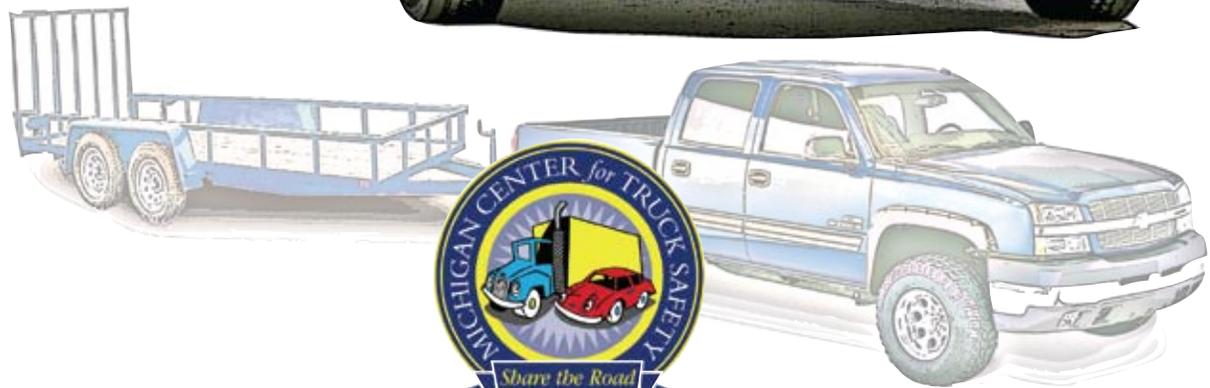
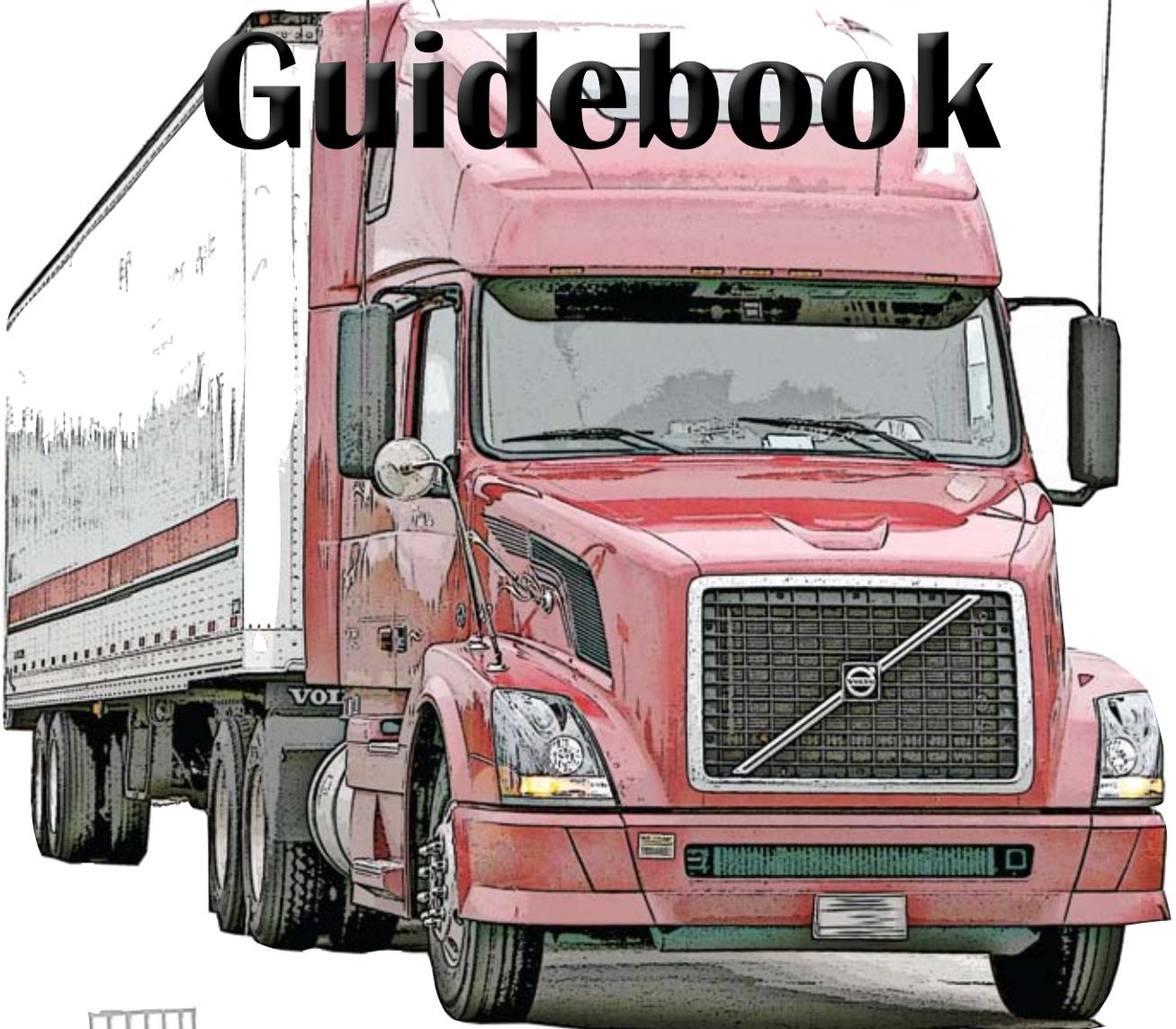


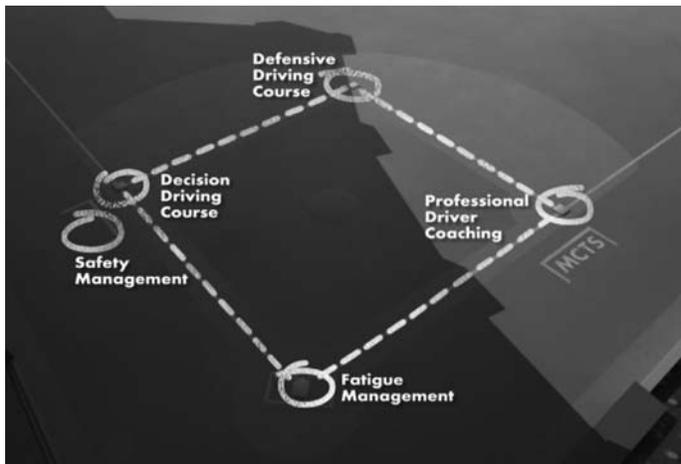
Truck Driver's Guidebook



11th Edition

The purpose of the Truck Driver's Guidebook is to provide general information relating to the rules and regulations that directly affect Michigan's trucking industry.

Free Distribution Only



Home Run for Safety Award

For companies, owner-operators and individual drivers who complete the Center's core safety courses, you and/or your team may earn the Center's Home Run for Safety Award. This award signifies that you have made the extra commitment to help everyone share the road while staying ahead of the game and increasing your profits.

The core courses required to be completed for the Home Run for Safety award are:

- The Safety Management program (companies only)
- Professional Driver Coaching
- The National Safety Council's Defensive Driving Course for the Professional Truck Driver
- One of our Decision Driving Courses (or skid pads)
- Fatigue Management Program



The Michigan Center for Truck Safety wishes to acknowledge the officers of the Michigan State Police Traffic Safety Division for their assistance in developing the Truck Driver's Guidebook.

This material was developed through a project funded by the Michigan Truck Safety Commission.

Truck Driver's Guidebook

Introduction

The U.S. Congress passed the Motor Carrier Safety Act in 1984. The Act directed the Secretary of Transportation to determine the safety fitness of all motor carriers, subject to federal regulations, operating in interstate commerce. In 1990, Michigan adopted these regulations for motor carriers operating in intrastate commerce. As a result of these actions, Michigan businesses which 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."

The rules and regulations governing the operation of trucks establish minimum safety and record keeping requirements that carriers and drivers must meet. These requirements include, but are not limited to, qualification of drivers; proper licensing of vehicles and drivers; insurance; driver drug and alcohol testing programs; accident recording; driver's hours of service; hazardous material handling and training; vehicle maintenance and inspection; and vehicle loading and weight requirements. Failure to meet these minimum requirements subjects both carriers and drivers to civil and criminal penalties.

Michigan Center for Truck Safety Locations

Lower Peninsula

1131 Centennial Way, Suite 2
Lansing, MI 48917
(800) 682-4682
(517) 321-1955
fax: (517) 321-0864
e-mail: info@truckingsafety.org

Upper Peninsula

The Plaza Central
415 S. Stephenson Ave
Iron Mountain, MI 49801-3400
(800) 469-7364
e-mail: upinfo@truckingsafety.org

www.truckingsafety.org.



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Traffic Safety Division - Michigan State Police

HEADQUARTERS

4000 Collins Road, P.O. Box 30632

Lansing, Michigan, 48909-8132

Phone: (517) 336-6195 - FAX: (517) 333-4414

Hazardous Materials & Investigations Unit (517) 336-6580

District	Address & Telephone	Weigh Stations	Highway	Location	Telephone
1	First District HQ 7119 N. Canal Rd. Lansing , MI 48913 (517) 322-5572	Cambridge	US-12/M-50	Lenawee	(517) 467-2278
		Fowlerville	EB/WB I-96	Livingston	(517) 521-3479
		Grass Lake	EB/WB I-94	Jackson	(517) 522-4440
2 North	Second District HQ 42145 W. Seven Mile Rd. Northville , MI 48167 (248) 380-1070	Pontiac	NB/SB I-75	Oakland	(248) 335-4509
2 South	Monroe State Police Post 300 Jones Ave. Monroe , MI 48161 (734) 384-5315	Monroe	NB/SB I-75	Monroe	(734) 848-5715
3	Third District HQ 411-B East Genesee Ave. Saginaw , MI 48607 (989) 758-1909	None			
5	Fifth District HQ 108 W. Michigan Ave. Paw Paw , MI 49079 (269) 429-1111	Coldwater	NB I-69	Branch	(517) 278-4159
		New Buffalo	EB & WB I-94	Berrien	(269) 469-2910
6	Sixth District HQ 588 Three Mile Rd. Grand Rapids , MI 49544 (616) 647-0810	Ionia	EB/WB I-96	Ionia	(517) 647-6512
7	Seventh District HQ 810 S. Otsego Avenue Suite 101 Gaylord , MI 49735-8321 (989) 732-7127	None			
8	Eighth District HQ 1504 West Washington St. Suite A Marquette , MI 49855 (Contact Gaylord Office) (989) 732-9420	Powers	US-2/US-41	Menominee	(906) 497-5511
		Mackinac Bridge	NB/SB I-75	Mackinac	(906) 643-7600, ext. 333
		St. Ignace Post			(906) 643-8383

Telephone Numbers

State Agencies & Departments

Attorney General
Consumer Protection
(517) 373-1140

Michigan Public Service Commission (MPSC)
Interstate & Intrastate Authority
(517) 241-6030

Department of Treasury
Fuel Tax Permits
(517) 636-4580

Secretary of State
Driver/Vehicle Information
(517) 322-1460

IRP
(517) 322-1097
Driver Subscription Services
(517) 322-6281 or (517) 322-1544

CDL Help Line
(517)322-5555

Michigan Department of State Police
Traffic Safety Division
(517) 336-6195

- Intrastate DOT Numbers
(888)464-8736
Lt. Peggy Hines
(517) 336-6476

Labor
MIOSHA Enforcement
(800) 866-4674

Michigan Department of Transportation
Oversize Permits
(517) 373-2120

State Frost Law Information
(800) 787-8960

Michigan Department of Environmental Quality
Hazardous Waste
(517) 335-2690

DEQ
(800) 662-9278

Federal Agencies
Internal Revenue Service
Highway Users Tax
(800) 829-4833

U.S. Department of Transportation
Interstate Safety & Hazardous Materials Regulations
Cindy Briggs
(517) 853-5997

Education and Training
Michigan Center for Truck Safety
(800) 682-4682

Trade Associations
Michigan Trucking Association
Membership, insurance, books and forms
(517) 321-1951

American Trucking Associations
(703) 838-1700

Publications
Federal & State Safety Regulations
Michigan Trucking Association
(517) 321-1951

Bridge & Border Crossing Information

Ambassador Bridge
(313) 496-1111 (wide loads)
(877) 680-6446, ext. 6

Detroit & Windsor Tunnel
(313) 567-4422

International Bridge
(906) 635-5255

Blue Water Bridge
(810) 984-3131

Mackinac Bridge
(906) 643-7600

Michigan Counties
County Road Association of Michigan
(517) 482-1189

Canadian Information
Ontario Ministry of Transportation
Driver Vehicle Licensing
(416) 235-2999

Canadian Council of Motor Transport Administrators
(613) 736-1003

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**
www.michigan.gov/msp
- **Michigan State Police – Traffic Safety Division**
www.michigan.gov/motorcarrier
- **Michigan Department of State (Secretary of State)**
www.michigan.gov/sos
- **Michigan Department of Transportation**
www.michigan.gov/mdot
- **Michigan Department of Treasury**
www.michigan.gov/treasury
- **Michigan Department of Labor & Economic Growth**
www.michigan.gov/dleg
- **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

Federal Government

- **DOT Number**
<http://www.fmcsa.dot.gov/registration-licensing/online-registration/onlineregdescription.htm>
- **Federal Motor Carrier Safety Administration**
www.fmcsa.dot.gov
- **FMCSA's Safety and Fitness Electronic Record (SAFER) System**
www.safer.fmcsa.dot.gov
- **Free and Secure Trade Program (FAST)**
<http://www.cbsa-asfc.gc.ca/prog/fast-express/menu-eng.html>
- **Transportation Worker Identification Credential (TWIC)**
http://www.tsa.gov/what_we_do/layers/twic/index.shtm

National Highway Traffic Safety Administration

- **Administration**
www.nhtsa.dot.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://hazmat.dot.gov>
- **U.S. Government Printing Office**
www.access.gpo.gov

Canadian Offices

- **Canadian Council of Motor Transport Administrators (CCMTA)**
www.ccmta.ca
- **Ontario Ministry of Transportation**
www.mto.gov.on.ca



General Information

Michigan Vehicles and Drivers

Abbreviations

FMCSR -- Federal Motor Carrier Safety Regulations

MVC - Michigan Vehicle Code

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.

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 Michigan Public Service Commission. Application for interstate authority must be made through the Federal Motor Carrier Safety Administration.

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 commercial vehicles registered in Michigan with a **single or combination gross weight rating or total gross weight of more than 5,000 lbs.**, and all towing or platform bed wreckers, must have the name, city and state or registered logo or emblem of the registered owner of the vehicle, and lessee of the vehicle if it is being operated under lease, painted or permanently attached on each side of the vehicle, with letters not less than three inches in height and not lower than the bottom edge of the door.

Except for towing or platform bed wrecker road service vehicles, the identification requirements of the subsection may be met through the use of removable devices.

This does not apply to a truck eligible for and registered under a farm or manufacturer license plate that has a gross vehicle weight of less than 10,000 lbs.

NOTE: Vehicles displaying a USDOT number need only comply with the identification requirements contained in the Federal Motor Carrier Safety Regulations (390.21).

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.

Definitions

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

Agricultural operation

FMCSR 395.3

For information on agricultural operations, contact the Traffic Safety Division at (517) 336-6195.

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. (4,536 kg) or more, whichever is greater; or
- Is designed or used to transport more than eight 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 used in transporting material found by the Secretary of Transportation to be hazardous under 49 USC 5103 and transported in a quantity requiring placarding under regulations prescribed by the secretary under 49 CFR, subtitle B, chapter I, subchapter C

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.

Definitions

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

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 under "Guidebooks."

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

Gross Combination Weight Rating (GCWR)

FMCSR 390.5

The gross vehicle weight rating (GVWR) of the power unit plus the gross vehicle weight rating (GVWR) of the vehicle(s) or trailer(s) being towed.

Gross Vehicle Weight Rating (GVWR)

FMCSR 390.5

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

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.

Note: The certificate or a copy must be carried by the driver when operating a commercial motor vehicle, and the employer is required to keep either the original or a copy in the driver's qualification file.

Medical waivers

Motor Carrier Safety Act (Michigan Public Act 181 of 1963)

Michigan intrastate drivers only

Physical Defect Waiver - 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 waiver application:
(517) 336-6416**

Definitions

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

Grandfather Rights Waiver

Michigan Public Act 179 of 2005

Effective October 20, 2005, grandfather waivers are no longer issued and grandfather waivers previously issued expire in 2014.

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 safety regulations.

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-servicing 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

A tank vehicle means any CMV (as defined in 257.7a) that is designed to transport any liquid or gaseous material within a tank that is permanently or temporarily attached to the vehicle. It does not include a portable tank having a rated capacity less than 1,000 gallons.

FATIGUE MANAGEMENT



- How difficult is it to judge how tired you are?
- What can you do to counter the effects of fatigue during a trip?
- Do you know the signs and effects of sleep disorders?
- How can you prevent fatigue?

With this **free program**, you can learn to identify the factors of fatigue, the family's role and what a driver can do to reduce it. This course is available on-line or in a classroom setting. Go to www.truckingsafety.org. Click the "Fatigue Program" button on the home page. Once logged on, participants can sign on and off as many times as needed. Michigan residents who complete the program will receive certificates of participation if requested.

Questions: Call (800) 682-4682

Vehicle Registration & Motor Fuel Tax

Elected Gross Vehicle Weight Plate

This is the required Michigan registration plate for:

- Trucks weighing 8,001 pounds or more
- Trucks weighing 8,000 pounds or less towing a trailer in a profit-making venture

Contact your local Secretary of State for further information.

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). Commercial vehicles used exclusively within the state and 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:

- 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.

Some vehicles do not need apportioned registration: Call the Michigan Department of State at (517) 322-1097 for more information.

Farm and wood harvester plates

These are special registrations for farm and wood harvesting operations. These plates are for exclusive use in the operation of a farm and a wood harvester operation (to include wood harvesting equipment) **only** and may not be used for-hire or to transport processed lumber.

Unified Carrier Registration

Requires individuals and companies operating commercial motor vehicles in interstate or international commerce to register their business with the Michigan Public Service Commission and pay an annual fee based on the size of their fleet.

A “Commercial Motor Vehicle” is defined as a self-propelled or towed vehicle used on the highways in commerce principally to transport passengers or cargo, if the vehicle:

- a) has a gross vehicle weight of 10,001 pounds or more;
- b) is designed to transport 11 or more passengers (including the driver);
- c) is used in transporting hazardous materials in a quantity requiring placarding.

USDOT Registration

Michigan motor carriers operating a commercial motor vehicle (see definition page 7) interstate or intrastate commerce must apply for and display a USDOT number on both sides of each commercial vehicle it operates. Carriers may register online at <http://www.fmcsa.dot.gov> or by calling the Michigan State Police Traffic Safety Division 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/

Michigan Commercial Driver License (CDL) (Michigan Vehicle Code)

Who needs a CDL in Michigan?

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 of 26,001 pounds or more, including a towed vehicle with a gross vehicle weight rating of more than 10,000 pounds

Group B To operate:

- A single vehicle having a gross vehicle weight rating 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)

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: For vehicles designed to haul liquids or liquefied gases in permanently mounted tanks of any size or portable tanks rated at 1,000 gallons or more

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

CDL Exceptions

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 requirements listed above, would not require a CDL to operate.

Driver Qualification and Investigation

FMCSR, Part 391

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 file for each driver hired after October 29, 2004. 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 driver's license for the type of vehicle he/she is to operate

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

NOTE: Some drivers may be partially or totally exempt from driver qualifications. For further information on driver qualifications, contact the Center at (800) 682-4682.

Driver investigation history file

For drivers hired after October 29, 2004, 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 (if applicable)

NOTE: For further information, contact the Center at (800) 682-4682.

Driver rights

After October 29, 2004, prospective employers must inform prospective employees of the following:

- Their right to review information obtained from previous employers
- Their right to request that information be corrected
- Their right to submit a rebuttal statement to a previous employer

These requirements are contained in FMCSR 391.23.

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, Parts 391 and 383.

Driver Qualification and Investigation

FMCSR, Part 391

Driver Record Subscription Service

The Driver Record Subscription Service provides a company with the driving record of its employees on an annual basis and more frequently when there are any violations, restrictions, suspensions or revocations posted to the record.

To order driver motor vehicle reports:
Michigan Department of State
7064 Crowner Drive
Lansing, MI 48918-0002
(517) 322-6281 or (517) 322-1544
e-mail: commercialservices@michigan.gov

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
- Return-to-duty testing
- Follow-up drug and alcohol testing

A person who fails a required test or refuses to test is considered medically unqualified to operate any commercial motor vehicle, as defined in FMCSA 390.5.

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

- A written policy concerning drug and alcohol testing
- 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.

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.

If your company, business group or organization would like to schedule a seminar, workshop, onsite training, or if you need a speaker for your next meeting, please contact the Michigan Center for Truck Safety at 800-682-4682.

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 .02 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:

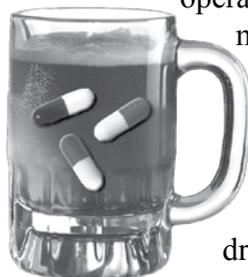
- Refuses a preliminary breath test (PBT)
- Consumes alcohol within 4 hours prior to operating a CMV
- Consumes alcohol while operating a CMV
- Has an alcohol content of .02 while operating a CMV

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 apply to a CDL driver while operating any motor vehicle. A noncommercial motor vehicle does not include a recreational vehicle used off-road.



When operating a noncommercial 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

The amendments extending these revocations to the operation of noncommercial vehicles became effective on October 1, 2005.

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? If you don't know, we can help. The Center has trained professionals who can answer your drug and alcohol testing questions.

Just call us at **(800) 682-4682** or
(800) 469-7364 in the Upper Peninsula.

Driver's Hours of Service

FMCSR, Part 395

NOTE: A recent federal court ruling struck down portions of the current rules. Please see our Web site for the most current information regarding hours-of-service rules.

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

The hours of service rules apply to any person who operates any commercial motor vehicle as defined in FMCSR, Part 390. Some drivers may be partially or totally exempt from these requirements.

Duty status

Driving

All time spent at the driving controls of a commercial motor vehicle in operation

On-Duty

All of the time from the time a driver begins work until he or she is relieved from all the responsibilities for performing work

On-duty includes:

1. Driving
2. Performing any and all other duties required by the carrier
3. Time spent traveling to, from and during the course of providing breath and/or alcohol specimens for drug and alcohol tests required under federal regulations
4. Performing any compensated work for any non-motor carrier entity (part-time jobs)

Off-Duty

When relieved of all responsibility for performing work by the employer and not performing any other compensated work

Sleeper berth

A sleeping compartment conforming with the Federal Motor Carrier Safety Regulations

Maximum driving & on-duty rules

- A property-carrying driver may drive 11 hours after 10 consecutive hours off duty

- A driver 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, all driving and on-duty/not driving time, and all sleeper berth periods less than eight hours. **NOTE:** The 14 hours on duty apply only to drivers using the daily log and drivers (non-CDL) using the new Short-Haul Provision.
- A driver may not drive after 60/70 hours on duty in 7/8 consecutive days; however, a driver may restart the 7/8-day period by taking 34 consecutive hours off duty

10 consecutive hours off duty

The 10-consecutive hours may be achieved three different ways:

1. Taking 10 consecutive hours off duty
2. Spending 10 consecutive hours in the sleeper berth
3. Combining off-duty and sleeper-berth time, totaling 10 consecutive hours

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

Sleeper berth provision

A driver may achieve the equivalent of 10 consecutive hours off duty by combining a sleeper berth period of 8 or more hours (less than 10) with a separate period of 2 or more consecutive hours (less than 10). The 2 or more consecutive hours may be spent off duty, in the sleeper berth or any combination of off duty and sleeper berth.

NOTE: The *equivalent* of 10 consecutive hours off duty is not the same as 10 consecutive hours.

Driver's Hours of Service

FMCSR, Part 395

off duty. A driver using the sleeper berth provision does not begin a new 14-hour tour of duty and 11 hours of driving following the two periods.

Logbook requirements

- The daily log is an accurate and complete record of a driver's activities for each 24-hour period
- Unless exempt (see Short-Haul Provision below or 100 air-mile exemption to the right), 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 retain the daily logs at their principal place of business (previous six months)
- Employers must maintain supporting documents to verify the logs are true and accurate

Short-Haul Provision (exemption)

Drivers who operate CMVs which do not require a CDL and who operate within a 150 air-mile radius of their normal work reporting location:

- May drive a maximum of 11 hours after coming on duty, following 10 or more consecutive hours off duty
- Are not required to keep the daily log
- May not drive beyond the 14th hour after coming on duty five days a week or after the 16th hour after coming on duty two days a week

100 air-mile (exemption)

CDL drivers who operate within a 100 air-mile radius of their normal work reporting location:

- May drive a maximum of 11 hours after coming on duty, following 10 or more consecutive hours off duty
- Are not required to keep the daily log
- May not drive beyond the 12th hour after coming on duty five days a week or after the 16th hour after coming on duty one day a week

Drivers using the Short-Haul Provision or the 100-air mile exemption must comply with the 60-/70-hour rule and may use the 34-hour restart.

Employers must maintain accurate and true records (timecards, timesheets, etc.) for each driver using the Short-Haul Provision or the 100 air-mile exemption. The employer must always have the previous six month's records on file and available for review. These records must identify:

- The driver
- The time the driver reports for duty
- The time the driver is released from duty
- The total on-duty hours each day

Intrastate exemptions

The following Michigan intrastate drivers are exempted from hours of service regulations:

- Farmers
- Government employees driving commercial motor vehicles owned and operated by a unit of the government

Passenger Transportation

Motor carriers of passengers have hours of service requirements which differ from those of the motor carrier of property. Passenger transportation drivers must comply with the hours of service regulations in place prior to 4/28/2003. For more information concerning these hours, contact the Center at (800)682-4682.

Utility Service Vehicles

Hours of service regulations do not apply to a driver of a utility service vehicle as defined in FMCSR 395.2

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.

Hazardous Materials Security Plan

Part 172, Subpart I

Requires many shippers and transporters of hazardous materials to develop and adhere to a security plan



Training

Part 172, Subpart I

Requires employers to train, test and certify all employees involved in the transportation of hazardous material. Training shall include:

- General awareness/familiarization training
- Function-specific training
- Safety training
- Security awareness training

As of December 22, 2003, employers required to have a security plan must also provide employees with in-depth security training concerning the security plan and its implementation.

Shipping Papers

Shipping papers (sometimes called manifests or bills of lading) are required for almost all hazardous material shipments, even if it is for your own use. There is no required form (except for hazardous waste, see below), but there is a required format. Example below:

PROPER SHIPPING NAME	HAZARD CLASS	IDENTIFICATION NUMBER	PACKING GROUP	TOTAL QUANTITY
Gasoline	3	UN1203	II	5 gallons

Shipping papers must also contain the following:

- *Total Quantity* (i.e., 1,000 lbs., 2,000 gallons, 10 cylinders, or 1 cargo tank)
- *Shipper Certification* (see exceptions in 172.204b)
- *Emergency Telephone Number* (Must be someone familiar with the product carried and can provide response information. Pagers, voice mailboxes and callbacks are illegal.)
- *Emergency Response Information* (The U.S. DOT NA Emergency Response Guidebook is preferred or an MSDS that contains the required information.)
- *Additional Requirements* (Some products have additional descriptions that must be included; see Section 172.201, 172.202, and 172.203.)
- *Uniform Hazardous Waste Manifest* (A form required by the EPA, it *may* meet the shipping paper requirement if all of the required information is present.)

Hazardous Materials

General information

Materials of Trade

Certain hazardous materials transported in small quantities are subject to less 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*

***There are quantity limits for hazardous materials being transported as MOTs.**

Contact the Michigan State Police - Traffic Safety Division, Hazardous Materials & Investigations Unit or the Michigan Center for Truck Safety for more information.

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 at (734) 432-1256. For environmental information, call (517) 335-2690.
- The transportation of explosives and fireworks in the State of Michigan requires a permit from the MSP/Fire Marshal Division, (248) 380-1102.
- The storage of regulated medical waste in the State of Michigan requires a permit from the Department of Environmental Quality, (517) 241-1320.
- 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, ship-

Hazardous Materials

General information

ping 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

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

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

Sgt. Susan Fries
HAZARDOUS MATERIALS AND INVESTIGATIONS UNIT
Traffic Safety Division - Michigan State Police
(517) 336-6580

Inspection, Repair & Maintenance

FMCSR, Part 396

Vehicle maintenance records

FMCSR, Part 396.3

The required records for each vehicle must:

- Identify the vehicle:
 - Make
 - Serial number
 - Year
 - Tire size
- Indicate nature and due date of:
 - Inspections to be performed
 - Maintenance operations to be performed
- Indicate the date and nature of:
 - Inspections performed
 - Repairs performed
 - Maintenance performed
- Be maintained for:
 - 1 year, and
 - 6 months after the vehicle leaves company control

Roadside inspection enforcement

FMCSR, Part 396.9

The driver shall deliver the 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 redispached)
- The report must be returned within 15 days to the issuing agency and must include the signature of the carrier official, the official's title and the date signed
- Must be maintained for 12 months from the date of inspection

Post-trip inspection, DVIR

FMCSR, Part 396.11

Required report

Drivers shall prepare the report in writing:

- At the completion of each day's work
- For each vehicle operated

Report content

The report content shall:

- Identify the vehicle
- List any defects or deficiencies that are:
 - Discovered by the driver
 - Reported to the driver
- Include the driver's signature

Corrective action

Corrective action shall be taken prior to operat-

ing. Defects and deficiencies must be corrected if they:

- Affect the safety of operation
- Are listed in Appendix G

Retention

For 3 months, maintain the:

- Original report
- Certification of repairs
- Certification of driver's review

Annual inspection

FMCSR, Part 396.17

Every CMV shall be inspected (and not used until completed):

- 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 the following documentation on the vehicle:
 - Copy of the periodic inspection form, **OR**
 - Other forms of documentation; 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

Annual inspector qualifications

FMCSR, Part 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 Part 396.19(a)(3)]

Motor carriers are responsible to ensure that inspectors are qualified and must maintain evidence of qualifications for each inspector for:

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

Carriers must have a written maintenance schedule for each CMV outlining routine vehicle maintenance and the due dates for each type of maintenance.

Mud Flaps

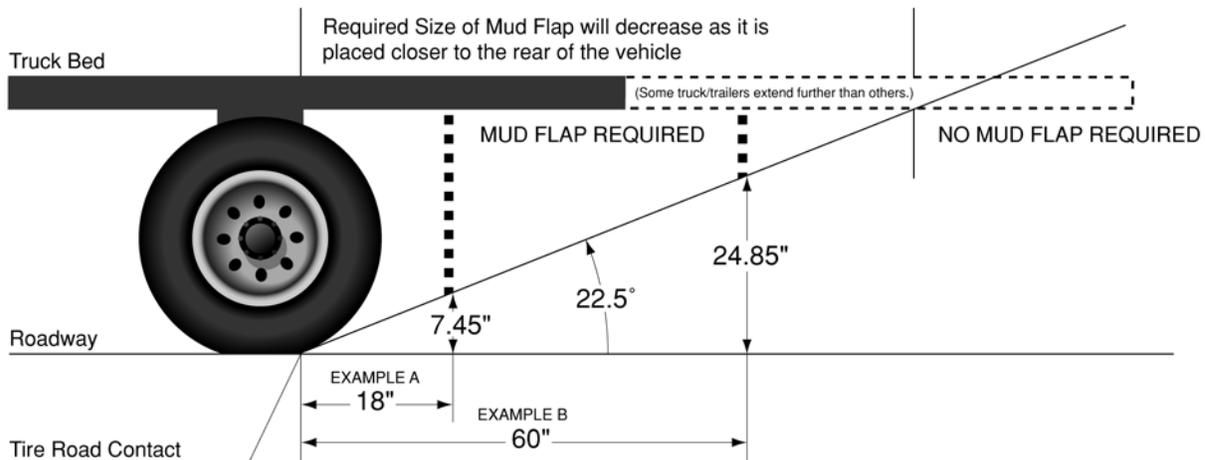
Michigan Motor Carrier Safety Act

Michigan Public Act 181 of 1963

A commercial vehicle, a combination of a commercial vehicle and trailer or semitrailer, 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. $18 \text{ inches} \times .4142 = 7.45$ (or fewer) inches off the ground
B. $60 \text{ inches} \times .4142 = 24.85$ (or fewer) inches off the ground

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

Brakes

FMCSR, Part 393

General requirements

- 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

- 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

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 relies on the braking action of the towing unit to stop the towed vehicle. FMCSR 393.5

Breakaway and emergency braking

Every trailer required to be equipped with brakes shall be equipped with brakes so that, upon breakaway from a towing vehicle, all trailer brakes shall automatically and promptly engage and then remain engaged for at least 15 minutes.

Exception

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

- 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

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.

Refer to the FMCSR for complete details concerning brakes on commercial motor vehicles.

Safety Devices

FMCSR, Part 393

Full trailers and dolly converters

- 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

More information about coupling devices and towing methods are found in Part 393 of the FMCSR.

Driveaway-towaway operations

- 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)

More information about coupling devices and towing methods are found in Part 393 of the FMCSR.

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.

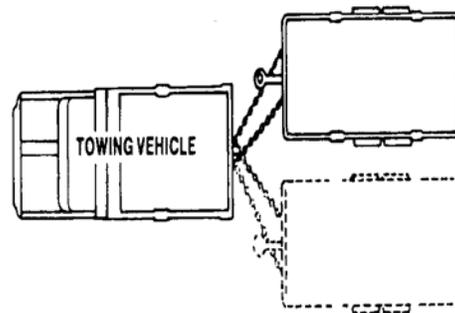
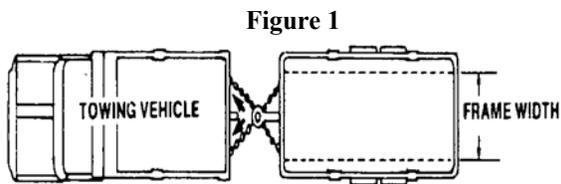


Figure 2

NOTE: Refer to the FMCSR for complete details concerning the proper use of safety devices.

Cargo Securement

FMCSR, Part 393

General intrastate operations

See the Michigan Vehicle Code (MVC) for complete rules on intrastate operations.

- A vehicle shall not be operated unless it is so constructed or loaded to prevent its contents from dropping, sifting, leaking, blowing off or escaping from the vehicle
- Loads which are not completely enclosed must be:
 - Covered with firmly secured canvas or similar device of covering (tarp), or
 - Secured to the body or frame with adequate binders of adequate strength

General intrastate and interstate operations

- 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 and interstate operations - general tiedown devices

- All devices and systems used must meet the performance criteria of FMCSR, Part 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 Part 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, Part 393.106(d) for complete explanation)
- Tiedowns not marked by the manufacturer with a WLL will be given the WLL found in FMCSR, Part 393.108

Intrastate and interstate operations: general length

- When an article is not blocked or positioned to prevent forward movement, it must be secured by at least:
 - One tiedown for articles 5 feet or less in length and 1,100 pounds or less in weight
 - Two tiedowns if the article is:
 - 5 feet or less in length and more than 1,100 pounds in weight, or
 - Longer than 5 feet but less than 10 feet regardless of weight
 - Two tiedowns if the article is longer than 10 feet, and one additional tiedown for each 10 feet of article length, or fraction thereof, beyond the first 10 feet
- 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
- Some cargo securement rules do not apply to "special purpose vehicles." See the FMCSR for complete information.
- Tiedowns must be adjustable so the driver of an in-transit CMV can tighten them
- Front-end structures, *if used*, must meet the criteria found in FMCSR, Part 393.114

Cargo Securement

FMCSR, Part 393

Specific securement requirements by commodity type

Complete information on specific securement requirements by commodity type can be found in the FMCSR, Part 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

Periodic Inspection Training

The Center offers a free three-day Periodic Inspection Training program for qualified maintenance personnel. This course has been developed to meet the requirements of the Federal Motor Carrier Safety Regulations, Part 396.19, Inspector Qualifications.

Requirements to take this class include:

- Prior basic knowledge of commercial motor vehicles and their components
- At least one year of experience as a mechanic or commercial motor vehicle maintenance personnel from a motor carrier maintenance program or commercial garage

Objectives include:

- Discussing inspection criteria in 49 CFR, Part 393 and 49 CFR, Appendix G
- Familiarization with out-of-service criteria and FHWA's annual inspection, identifying

defective components and the requirements of 396.17

- Providing participants with a systematic procedure and the proper use of the tools needed to perform a safe and effective vehicle inspection



For more information about Periodic Inspection Training, call the Center at (800) 682-4682.

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) 373-2121.

Vehicle length

See 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

See 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.

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 and Load Size

Michigan Vehicle Code

Single vehicle

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



Tractor, semitrailer

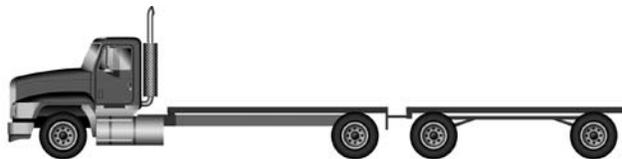
Tractor, semitrailer combinations have no overall length restrictions, provided the trailer length does not exceed **50 feet**.



On **designated routes** only, tractor and semitrailer combinations have no overall length restrictions, provided the trailer does not exceed **53 feet** in length and has no more than three axles.

Semitrailers longer than 50 feet shall have a wheel base of not less than 37.5 feet and not more than 40.5 feet (plus or minus .5 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

Vehicle height

MVC 257.719

- 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.

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



If the combination of vehicles is designed and used exclusively to transport assembled automobiles, automobile bodies, recreational vehicles or boats, the overall length **shall not exceed 65 feet** unless it is a stinger steer combination, which **shall not exceed 75 feet**. A load on this type of equipment may extend an additional **three feet beyond the front** and **four feet beyond the rear** of the combination of vehicles.

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.

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 (published by the manufacturer)

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

Bridge gross weight formula general information

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

NOTE: Motor Carrier Safety Rules - No motor vehicle may be operated with tires that carry a weight greater than that marked on the sidewall of the tire.

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

See page 35.

Normal loading maximum general information

MVC 257.722

Maximum loads shall not exceed the number of pounds in the following provisions:

- 18,000 pounds on an axle with at least 9 feet of spacing from any other axle

NOTE: Weight cannot exceed 700 pounds per inch of the width of the tire (“width” means as published by the manufacturer)

- 13,000 pounds per axle when axle spacing is less than 9 feet between two axles but more than 3.5 feet
- Axles less than 3.5 feet apart shall not exceed 9,000 lbs. per axle

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

Free Training Videos

Free training videos are available for downloading at our Web site at www.truckingsafety.org. Some of them are large files, so they may take a while to download, but you are free to make as many copies as you need.

The videos cover inspection procedures for trac-

tor-trailers and straight trucks with hydraulic brakes, as well as an overview of our programs, and two videos on sharing the road with trucks.

Just go to www.truckingsafety.org, under downloads, and fill out the video request.

For any questions or concerns, call (800) 682-4682.

Michigan Weight and Axle Load Limits

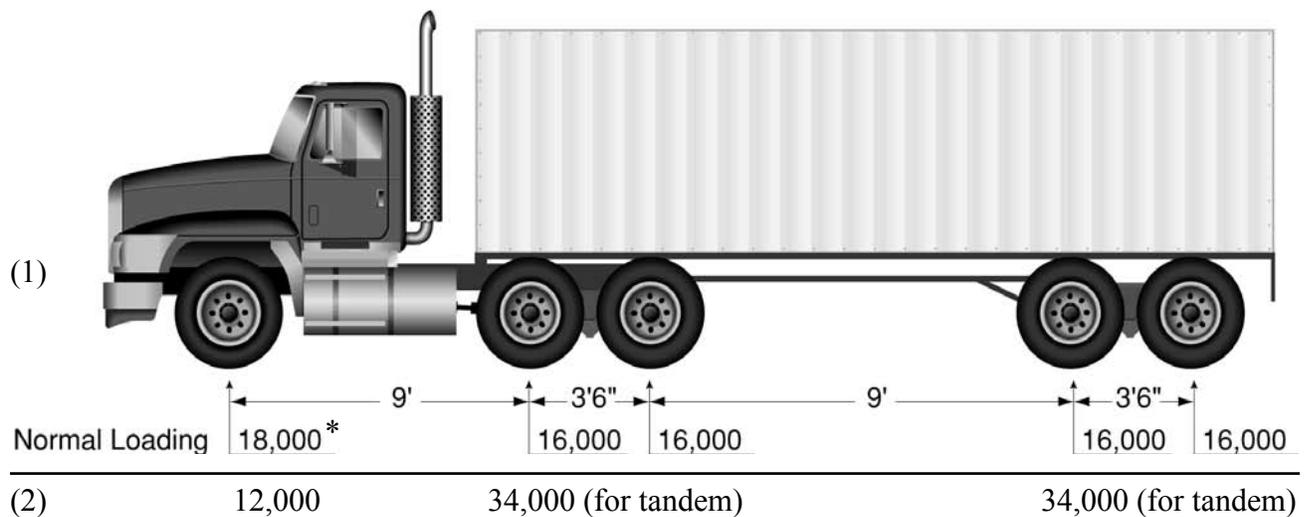
Frost law restrictions

When spring weight restrictions are in effect on frost-restricted routes, 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.** Speed limits on frost restricted routes are reduced to 35 mph for every vehicle over 10,000 lbs. gross weight.

For state frost law information, call (800) 787-8960.

County and city weight limits

Allowable axle weights on local roadways must be consistent with state law, but final weight determinations are the responsibility of the local jurisdictions. 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.**



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.

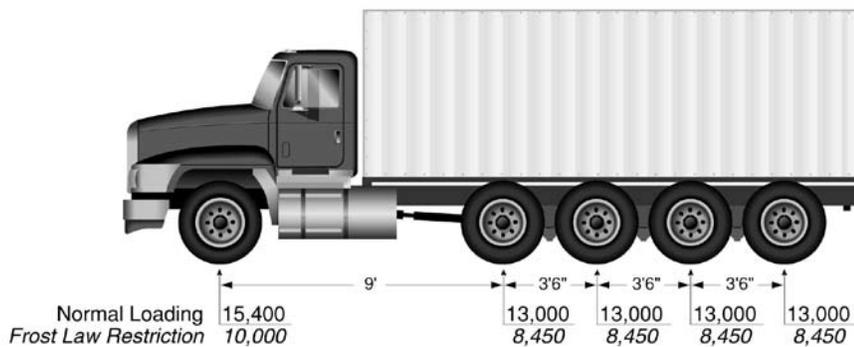
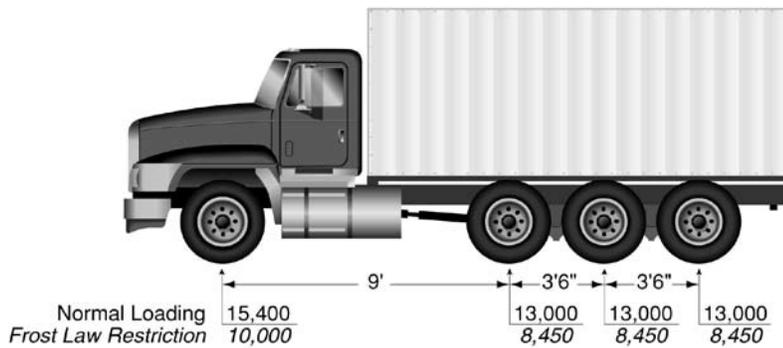
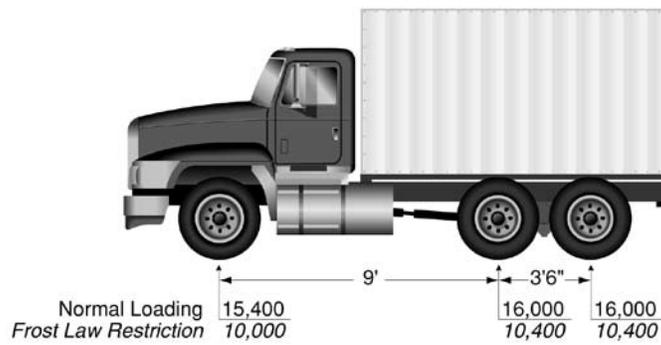
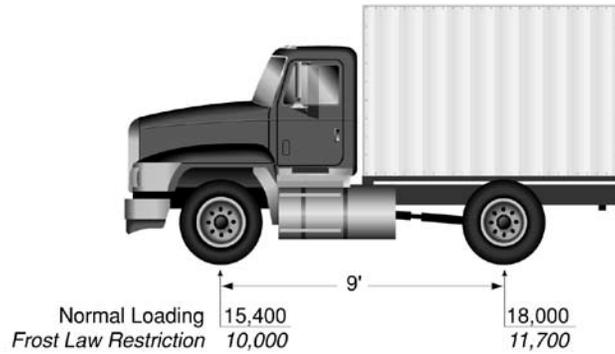
As previously stated, you should contact the appropriate jurisdiction for specific information prior to movement upon local roadways.

Michigan Weight and Axle Load Limits

Examples of normal load maximums; frost law restrictions shown are at the 35 percent reduction.

Weights based on 11:00 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.

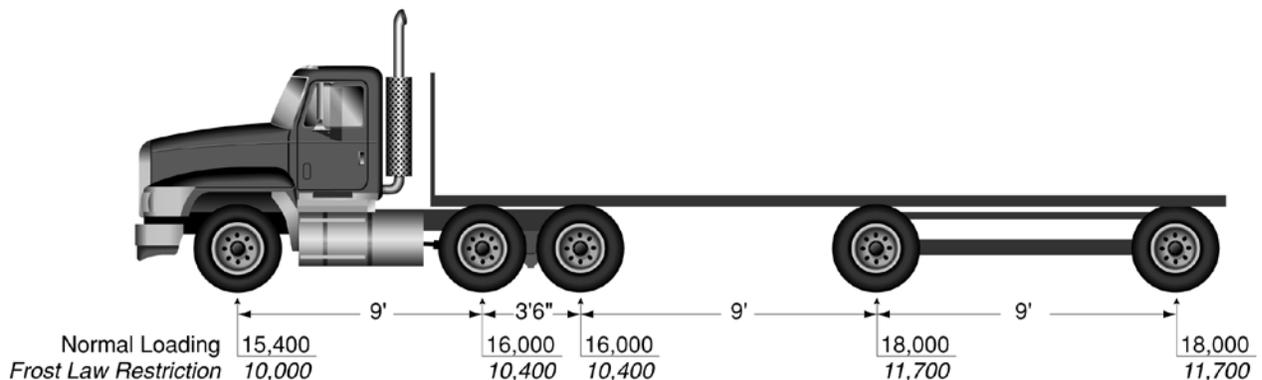
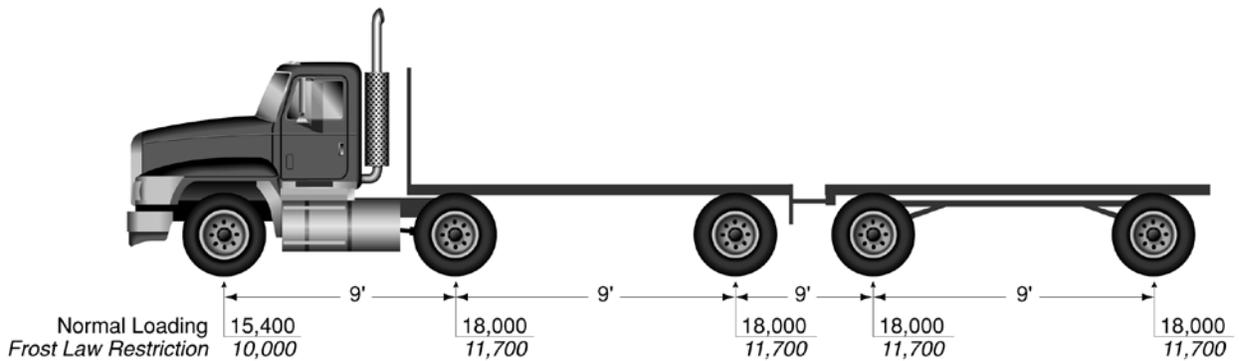
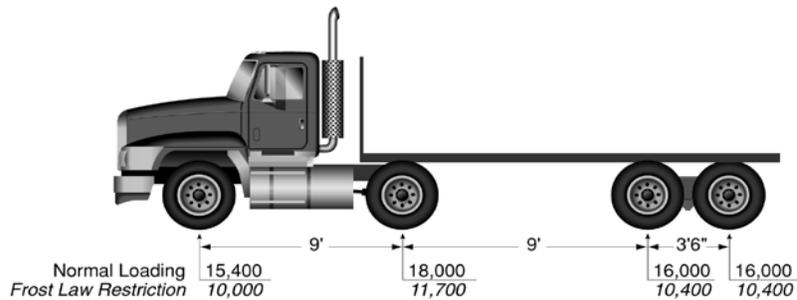
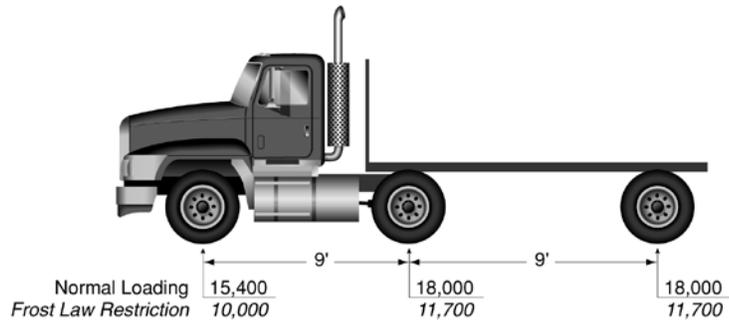


Michigan Weight and Axle Load Limits

Examples of normal load maximums; frost law restrictions shown are at the 35 percent reduction.

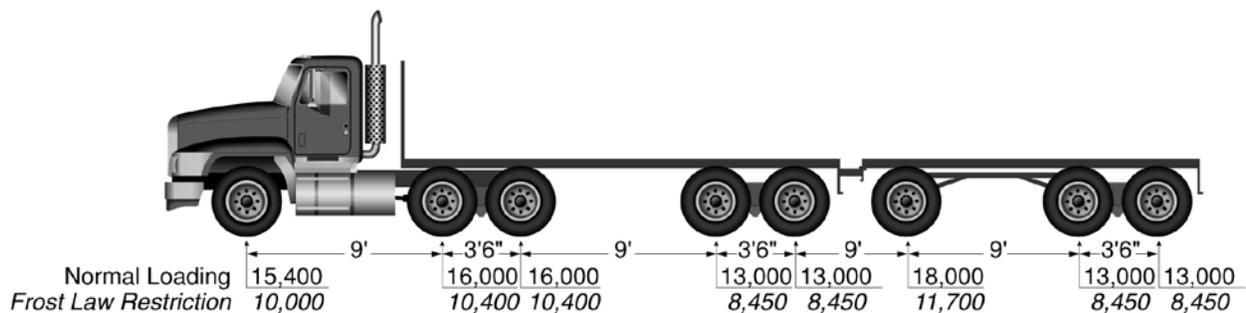
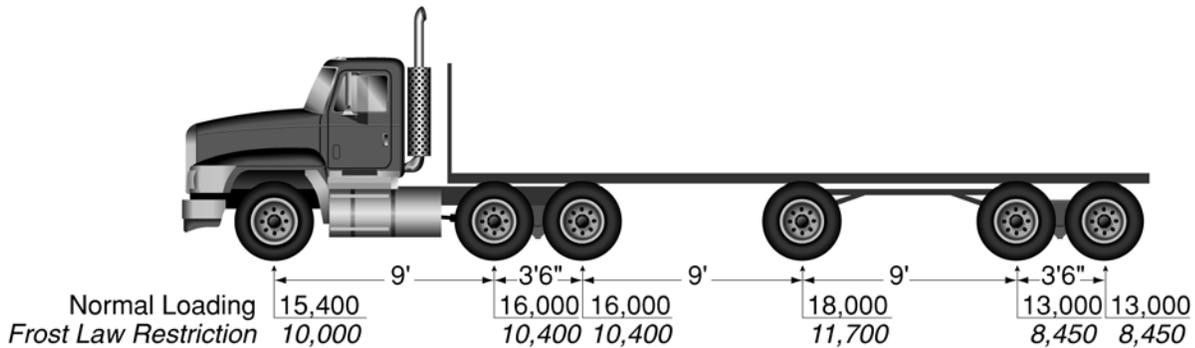
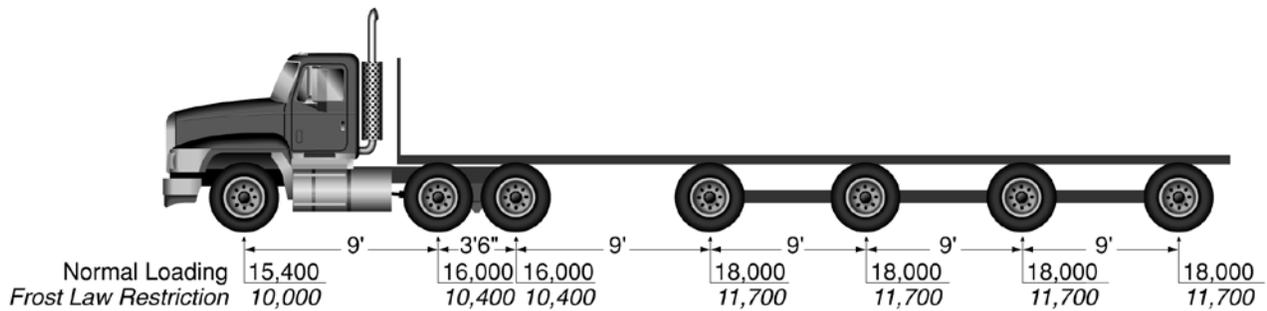
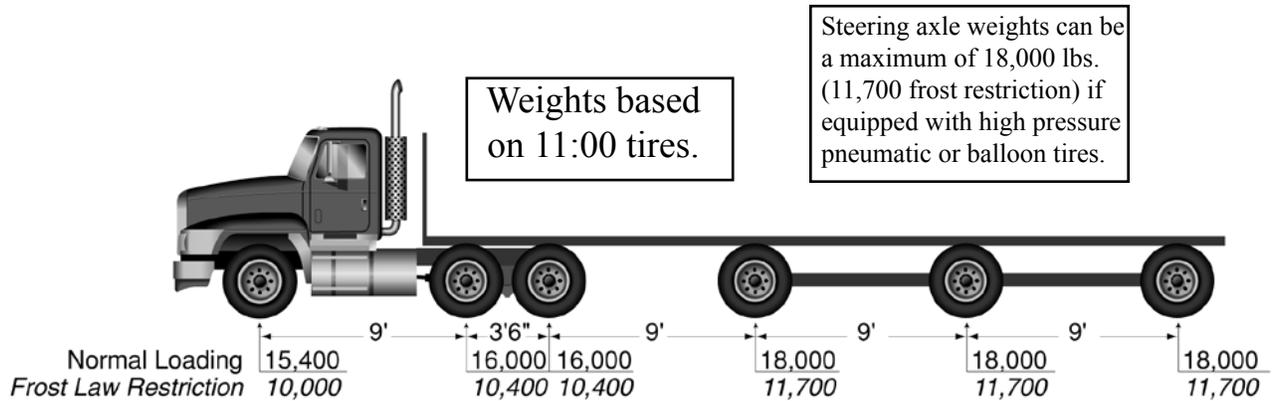
Weights based on 11:00 tires.

Steering axle weights can be a maximum of 18,000 lbs. (11,700 frost restriction) if equipped with high pressure pneumatic or balloon tires.



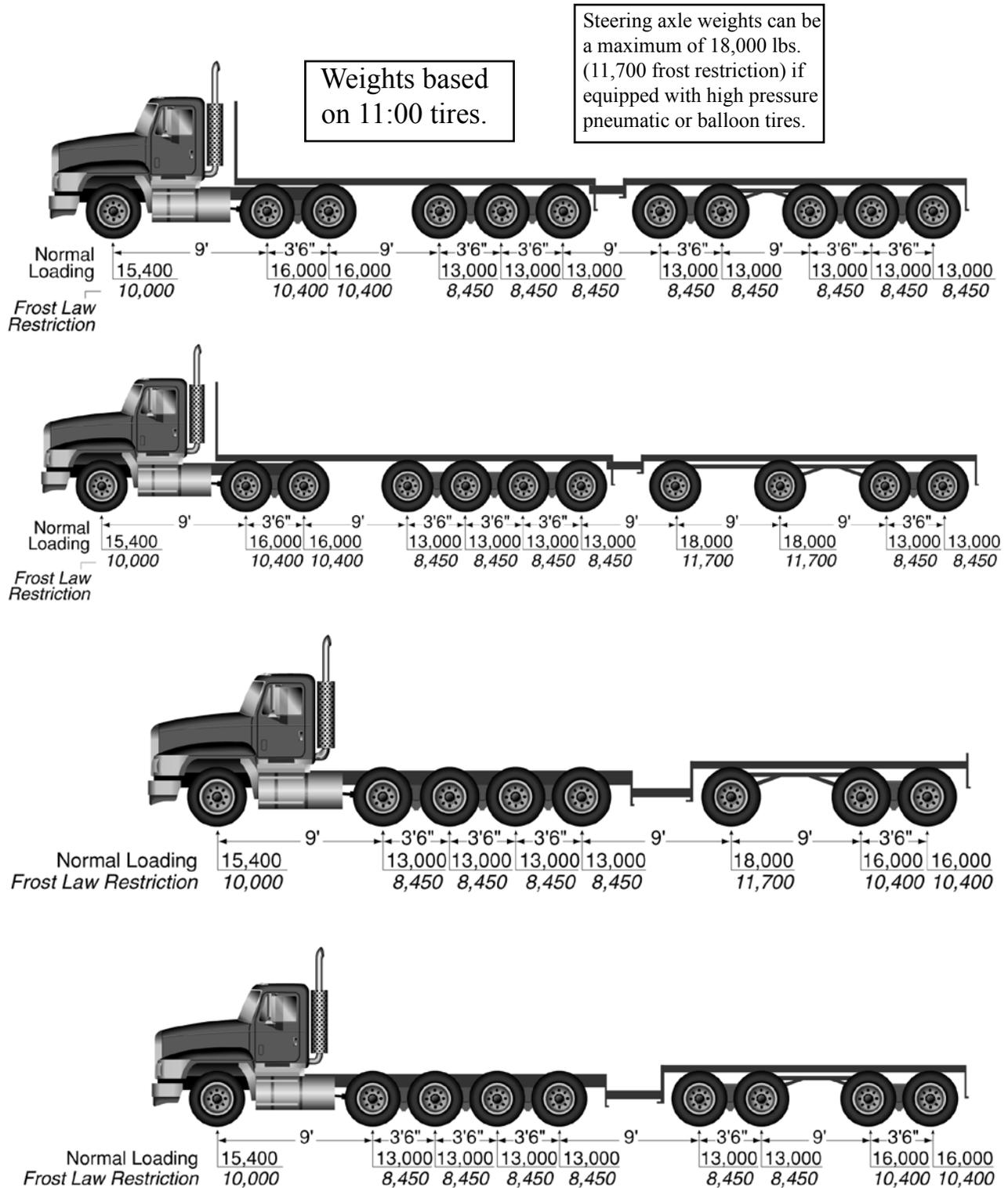
Michigan Weight and Axle Load Limits

Examples of normal load maximums; frost law restrictions shown are at the 35 percent reduction.



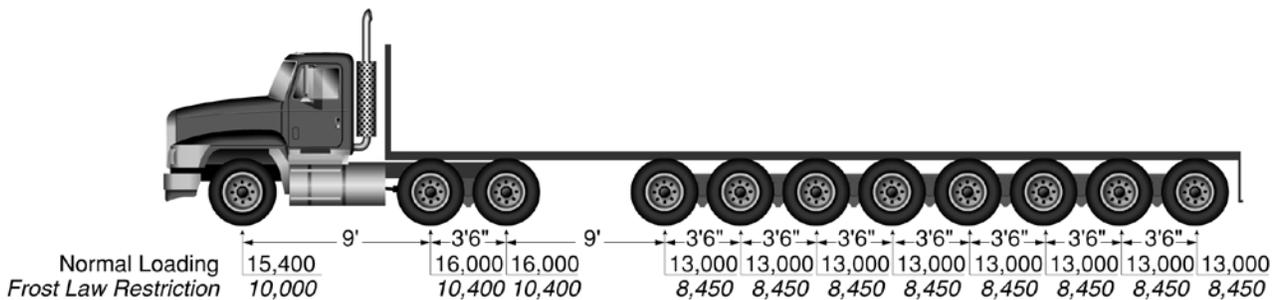
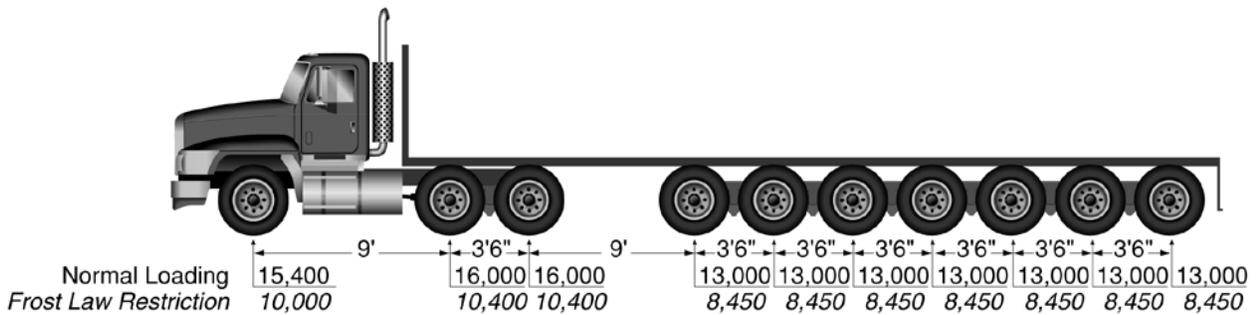
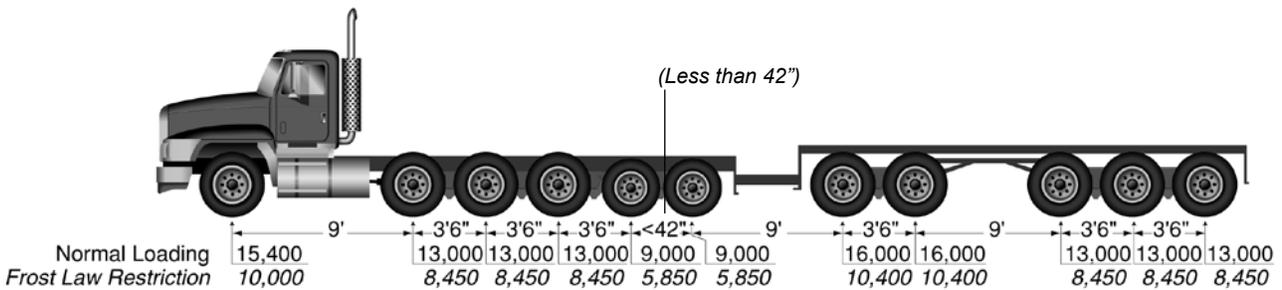
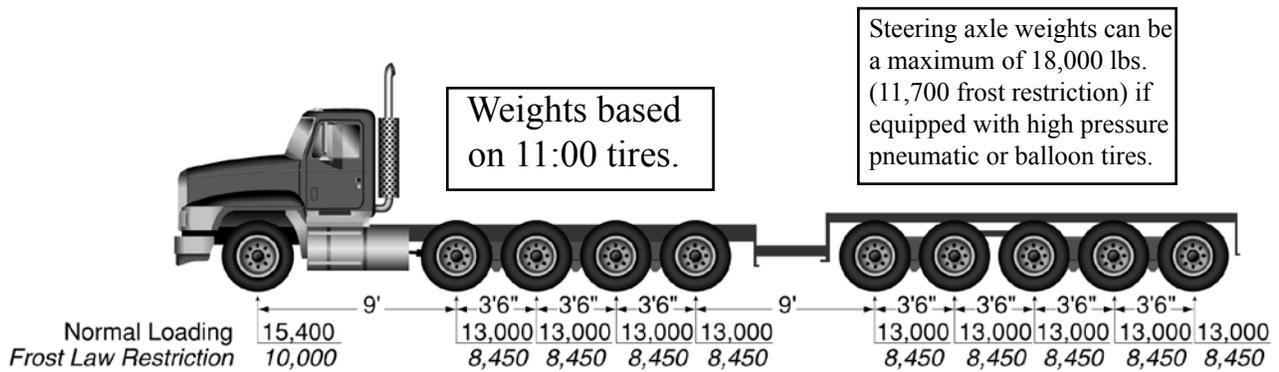
Michigan Weight and Axle Load Limits

Examples of normal load maximums; frost law restrictions shown are at the 35 percent reduction.



Michigan Weight and Axle Load Limits

Examples of normal load maximums; frost law restrictions shown are at the 35 percent reduction.



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**.

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

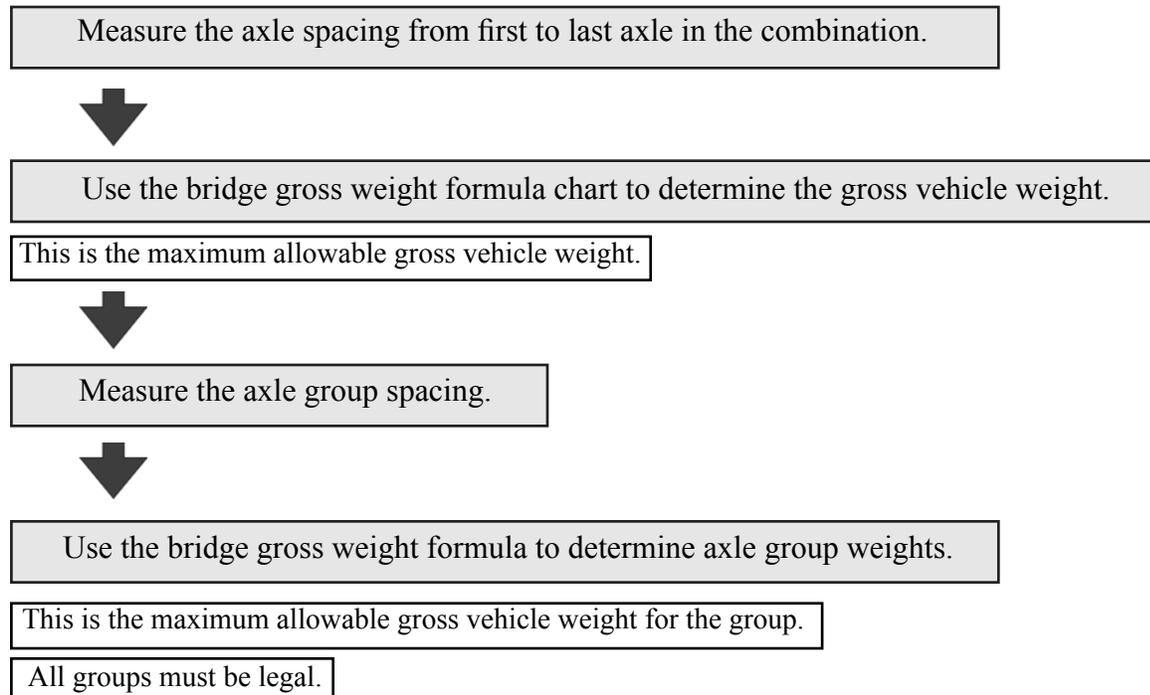
W = The maximum weight in pounds that can be carried on a group of two or more axles to the nearest 500 pounds

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

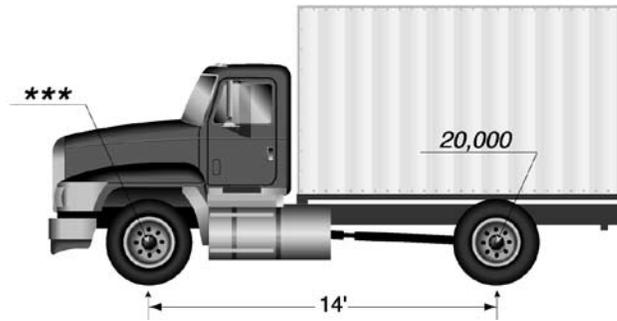
N = The number of axles being considered

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

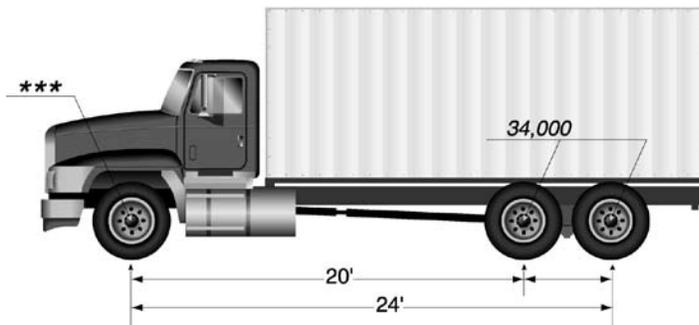
When using the formula chart:



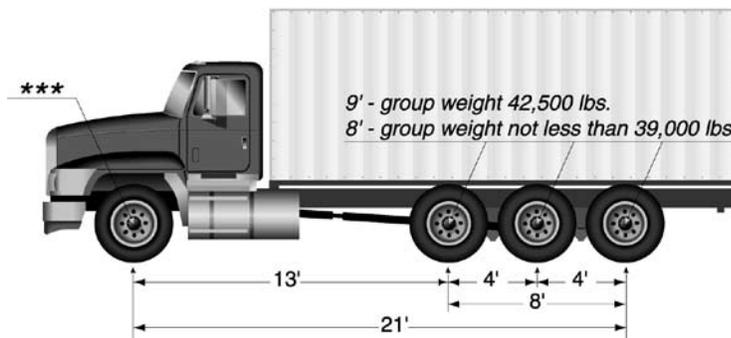
Bridge Gross Weight Formula



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.



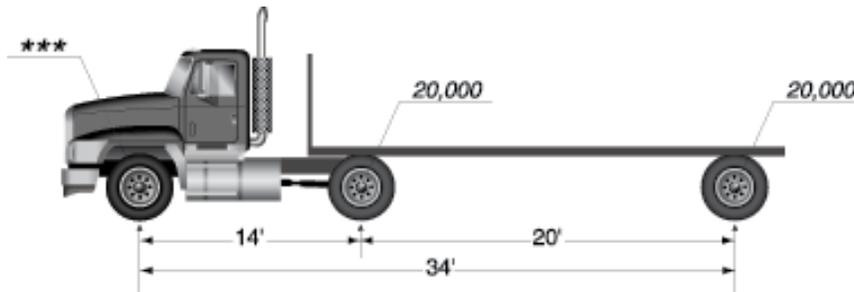
This vehicle has a bridge of 24' between axles 1 and 3. Using the B/F chart, this vehicle would be allowed a gross weight of 54,000 lbs. If this vehicle exceeds the B/F gross weight of 54,000 lbs., the vehicle does not qualify for the bridge formula so only designated weights would apply.



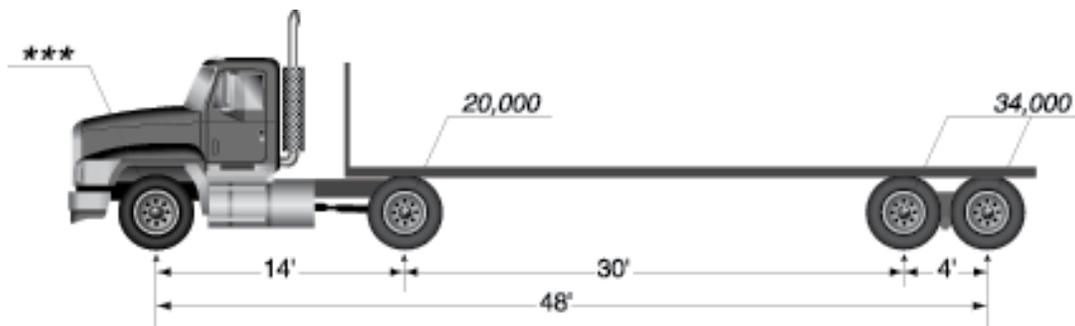
This vehicle has a bridge of 21' between axles 1 and 4. Using the B/F chart, this vehicle would be allowed a gross weight of 56,000 lbs. If this vehicle exceeds the B/F gross weight of 56,000 lbs., the vehicle does not qualify for the bridge formula so only designated weights would apply. The group bridge 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.**

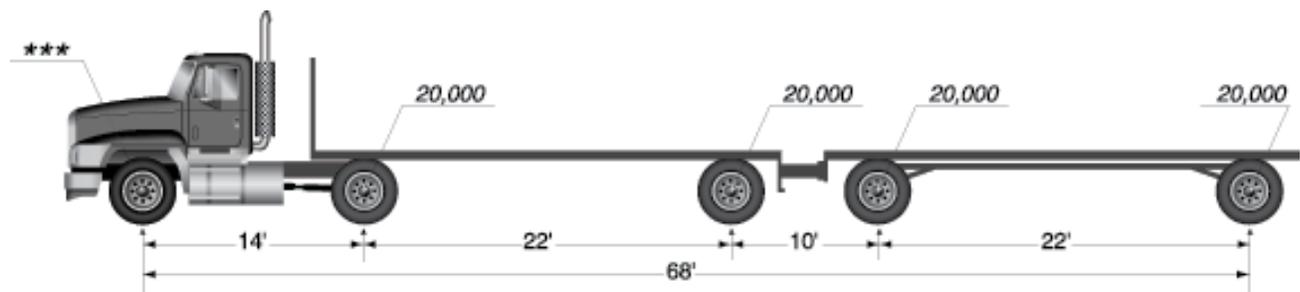
Bridge Gross Weight Formula



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).



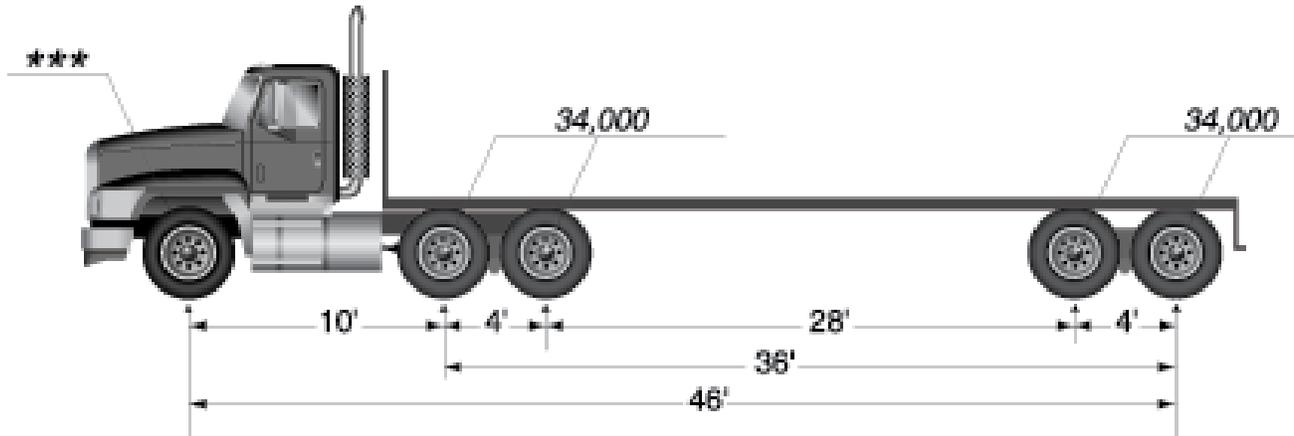
This combination has a bridge of 48' between axles 1 and 4. Using the B/F chart, this combination would be allowed a gross weight of 74,000 lbs. If the combination exceeds the B/F gross of 74,000 lbs., it would not qualify for bridge formula weights so only designated weights would apply (up to 18,000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



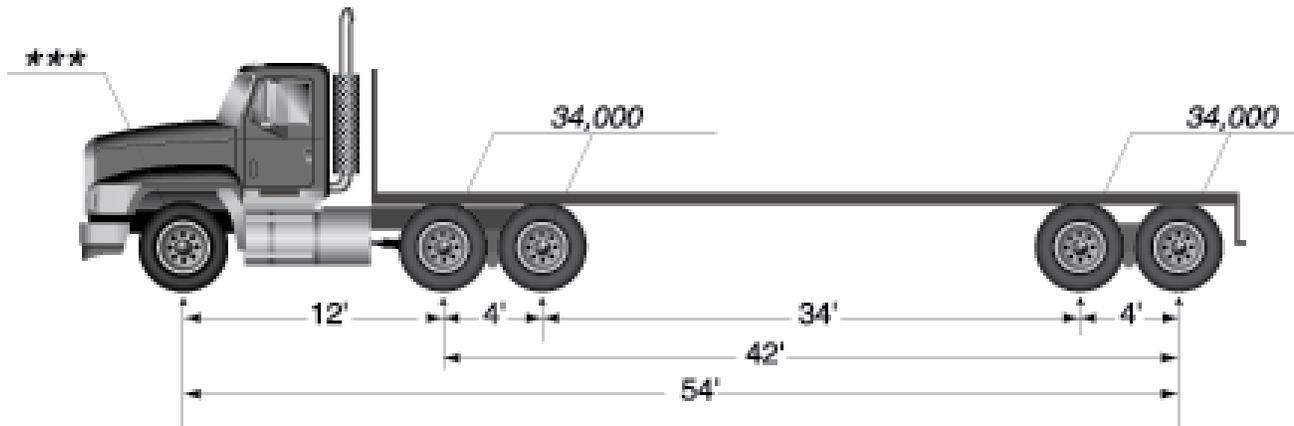
This combination has a bridge of 68' between axles 1 and 5. Using the B/F chart, this combination would be allowed a gross weight of 80,000 lbs. because the B/F only allows vehicles up to 80,000 lbs. If this combination does not exceed 80,000 lbs., single axles will be allowed 20,000 lbs. each. It should 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.**

How do you control a skid?



How do you stop a jackknife?



At the Michigan Center for Decision Driving (MCDD) and the Upper Peninsula Decision Driving Course (UPDDC), drivers receive hands-on training and practice in the following: **Controlling and preventing skids; controlling and preventing jackknives; braking and steering techniques.**

MCDD is an all-day course for a maximum of 12 drivers. UPDDC is a half-day course for four students at a time. Most of the day is spent on the skid pad with a short classroom session. There is a minimal fee for both skid pads.

For more information, call

**MCDD
(800) 325-6733**



**UPDDC
(800) 469-7364**

Both MCDD and UPDDC are funded through a grant from the Michigan Truck Safety Commission.



Are you TRUCKSMART?

SAFE MOTORING AND RESPONSIBLE TRANSPORTATION

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



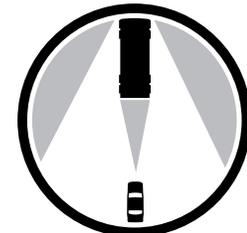
SMART: Knowing trucks have four large blind spots: in front, in back, and to the left and right; not hanging out in the "no zones" (if you can't see the driver in the mirror, the driver can't see you)



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



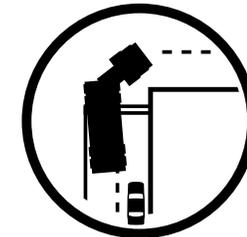
SMART:
Trucks can't slow down as quickly as cars, so either change lanes in front of the truck at a safe distance or hang back and wait.



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.



PERMISSIBLE GROSS LOADS FOR VEHICLES IN REGULAR OPERATION ¹

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
Tandem Axle Weight (see pages 4 & 5)	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	Example		50,000	54,500	60,000				
20	(see page 8)		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	
33				64,000	68,500	74,000	79,000	85,000	
34				64,500	69,000	74,500	80,000	85,500	
35				65,500	70,000	75,000	80,500	86,000	
36				66,000	70,500	75,500	81,000	86,500	
37			Exception (see page 10)	66,500	71,000	76,000	81,500	87,000	
38				67,500	71,500	77,000	82,000	87,500	
39				68,000	72,500	77,500	82,500	88,500	
40				68,500	73,000	78,000	83,500	89,000	
41				69,500	73,500	78,500	84,000	89,500	
42				70,000	74,000	79,000	84,500	90,000	
43				70,500	75,000	80,000	85,000	90,500	
44				71,500	75,500	80,500	85,500	91,000	
45				72,000	76,000	81,000	86,000	91,500	
46				72,500	76,500	81,500	87,000	92,500	
47				73,500	77,500	82,000	87,500	93,000	
48				74,000	78,000	83,000	88,000	93,500	
49				74,500	78,500	83,500	88,500	94,000	
50				75,500	79,000	84,000	89,000	94,500	
51				76,000	80,000	84,500	89,500	95,000	
52				76,500	80,500	85,000	90,500	95,500	
53				77,500	81,000	86,000	91,000	96,500	
54				78,000	81,500	86,500	91,500	97,000	
55				78,500	82,500	87,000	92,000	97,500	
56				79,500	83,000	87,500	92,500	98,000	
57			Interstate Gross Weight Limit (see page 4)	80,000	83,500	88,000	93,000	98,500	
58					84,000	89,000	94,000	99,000	
59					85,000	89,500	94,500	99,500	
60					85,500	90,000	95,000	100,500	

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.

HITTING A HOME RUN FOR SAFETY



At the Michigan Center for Truck Safety, we can help your team build a good defense, while also helping your bottom line. The Center is supported in part by your Michigan registration fees, so, at this time, our safety training programs are provided *free* or at *minimal cost*, helping to keep your training expenses down.

For companies, owner-operators and individual drivers who complete the Center's core safety courses, you can earn the Center's Home Run for Safety Award. Those core courses are:

- The Safety Management program (*free*)
- Professional Driver Coaching (*free*)
- The National Safety Council's Defensive Driving Program for the Professional Truck Driver (*free*)
- One of our Decision Driving Courses (or skid pads) (*minimal fee*)
- Fatigue Management Program (*free*)

For more information about these or any of our other programs,
or for help with your compliance questions, just call us:

(800) 682-4682

Lansing Office

(800) 469-7364

Upper Peninsula



MICHIGAN CENTER
for **TRUCK SAFETY**

www.truckingsafety.org