivers ranging from very specific collision avoidance techniques all the way to basic hazard perception methods. The simulators offer a controlled, risk-free environment in which virtually any scenario can be recreated and practiced.

Fatigue Management - Online Program

The Michigan Center for Truck safety provides an online interactive fatigue program that lays out the complexities of driver fatigue and provides countermeasures to use in combating and overcoming fatigue. When commercial drivers are fatigued, they are at a substantially higher risk of crashes resulting in death or serious injury. Fatigue may result from; inadequate rest, sleep loss, and/or disrupted sleep, from stress, excessive physical activity, and excessive mental and/or cognitive work.

Completing the online program will:

- Establish awareness of the affects of fatigue on the driver's ability to operate a commercial vehicle safely
- Establish awareness of the most important factors that contribute to fatigue
- Establish awareness of the most common myths about fatigue effects
- Apply knowledge of fatigue prevention and how to manage it

New Motor Carrier Compliance Assistance

The Michigan Center for Truck Safety (MCTS) has training and education available to assist "New Entrants" in meeting the auditing requirement. Failure of the new entrant to meet basic requirements, outlined in the Federal Motor Carrier Safety Regulations, can result in notice to a new entrant that its new entrant registration will be revoked.

Department of Transportation (DOT) Rules

If you wish to schedule/host training on the DOT rules as they apply in Michigan, please contact us for available programs and dates. If you can provide a minimum of 10 participants, we can provide safety training for your organization or group.

Companies, Business Groups and/or Organizations, and Drivers are encouraged to utilize the services available. Michigan intrastate motor carriers are, likewise, encouraged to take advantage of these FREE programs and services.

If you are interested in learning more about the Michigan Center for Truck Safety programs and services or to schedule a seminar, workshop or on-site training with our staff please contact one of our offices. The Center's staff are also available as a guest speaker for your events, business meetings and community organizations.

Lansing 800-682-4682
Upper Peninsula at 800-469-7364

Michigan Center for Truck Safety Locations

www.truckingsafety.org

LOWER PENINSULA

1131 Centennial Way, Suite 2
Lansing, MI 48917
Toll Free: 800-682-4682
Phone: 517-321-1955
Fax: 517-321-0864
info@truckingsafety.org

UPPER PENINSULA

PENSTAR OFFICE CENTER

1401 North 26th Street, Suite 209
Escanaba, MI 49829
Toll Free: 800-469-7364
Phone: 906-217-2003
Fax: 906-217-2004
upinfo@truckingsafety.org

Our staff welcome phone calls, emails, and walk-ins for your convenience.



The Michigan Center for Truck Safety's (MCTS) services and programs are sponsored by the Michigan Truck Safety Commission (MTSC) and grant funded through the State of Michigan's Office of Highway Safety Planning (OHSP) to Michigan Trucking Association (MTA) Education Center Inc.



The Truck Driver's Guidebook provides general information concerning rules and regulations governing Michigan's motor carrier industry. Furthermore, the Trucker Driver's Guidebook is not a substitute for rules and regulations and should not be considered a legal document. Due to frequent changes in federal and state regulations, the Michigan Center for Truck Safety cannot ensure the accuracy of the material contained in the Guidebook beyond the date of publication. For current information, contact the Center at (800) 682-4682. This document is not intended for legal purposes.

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Lansing, MI 48917

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Fax: 517-321-0864

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