Due to frequent changes in federal and state regulations, the Michigan Center for Truck Safety cannot ensure the accuracy of the material contained in the Guidebook beyond the date of publication. For current information, contact the Center at (800) 682-4682. This document is not intended for legal purposes.
**Not so Smart:** Driving in a truck’s blind spots

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

**Not so Smart:** Following too closely (if the truck stops suddenly, it definitely will not be good for you)

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

**Not so Smart:** Passing a truck within one mile of your exit

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

**Not so Smart:** Sneaking between a truck and the curb while the truck is making a right turn

**Smart:** Avoid the “squeeze play.” Stay back, giving a truck plenty of room to make a right turn.

**Not so Smart:** Stopping over the white stopping lines at intersections

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

**Not so Smart:** Expecting a truck to move out of your way when merging onto the highway

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

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

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

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

Human trafficking is modern-day slavery. Traffickers use force, fraud and coercion to control their victims. Any minor engaged in commercial sex is a victim of human trafficking. Trafficking can occur in many locations, including truck stops, restaurants, rest areas, brothels, strip clubs, private homes, etc. Truckers are the eyes and the ears of our nation’s highways. If you see a minor working any of those areas or suspect pimp control, call the National Hotline and report your tip: 1-888-3737-888 (US) 1-833-900-1010 (Canada), 01800-5533-000 (Mexico)

For law enforcement to open an investigation on your tip, they need “actionable information.” Specific tips helpful when reporting to the hotline would include: Descriptions of cars (make, model, color, license plate number, etc.) and people (height, weight, hair color, eye color, age, etc.) Take a picture if you can. Specific times and dates (When did you see the event in question take place? What day was it?) Addresses and locations where suspicious activity took place

 Trafficking Red Flags to Look for:
 Lack of knowledge of their community or whereabouts
 Not in control of own identification documents (ID/passport)
 Restricted or controlled communication--not allowed to speak for self,
 Demeanor: fear, anxiety, depression, submissive, tense, nervous

 Questions to Ask: Are you being paid? Are you being watched or followed? Are you free to leave? Come and go as you please? Are you physically or sexually abused? Are you or your family threatened? What is the nature of the threats?

Make the Call, Save Lives. Report by Email: Report@PolarisProject.org Warning: Please do not approach traffickers. Call the hotline, and they will call the FBI and local police to deal with them and rescue the victims. Approaching traffickers is not only dangerous for you and their victims but could lead to problems in the eventual prosecution of traffickers. Go to www.truckersagainsttrafficking.org for more information.

www.truckersagainsttrafficking.org

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

Revised June 2021

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This material was developed through a project funded by the Michigan Truck Safety Fund.
General Information

Abbreviations
FMCSR -- Federal Motor Carrier Safety Regulations
MVC - Michigan Vehicle Code

Approaching Stationary Emergency Vehicles MVC 257.653(A)
Upon approaching and passing an authorized stationary emergency vehicle with flashing lights, the driver of an approaching vehicle must:
   a. On any public roadway with at least two adjacent lanes proceeding in the same direction of the emergency vehicle, proceed with caution and yield the right-of-way by moving into a lane at least one moving lane or two vehicle widths apart from the emergency vehicle, unless directed otherwise by a police officer. If this movement is not possible due to weather, road conditions or the presence of traffic or pedestrians, follow step b:
   b. The approaching vehicle should reduce and maintain a safe speed for weather, road conditions and traffic, and proceed with due care and caution, or as directed by a police officer.

Cell Phone Use - Prohibited FMCSR 392.82
Drivers of commercial motor vehicles (see definitions) are prohibited from holding a hand-held mobile telephone while driving a CMV.
Hands-free one touch communication is permitted.
Driving means operating a CMV on a roadway, including being temporarily stopped due to traffic, a traffic control device (stoplight), and or other momentary delays.

Prohibit against texting FMCSR 392.80
(a) Prohibition. No driver shall engage in texting while driving.
(b) Motor carriers. No motor carrier shall allow or require its drivers to engage in texting while driving.

CDL Self-Certification
CDL holders and CDL applicants must identify to the Secretary of State the type of driving they do:
   • Interstate - excepted
   • Interstate - non-excepted
   • Intrastate - excepted
   • Intrastate - non-excepted

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

Emergency Equipment  *FMCSR 393.95 FMCSR 392.8.*
Each truck, truck tractor and bus must be equipped with the following:
- A securely mounted and accessible fire extinguisher of proper type and rating
- Warning devices *(three bidirectional reflective triangles, or 6 fusees, or 3 liquid burning flares)*
- Spare fuses (if fuses are required to operate any required parts or accessories).

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

Following Distance  *MVC 257.643(2)*
Outside the corporate limits of a city or village, a person shall not operate a motor vehicle with a gross weight, loaded or unloaded, **in excess of 5,000 pounds** within 500 feet of a similar vehicle traveling in the same direction, except to pass.

License Plate  *MVC 257.225*
1) A registration plate issued for a vehicle shall be attached to the rear of the vehicle. A registration plate issued for a truck tractor or road tractor shall be attached to the front of the vehicle.

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

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

Personal Use  *FMCSA 390.1 (f)(3) & Act 181*
State and Federal trucking regulations do not apply to any person operating a commercial motor vehicle when the vehicle is used exclusively to transport personal possessions or family members for non-business purposes.
General Information

Third-lane Use  MVC 257.634(3)
On freeways having three or more lanes for travel in the same direction, trucks with a gross weight of more than 10,000 lbs., a truck-tractor or a combination of a vehicle and trailer or semitrailer must operate in the two right-hand lanes only.

Truck Speed Limit  MVC 257.627(6)  257.627(4)
Where the posted speed limit is greater then 65 miles per hour, a person operating a school bus, a truck with gross weight of 10,000 pounds or more, a truck-tractor, or a truck-tractor with a semi-trailer or trailer or a combination of these vehicles shall not exceed a speed of 65 miles per hour on a limited access freeway or a state trunk line highway.

Vehicle Identification  MVC 257.723
All towing or platform bed wreckers or road service vehicles in operation upon the public highways of this state shall have the name, city, and state or the registered logo or emblem of the registered owner of the vehicle, and lessee of the vehicle if the vehicle is being operated under lease, painted or permanently attached on each side of the vehicle in letters of not less than 3 inches in height, not lower than the bottom edge of the door. This information shall be in sharp color contrast to the background.

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

Weigh Stations  MVC 257.724(5)
A driver or owner of a commercial vehicle with other vehicles or trailers in combination, a truck or truck-tractor, a truck or truck-tractor with other vehicles in combination, or any special mobile equipment, who fails to stop at or bypasses any scales or weighing station is guilty of a misdemeanor.

NOTE: This would include a pickup truck, being used commercially, towing a trailer.
Definitions
(Some of the following definitions may be incomplete or rephrased. Please refer to the actual rules for complete definitions)

**Bus**  *FMCSR 390.5*
Any motor vehicle designed, constructed and/or used for the transportation of passengers, including taxicabs.

**MVC 257.4b**
A motor vehicle designed for carrying 16 or more passengers, including the driver. “Bus” does not include a school bus.

**Chauffeur**  *MVC 257.6*
- A Michigan resident who is employed for the principal purpose of operating a motor vehicle with a gross vehicle weight rating (GVWR) of 10,000 pounds or more; or
- A person who operates a pupil transportation vehicle used for the regularly scheduled transportation of pupils between school and home, or a person who operates a bus or school bus; or

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

**Commercial Vehicle**  *MVC 257.7*
“Commercial vehicle” includes all motor vehicles used for the transportation of passengers for hire, or constructed or used for transportation of goods, wares or merchandise, and/or all motor vehicles designed and used for drawing other vehicles and not so constructed as to carry any load thereon either independently or any part of the weight of a vehicle or load so drawn.

**Commercial Motor Vehicle (CMV)**  *FMCSR 390.5*
Any self-propelled or towed motor vehicle used on a highway in interstate or intrastate commerce to transport passengers or property when the vehicle:

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

**Commercial Motor Vehicle Driver** *FMCSR 390.5*
Any person (including the owner of a company) who operates a commercial motor vehicle.

**Empty Weight** *MVC 257.13b*
Empty weight means the shipping weight of a vehicle as furnished by the manufacturer or a scale weight taken from a weight receipt furnished by the weighmaster operating scales approved and sealed by the Michigan Department of Agriculture.

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

**Farmer** *FMCSR 390.5*
Any person who operates a farm or is directly involved in the cultivation of land, crops or livestock owned or directly controlled by that person. For a copy of the Farmer’s Guidebook, go to [www.truckingsafety.org](http://www.truckingsafety.org).

**Farm Vehicle Driver** *FMCSR 390.5*
A person who drives only a motor vehicle that is:
- Controlled and operated by a farmer as a private motor carrier of property, within 150 air miles of the farm, and transporting either agricultural products, farm machinery or farm supplies to or from a farm; and
- Not being used in the operation of a for-hire motor carrier; and
- Not carrying hazardous materials of a type or quantity that requires the vehicle to be placarded.

**Covered Farm Vehicle** *FMCSR 390.5*
A straight truck or articulated vehicle, registered in a State with a license plate or other designation, issued by the State of registration, that allows law enforcement officials to identify it as a farm vehicle.

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

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

**Gross Combination Weight Rating (GCWR)** *FMCSR 390.5*
The value specified by the manufacturer as the laded weight of a combination motor vehicle. In the absence of a value specified by the manufacturer, GCWR will be determined by adding the GVWR of the power unit and the total weight of the towed unit and any load thereon.

**Gross Vehicle Weight Rating (GVWR)** *FMCSR 390.5*
The value specified by the manufacturer to be the safe loaded weight of a single vehicle.
Definitions

**Gross Weight**  *MVC 257.19*
The weight of a vehicle without load plus the weight of any load thereon.

**Interstate Commerce**  *FMCSR 390.5*
- Trade, traffic or transportation in the United States between a place in the state and a place outside of such state (including outside of the United States); or
- Between two places in a state through another state or a place outside of the United States; or
- Between two places in a state as part of trade, traffic or transportation originating or terminating outside the state or the United States.

**Intrastate Commerce**  *FMCSR 390.5*
Any trade, traffic or transportation in any state which is not described in the term “interstate commerce”.

**Medical Examiner’s Certificate**
*Medical Card*  *FMCSR 391.43*
A document issued by a medical examiner to a commercial motor vehicle driver certifying the driver is medically qualified under state and/or federal standards to operate a commercial motor vehicle in interstate or intrastate commerce. The issuing examiner must be listed on the National Registry of Certified Medical Examiners.

**Michigan Medical Waiver**
*Michigan Public Act 181 of 1963, sec. 480.13*
**Michigan intrastate drivers only**
Issued to a commercial motor vehicle driver who, because of a medical reason, would otherwise not be qualified to operate a commercial motor vehicle.

To obtain a Michigan waiver application:
517-284-3243

**Michigan Motor Carrier Safety Act**
*Michigan Public Act 181 of 1963*
An act to promote safety upon the public highways by regulating commercial motor vehicles and the operators of those vehicles, operating in intrastate commerce. This act adopts the Federal Motor Carrier Safety Regulations. See page 49 for Act Overview.
Definitions

**Motor Carrier**  *FMCSR 390.5*
Any person or entity operating a vehicle meeting the definition of a ‘commercial motor vehicle’ [to support any type of business activity or service] is a motor carrier, (e.g. landscapers, plumbers, dealerships, septic tank services, tree services, farmers, etc.)

**Private Motor Carrier of Passengers**  *FMCSR 390.5*

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

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

**Spacing Between Axles**  *MVC 257.61*
The distance from axle center to axle center.

**Special Mobile Equipment**  *MVC 257.62*
Every vehicle not designed or used primarily for the transportation of persons or property and incidentally operated or moved over the highways, including farm tractors, road construction or maintenance machinery, mobile office trailers, mobile tool sheds, trailers for housing stationary construction equipment, ditch-digging apparatus, well-boring and well-serving apparatus.

**Tandem Axle**  *MVC 256.67*
Two axles spaced more than 3 feet 6 inches apart and less than 9 feet apart.

**Tandem Axle Assembly**  *MVC 257.67a*
Refers to two axles spaced more than 3 feet 6 inches apart and less than 9 feet apart with one axle in front of the other and so attached to the vehicles wherein an attempt is made by connecting the mechanism to distribute the weight equally between the two axles.

**Tank Vehicle**  *FMCSR 383.5*
Tank vehicle means any commercial motor vehicle that is designed to transport any liquid or gaseous materials within a tank or tanks having an individual rated capacity of more than 119 gallons and an aggregate rated capacity of 1,000 gallons or more that is either permanently or temporarily attached to the vehicle or the chassis. A commercial motor vehicle transporting an empty storage container tank, not designed for transportation, with a rated capacity of 1,000 gallons or more that is temporarily attached to a flatbed trailer is not considered a tank vehicle.

* Tank endorsement needed*
Who Needs a CDL in Michigan? 257.312
If you are going to operate ANY of the vehicles below either within the state or across state/foreign borders, you need a CDL.

What Type of CDL Do I Need?
A Michigan resident needs a valid operator or chauffeur license with the appropriate group designation to operate the following vehicles.

Group A
To operate a vehicle which is:
• A combination of vehicles with a gross combination weight rating [GCWR], or actual gross weight of 26,001 pounds or more, and tows a vehicle with a gross vehicle weight rating [GVWR] of more than 10,000 pounds

Group B
To operate:
• A single vehicle having a gross vehicle weight rating [GVWR] or actual gross weight of 26,001 pounds or more
• May tow a vehicle with a gross vehicle rating or gross weight of 10,000 lbs or less

Group C
To operate small vehicles:
• Designed to carry 16 or more people including the driver; or
• Not meeting the requirements for group A or B which carry hazardous materials in amounts requiring placarding (refer to CDL Manual)

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

CDL Exceptions 257.312(e)
Michigan offers exceptions to the CDL requirements, which include:
• Active military duty operating military vehicles
• Police and firefighters operating authorized emergency vehicles
• Farmers operating within a 150-mile radius of a farm (an “F” endorsement may be required)
• Individuals operating motor homes or vehicles used exclusively to transport personal possessions or family members for nonbusiness purposes

NOTE: A vehicle with airbrakes that does not meet the group A, B or C definitions listed above, does not require a CDL to operate.
What Endorsements Do I Need on My CDL in Michigan?

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

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<th>(Triple-trailer combinations are not permitted in Michigan)</th>
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<td>PASSENGER:</td>
<td>For vehicles which are designed to carry more than 15 people (including the driver)</td>
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<td>N</td>
<td>TANK VEHICLES:</td>
<td>Any commercial motor vehicle that is designed to transport any liquid or gaseous materials within a tank or tanks having an individual rated capacity of more than 119 gallons and an aggregate rated capacity of 1,000 gallons or more that is either permanently or temporarily attached to the vehicle or the chassis. A commercial motor vehicle transporting an empty storage container tank, not designed for transportation, with a rated capacity of 1,000 gallons or more that is temporarily attached to a flatbed trailer is not considered a tank vehicle.</td>
</tr>
<tr>
<td>H</td>
<td>HAZARDOUS MATERIALS:</td>
<td>To carry hazardous materials in amounts requiring placarding (includes small trucks, pickup trucks and passenger vehicles)</td>
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<tr>
<td>X</td>
<td>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</td>
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<td>SCHOOL BUS</td>
<td>for commercial motor vehicles used to transport pre-primary, primary, or secondary school students from home to school, school to home, or to and from school sponsored events</td>
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*** For more information on Restrictions, Endorsements, and other Michigan CLD information you can view Michigan Vehicle Code 257.312 *** Or Call 517-322-5555 or 517-636-7474 CDL Help Line
Drug and Alcohol Testing
Federal Motor Carrier Safety Regulations Parts 40 and 382 Summary

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

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

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

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

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

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

Additionally, an employer will need to contract with:

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

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

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

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

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

What is the FMCSA Commercial Driver’s License Drug and Alcohol Clearinghouse?
The Clearinghouse is a secure online database that will give employers, FMCSA, State Driver Licensing Agencies, and State law enforcement personnel real-time access to important information about CDL driver drug and alcohol program violations, thereby enhancing safety on our Nation’s roadways.

For Clearinghouse Information
https://clearinghouse.fmcsa.dot.gov
Email: clearinghouse@dot.gov
Michigan Alcohol Laws
(For CDL Drivers)

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

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

**A CMV driver will be placed out of service for 24 hours if he/she:**
- Refuses a preliminary breath test (PBT)
- Consumes alcohol within 4 hours prior to operating a CMV
- Consumes alcohol while operating a CMV
- Has an alcohol content of .02 while operating a CMV.

In addition to being placed out of service, if a driver is convicted of a violation of Michigan’s drunk driving laws or those of another jurisdiction, the driver’s CDL will be revoked. The CDL will also be revoked if the driver refuses a request by a peace officer, of this state or another jurisdiction, for a chemical test for the presence of drugs or alcohol.

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

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

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

**Other violations which would result in revocation include:**
- Leaving the scene of an accident
- Using a vehicle to commit a felony
- Refusing a request for a chemical test.

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

Michigan Center for Truck Safety 800-682-4682
Upper Peninsula 800-469-7364
Driver Qualification and Investigation

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

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

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

Driver Qualification File

A driver qualification file must contain:
• A driver’s application for employment
• A copy of the driver’s motor vehicle report (annual)
• The driver’s report of violations (annual)
• Employer’s review of driving record (annual)
• A valid Medical Examiner’s Certificate and/or waiver
• Proof of a road test or equivalent
• Verfication medical examiner is on the National Registry

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

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

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

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

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

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

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

These inquires must include:
• Work history
• Accident history
• Drug and alcohol testing information (CDL Drivers ONLY)

Driver Rights 391.23
An employer must inform a driver applicant of his/her rights concerning information obtained from a previous employer. They include the right to:
• Review the information obtained
• Ask a previous employer to change or correct information and
• Submit a rebuttal statement to a previous employer which must accompany any information the previous employer sends out.

These requirements are contained in FMCSR 391.23.
**Driver’s Hours of Service**  
*(Cargo Carrying Drivers)*  
*FMCSR Part 395*

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

**Applicability**  
395.1

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

**Intrastate Exemptions**

*Michigan Public Act 181 of 1962, sec. 480.15*

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

**Duty Status**

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

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

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

**Maximum Driving & Duty Rules**  
395.3

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

**34 Hour Restart**

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

**30 minute Break**

- 8 hours of driving without at least a 30-minute break

**30-minute break is satisfied by time:**
- ✓Off-duty  ✓In sleeper birth
- ✓On-duty, not driving

30 minutes must be consecutive, but can be satisfied by any combination of the above activities

**10 consecutive hours off-duty**
The 10 consecutive hours off duty may be achieved by taking:
- a) 10 consecutive hours off-duty
- b) 10 consecutive hours in a sleeper berth
- c) Combining off-duty and sleeper berth time, totaling 10 consecutive hours (unbroken)

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

****ELD (Electronic Logging Device)***

For more information regarding ELD go to www.FMCSA.DOT.GOV/Hoursofservice/eld

Or Call 800-832-5660
Driver’s Hours of Service
(Cargo Carrying Drivers) FMCSR Part 395

Maximum Driving & Duty Rules
Sleeper berth provision 395.1(g)
The sleeper berth provision (§395.1(g)) allows property-carrying* drivers to split their 10-hour off-duty period when the following requirements are met:

✓ One off-duty period (whether in or out of the sleeper berth) is at least 2 hours long, and

✓ The other involves at least 7 consecutive hours in the sleeper berth

✓ Both periods added together must equal at least 10 hours

✓ When paired, neither time period counts against the 14-hour driving window

✗ 8-hour sleeper-berth period by itself can no longer be excluded from the 14-hour driving window

Logbook Requirements 395.8
• The daily log is an accurate and complete record of a driver’s activities for a 24-hour period
• Unless exempt (see short haul operations this page), all drivers must record their duty status using the daily logbook
• All entries in the logbook shall be accurate, legible and in the driver’s own handwriting
• Employers must maintain all driver’s log and supporting documents for the previous 6 months
• Employers review logs and supporting documents to verify logs are accurate and complete

Short-Haul Operations
Property and passenger carriers using the short-haul exception in §395.1(e)(1) are not required to take a 30-minute break from driving, and are permitted to record hours in a time record, rather than a graph grid log or electronic logging device (ELD). Short-haul operators can drive within a larger air-mile radius and have a longer duty-period under the new rule.

 ✓ Drive within a 150 air-mile radius
 ✓ Do not exceed a maximum on-duty period of 14 hours
 ✓ Start and end shift in the same location
 ✓ Have at least 8 hours off (passenger carrier) or 10 hours off (property carrier) between duty periods

No other provisions of the §395.1(e)(1) short-haul exception have changed, nor has the non-CDL short-haul exception in §395.1(e)(2) (property-carrying).

Short-Haul Exception and Electronic Logging Devices/Logbooks
While operating under the short-haul exception, drivers are permitted to keep a time record instead of recording time in a graph grid or with an ELD.

When a driver no longer meets the short-haul exception (drives too far/works too many hours), the driver must complete a regular log or use an ELD for the day (§395.8)

If a driver is required to complete a log for:

✓ 8 or fewer days within the last 30 days, a driver can use a paper log with a graph grid or an ELD

✓ More than 8 days within the last 30 days, a driver must use an ELD to record time for that day

16 Hour Work Shift 395.1 (o)
A driver operating a vehicle which requires a CDL to operate and who returns to the work reporting location each day is permitted one 16 hour work shift in any 7 day period, or following 34 consecutive hours off-duty.

During the 16 hour shift, the driver must complete a daily log sheet and may drive during the 15th and 16th hour provided he/she does not exceed 11 hours of driving for the work shift.
A driver operating a CMV in interstate operations which does not require a CDL and meets the same requirements listed above, is allowed two 16 hour work shifts.

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

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

**Seasonal Construction**
*Michigan Public Act of 1962, sec. 480.15*
Michigan drivers engaged in seasonal construction activities (solely within Michigan) are permitted to use 70/80 hours during any 7/8 consecutive days and may drive 12 hours during a 16 hour tour of duty.

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

**Adverse Driving Conditions Exception Changes**
When unforeseen adverse driving conditions affect their route, drivers can:

2-hour extension applies to both driving limit and on-duty limit

- **Property carrier** 11-hour driving limit and 14-hour driving window §395.3(a)(2)
- **Passenger carrier** 10-hour driving limit and 15-hour on-duty limit §395.5(a)(2)

When using adverse driving conditions exception, drivers can drive up to:

- **Property:** 13 hours within a 16-hour driving window
- **Passenger:** 12 hours within a 17-hour on-duty period

The definition of adverse driving conditions now considers the role of the driver:
Adverse driving conditions means snow, ice, sleet, fog, or other adverse weather conditions or unusual road or traffic conditions that were not known, or could not reasonably be known, to:

- **a driver** immediately prior to beginning the duty day or immediately before beginning driving after a qualifying rest break or sleeper berth period, or
- **a motor carrier** immediately prior to dispatching the driver.
Vehicle Registration & Motor Fuel Tax

Elected Gross Vehicle Weight Plate (EGVW)
This is required registration for vehicles used in a commerce when:
- Trucks weighing 8,001 pounds or more
- Pickup trucks weighing 8,001 pounds or more that tows a trailer or other vehicle
- A truck (other than a pickup) regardless of its weight towing a trailer or other vehicle

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

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

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

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

IFTA and IRP Qualifying Vehicles
IFTA and IRP apply to vehicles operating in interstate commerce only:
- a) having 2 axles and a gross vehicle weight or registered weight exceeding 26,000 pounds, or
- b) having 3 or more axles regardless of weight, or
- c) is used in a combination of vehicles and the gross combination weight or the registered weight exceeds 26,000 pounds.

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

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

Unified Carrier Registration (UCR) www.ucr.gov
A commercial motor vehicle is one that is operated in interstate commerce with a gross vehicle weight (GVW) or gross vehicle weight rating (GVWR) of at least 10,001 pounds or, in the case of a passenger vehicle, is one built to carry more than 10 persons, including the driver. It also includes a vehicle that transports hazardous materials in a quantity that requires placarding. Contact CVED Regulatory & Credentialing Section at 517-284-3250.

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/.
Periodic Inspection (annual)  \textit{FMCSR 396.17}

\begin{itemize}
\item Every CMV shall:
\item Be inspected at least once every 12 months by a qualified inspector and;
\item At a minimum, pass the inspection criteria of FMCSR Appendix G; and
\item Must have a copy of the inspection report or other form of documentation on the vehicle; and
\item 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.
\end{itemize}

\textbf{NOTE:} See Exemptions.

Periodic (annual) Inspector Qualifications  \textit{FMCSR 396.19}

Persons performing the periodic inspection must be “qualified,” meaning they:
\begin{itemize}
\item Understand the inspection criteria of Part 393 and understand the inspection criteria of Appendix G, and
\item Are knowledgeable of inspection procedures, tools used, and
\item Are capable of performing an inspection by… [see FMCSR 396.19(a)(3)].
\end{itemize}

Motor carriers are responsible to ensure that persons performing the periodic (annual) inspection are qualified and must maintain evidence of each person’s qualifications for:
\begin{itemize}
\item The period during which the individual is performing inspections, and
\item One year thereafter.
\end{itemize}

Required Driver Inspections

Drivers are required to perform the following daily inspections of vehicles, equipment and cargo each day a vehicle is used:
\begin{itemize}
\item Pre-trip inspection: FMCSR 392.7, 392.8, and 396.13
\item Cargo inspection (en route): FMCSR 392.9
\item Post-trip inspection (written); FMCSR 396.11
\end{itemize}

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

Roadside Inspection  \textit{FMCSR 396.9}

The driver shall deliver a roadside inspection report upon arriving at the next terminal or facility, and:
\begin{itemize}
\item The report is to be reviewed
\item Defects noted shall be repaired (prior to vehicle being re-dispatched)
\item Return the completed inspection report to issuing agency within 15 days
\item Maintain a copy of the report for 12 months from the date of inspection.
\end{itemize}
Inspection, Repair & Maintenance
FMCSR Part 396

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

Vehicle Maintenance Records FMCSR 396.3
Motor carriers must maintain vehicle maintenance records for each vehicle (including trailers) under the carrier’s control for 30 consecutive days or more. At a minimum, these records must:
• Identify the vehicle.
• Identify the nature and due dates for inspections and maintenance.
• Indicate dates maintenance and repairs performed.
• Be maintained for one year and for 6 months after the vehicle leaves the carrier’s control.

Intermodal Equipment Providers 396.(b)
Must maintain or cause to be maintained, the same records (listed above) for each unit of intermodal equipment they tender or intend to tender to a motor carrier.

EXEMPTIONS: Michigan Public Act 181 of 1963 sec 480.11a
Michigan motor carriers operating non-CDL CMVs, solely in Michigan intrastate commerce, are exempt from the periodic, pre-trip and post-trip inspections, as well as, the recordkeeping requirements contained in FMCSR 396. These motor carriers must however, continue to comply with the inspection and maintenance requirements contained in FMCSR Parts 392 and 393.
Mud Flaps

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

Measurements are to be made while vehicles are unloaded.

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

(1) In inches, measure from the point of rear-most tire contact to the point on the road surface below where the mud flap is or will be installed.

(2) Take the measurement and multiply by .4142.

(3) Measure up by the amount arrived at after the multiplication factor. That point is where the mud flap must be at or below.

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

Quick Check: Measure 5 inches of vertical for every 12 inches of horizontal.
Brakes
FMCSR Part 393

General Requirements 393.40
• All commercial motor vehicles (including trailers) must be equipped with brakes acting on all wheels
• All brakes with which a motor vehicle is equipped (including trailers) must be capable of operating at all times.

Exceptions 393.42(b)
• A truck or truck-tractor which has 3 or more axles and was manufactured before July 25, 1980 does not have to have brakes on the front axle, provided all brake components—except the spider and drum—have been removed
• Any full trailer, any semitrailer or any pole trailer having a gross vehicle weight (GVW) of 3,000 pounds or less is not required to have brakes if the weight of the towed vehicle resting on the towing vehicle does not exceed 40 percent of the towing vehicle’s GVW
• Disabled vehicles being towed.

Use of Surge Brakes 393.48 (6)(d)
Interstate:
• GVWR of 12,000 pounds or less, when the GVWR does not exceed 1.75 times the GVWR of the towing vehicle; and
• GVWR greater than 12,000 pounds but less than 20,001 pounds, when the GVWR does not exceed 1.25 times the GVWR of the towing vehicle

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

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

Breakaway and Emergency Braking 393.43
Every trailer required to be equipped with brakes shall have brakes which apply automatically and immediately upon breakaway from the towing vehicle. With the exception of trailers having three or more axles, all brakes with which the trailer is required to be equipped must be applied upon breakaway from the towing vehicle. The brakes must remain in the applied position for at least 15 minutes.

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

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

Automatic Brake Adjusters 393.53
• Every CMV equipped with a hydraulic brake system and manufactured on or after October 20, 1993 must be equipped with automatic brake adjusters.
• Every CMV equipped with an air brake system and manufactured on or after October 20, 1994 must be equipped with automatic brake adjusters.
• Automatic adjusters must meet Federal Motor Vehicle Safety Standards.

Automatic Adjustment Indicators 393.53(c)
Every CMV equipped with an air brake system which contains an external automatic adjuster or exposed push rod and was manufactured on or after October 20, 1994, must be equipped with automatic brake adjustment indicators (push rod indicators). Replacement parts must meet this requirement.
Safety Devices

FMCSR Part 393

Full Trailers and Dolly Converters 393.70

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

Driveaway-Towaway Operations 393.71

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

Non-Driveaway-Towaway Operations

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

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

**General Intrastate & Interstate Operations 393.100**
- Each CMV transporting cargo must be loaded and equipped to prevent the cargo from leaking, spilling, blowing off or falling from the motor vehicle.
- Cargo must be contained, immobilized or secured to prevent shifting upon the vehicle to the extent that the vehicle’s stability or maneuverability is not adversely affected.

**Intrastate & Interstate Operations: General Tiedown Devices 393.100-393.014**
- All devices and systems used must meet the performance criteria of FMCSR, 393.102.
- All vehicle structures, systems, parts and components used to secure cargo must be in proper working order when used to perform that function with no damaged or weakened components that will adversely affect their performance.
- Repairs must comply with applicable standards of FMCSR 393.104 or the manufacturer’s standard.
- Tiedowns must be attached and secured in a manner to prevent them from unfastening, opening, releasing or becoming loose.
- Vehicle structures and anchor points must meet the performance criteria of FMCSR, Part 393.102.
- Materials used as dunnage or dunnage bags, chocks, cradles or shoring bars must not have damage or defects which would compromise the effectiveness of the securement system.
- The aggregate working load limit (WLL) of the securement system must meet or exceed half the weight of the article or group of articles (See FMCSR 393.106(d) for complete explanation).
- Tiedowns not marked by the manufacturer with a WLL will be given the WLL found in FMCSR 393.108.

**Intrastate & Interstate Operations: General Length 393.106**
- When the article is blocked or braced to prevent forward movement, it must be secured by at least one tiedown for each 10 feet of article length or fraction thereof.
- When an article is not blocked or positioned to prevent forward movement, additional tiedown devices must be used. Refer to FMCSR Part 393.
- Some cargo securement rules do not apply to “special purpose vehicles.” See the FMCSR for complete information.
- Tiedown devices must be adjustable can tighten them.
- Front-end structures, if used, must meet the criteria found in FMCSR 393.114.

**Specific Securement Requirements by Commodity Type 393.116 – 393.136**  
Complete information on specific securement requirements by commodity type can be found in the FMCSR 393.116 – 393.136 for the following:
- Logs
- Dressed lumber or similar building products
- Metal coils
- Paper rolls
- Concrete pipe
- Intermodal containers
- Automobiles, light trucks and vans
- Heavy vehicles, equipment and machinery
- Flattened or crushed vehicles
- Roll-on/roll-off or hook-lift containers
- Large boulders

There are no exceptions to the cargo securement rules.
Hazardous Materials
General Information

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

Motor Carrier Responsibilities
Include the following but may not be limited to:
- SHIPPING PAPERS
- PLACARD AND MARK VEHICLE
- LOADING AND UNLOADING
- COMPATIBILITY
- BLOCKING AND BRACING
- INCIDENT REPORTING
- SECURITY PLAN
- EMPLOYEE TRAINING, to include Security Plan training when a plan is required
  * Employee training must be completed within 90 days of hiring and must be recurring; at least once every 3 years.

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

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

Shipping Papers Must also Contain the Following
The shipping paper must also contain:
- Shipper Certification
- Emergency phone number
- Emergency response information (The USDOT Emergency Response Guidebook is preferred)

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

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

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

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

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

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

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

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

General Information

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

Railroad Crossings

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

Routing

The following state routes are prohibited to shipments of flammable liquids or explosive materials:
- **M-10** (Lodge Freeway), Detroit, from 8 Mile Road to Wyoming Road (approx. 4.5 miles) and from Howard Street to Woodward Avenue (under Cobo Hall, approx. 1 mile)
- **I-696**, Detroit, from Telegraph Road east to I-75 (approx. 10 miles)
- **M-59**, Detroit, 1.1 mile from the Mound Road exit in either direction.

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

### Michigan Bridge/Tunnel Restrictions

<table>
<thead>
<tr>
<th>Bridge/Medium</th>
<th>Origin/Destination</th>
<th>Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ambassador Bridge</strong>, Detroit</td>
<td></td>
<td><strong>PROHIBITED</strong> Corrosives, explosives, radioactive materials, flammables</td>
</tr>
<tr>
<td></td>
<td>313-496-1111</td>
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</tr>
<tr>
<td><strong>Windsor Tunnel</strong>, Detroit</td>
<td></td>
<td><strong>PROHIBITED</strong> Corrosives, explosives, radioactive materials, flammables</td>
</tr>
<tr>
<td></td>
<td>313-567-4422</td>
<td></td>
</tr>
<tr>
<td><strong>Mackinac Bridge</strong>, St. Ignace</td>
<td></td>
<td><strong>PLACARDED LOADS</strong> Escort vehicle required</td>
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<tr>
<td></td>
<td>906-643-7600</td>
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<tr>
<td><strong>International Bridge</strong>, Sault Ste. Marie</td>
<td></td>
<td><strong>ESCORTED LOADS</strong> Explosives, flammables and radioactive materials</td>
</tr>
<tr>
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<td>906-635-5255</td>
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</tr>
<tr>
<td><strong>Blue Water Bridge</strong>, Port Huron</td>
<td></td>
<td><strong>RESTITUTION</strong> Explosives, radioactive materials, organic peroxides</td>
</tr>
<tr>
<td></td>
<td>810-984-3131</td>
<td><strong>PROHIBITED</strong> Pyrophoric liquids</td>
</tr>
</tbody>
</table>

For questions concerning compliance requirements under the Hazardous Material Regulations, contact:
Sgt. Kevin Hogan, 734-780-6534
HAZARDOUS MATERIALS AND INVESTIGATIONS UNIT
Commercial Vehicle Enforcement Division - Michigan State Police
Vehicle and Load Size
Michigan Vehicle Code

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

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

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

Vehicle Length *MVC 257.719 for complete definition*
The total distance from the front of a vehicle, or combination of vehicles, to the rear of the vehicle or combination of vehicles, including the distance of any load being transported on the vehicle.

Load Projections *MVC 257.719*
- A load may not project more than 3 feet beyond the front of the vehicle provided the length of the vehicle and load do not exceed the allowable vehicle length.
- Any amount of overhang from the rear of the vehicle is permitted, provided the length of the vehicle and load do not exceed the allowable vehicle length.

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

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

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

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

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

Tractor, Semitrailer
Tractor, semitrailer combinations have no overall length restrictions, provided the trailer length does not exceed 50 feet.
Trailers longer than 50 feet shall operate only on DESIGNATED HIGHWAYS and are limited to a maximum length of 53 feet.

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

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

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

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

For tractor/trailer combinations where the TRACTOR is not designed to transport assembled vehicles:
- On DESIGNATED highways (gold and green)...no overall length; trailer (including overhang) not to exceed 53 feet in length;

Vehicle Height  **MVC 257.719 & MVC 257.719a**
- A vehicle unloaded or with a load (except mobile homes) shall not exceed a height of **13 feet, 6 inches** without special permit.
- Mobile homes may not exceed a height of **12 feet, 6 inches** without special permit.

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

Vehicle Width  **MVC 257.717**
- The total width of a trailer, semi-trailer, bus or motor home shall not exceed 102 inches.
- The total outside width of all other vehicles shall not exceed 96 inches, except on designated highways where 102 inches is allowed.
- The total outside width of the load of a vehicle hauling concrete pipe, agricultural products or unprocessed logs, pulpwood or wood bolts shall not exceed **108 inches.**
Michigan Weight and Axle Load Limits

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

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

General Information

Maximum load limits may depend on the following:

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

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

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

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

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

<table>
<thead>
<tr>
<th>Spacing Between Axles</th>
<th>Seasonal Load Limitations (Speed Limit 35 mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rigid (25% Reduction)</td>
</tr>
<tr>
<td><strong>Normal Loadings when Seasonal Load Limitations are Not in Force</strong></td>
<td></td>
</tr>
<tr>
<td>Vehicles Exceeding 80,000 lbs. Gross Weight</td>
<td>18,000 lbs.</td>
</tr>
<tr>
<td>Vehicles 80,000 lbs. (Or under) Bridge Formula Gross Weight</td>
<td>9,000 lbs.</td>
</tr>
<tr>
<td><strong>Spacing</strong></td>
<td><strong>Rigid</strong></td>
</tr>
<tr>
<td>9' or over</td>
<td>13,000 lbs.</td>
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<tr>
<td>*normal loading</td>
<td></td>
</tr>
<tr>
<td>3 1/2' or more but less than 9'</td>
<td>16,000 lbs.</td>
</tr>
<tr>
<td>*normal loading</td>
<td></td>
</tr>
<tr>
<td>When part of a tandem axle assembly</td>
<td></td>
</tr>
<tr>
<td>*on designated routes only</td>
<td></td>
</tr>
<tr>
<td>When less than 3 1/2' *normal loading</td>
<td>9,000 lbs.</td>
</tr>
<tr>
<td>Maximum load on any wheel shall not exceed (pounds per inch of tire width)</td>
<td>700 lbs.</td>
</tr>
</tbody>
</table>

*On any legal combination of vehicles, only 1 tandem axle assembly shall be permitted at the gross weight of 16,000 lbs. per axle and no other tandem axle assembly in such combination of vehicles should exceed a gross weight of 13,000 lbs. per axle. On a combination of truck tractor and semi-trailer not having more than 5 axles, load, 2 tandem axle assemblies shall be permitted at a gross weight of 16,000 lbs. per axle, if there is no other axle within 9' feet of any axle of the assembly.
Michigan Weight and Axle Load Limits

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

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

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

**You should contact the appropriate jurisdiction for specific information prior to movements upon local roadways.**
Example (1) On a combination of truck-tractor and semitrailer having not more than 5 axles, 2 consecutive tandem axle assemblies shall be permitted on the designated highways at a gross permissible weight of 16,000 pounds per axle, if there is no other axle within 9 feet of any axle of the assembly. (This configuration is allowable on interstates and designated highways in Michigan.) If an additional axle were to be added between the two tandems, only one of the tandems (drives or trailer) would be allowed 16,000 pounds per axle. The other tandem would be limited to 13,000 pounds per axle.

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

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

When determining your allowable axle weight shown on pages 32-36, under Michigan law you must also be in compliance with federal regulations which prohibit you from exceeding your tire ratings. Although Michigan law allows for these weights, your tire rating may restrict you to a lower weight.
Pages (32-36) are **Examples ONLY** of designated load maximums; frost law restrictions shown are at the 35 percent reduction.

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

Although these are legal weights, it is an equipment violation to exceed the manufacturer's displayed load rating on any tire.
Pages (32-36) are **Examples ONLY** of designated load maximums; frost law restrictions shown are at the 35 percent reduction.

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

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

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

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

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

**When using the formula chart:**

- Measure the axle spacing from first to last axle in the combination.
- Use the bridge gross weight formula chart to determine the gross vehicle weight. This is the maximum allowable gross vehicle weight.
- Measure the axle group spacing.
- Use the bridge gross weight formula to determine axle group weights. This is the maximum allowable gross vehicle weight for the group.
- All groups must be legal.
Bridge Gross Weight Formula

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

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

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

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

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

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

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

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

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

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

*** The bridge formula allows up to 20,000 lbs. per single axle, if the vehicle is equipped with large enough tires. Steering axle weights will vary depending on the gross weight of the vehicle.
### PERMISSIBLE GROSS LOADS FOR VEHICLES IN REGULAR OPERATION

Based on weight formula

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

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

<table>
<thead>
<tr>
<th>N =</th>
<th>2 AXLES</th>
<th>3 AXLES</th>
<th>4 AXLES</th>
<th>5 AXLES</th>
<th>6 AXLES</th>
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</table>

Interstate Gross Weight Limit: 80,000 pounds

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

2. The following loaded vehicles must not operate over H15-44 bridges: 3-52 (5-axle) with wheelbase less than 38 feet; 2-51-2 (5-axle) with wheelbase less than 45 feet; 3-3 (6-axle) with wheelbase less than 45 feet; and 7-8- and 9-axle vehicles regardless of wheelbase.
Getting and Displaying a DOT Number

Any motor carrier operating a CMV [as defined in FMCSR 390.5] in INTERSTATE commerce is required to obtain a USDOT number. Michigan motor carriers operating INTRASTATE are required to obtain a USDOT number if the CMV requires a commercial driver’s license [CDL] to operate. The USDOT number is a motor carrier identification number issued by the USDOT. This number, along with the motor carrier's business name, must be displayed on both sides of the truck, truck tractor or passenger vehicle, preceded by the letters 'USDOT'. DOT#’s 800-832-5660

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

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

Compliance * Safety * Accountability (CSA)

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

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

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

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

### State Agencies & Departments

<table>
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<tr>
<th>Agency</th>
<th>Contact Information</th>
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<tr>
<td>Attorney General</td>
<td>Consumer Protection 517-373-1140</td>
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<td>Department of Treasury</td>
<td>Fuel Tax Permits (IFTA) 517-636-4580</td>
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<td>Michigan Department of Environmental Quality</td>
<td>Hazardous Waste 586-494-5091 517-284-6860</td>
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<td>DEQ - Environmental Assistance Center 800-662-9278</td>
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<td>Michigan Department of State Police</td>
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<td>Interstate &amp; Intrastate Authority 517-284-3250</td>
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<td>Medical Waiver Board 517-284-3243</td>
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<td>Michigan Secretary of State</td>
<td>Information Center 517-322-1460 888-767-6424</td>
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<td>IRP 517-322-1097</td>
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<td>CDL Help Line 517-636-7474</td>
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<td>Michigan Department of Transportation</td>
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<td>State Frost Law Information 800-787-8960</td>
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<td>Michigan Department of Licensing and Regulatory Affairs (LARA)</td>
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<td>Passenger Transportation 517-241-9221</td>
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<td>Michigan Department of Transportation</td>
<td>Labor 800-866-4674</td>
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<td>MIOSHA Enforcement 855-347-8371</td>
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<td>Liquor Control 866-813-0011</td>
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<td>Internal Revenue Service</td>
<td>Highway Users Tax 800-829-4933 (Indian Tribal Gov) 800-829-1040 (Main) 866-699-4096 (Trucking Tax Center)</td>
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<td>U.S. Department of Transportation/FMCSA</td>
<td>FMCSA HELP LINE - ELD Info, DOT Numbers 800-832-5600</td>
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<td>Michigan Division Interstate Safety 517-853-5990</td>
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<tr>
<td>Hazmat Endorsement Threat Assessment Program</td>
<td>(fingerprint-based background check) 877-429-7746 855-347-8371</td>
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<td>Hazardous Materials Hotline 800-467-4922</td>
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### Driver Record Subscription Service

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

To order driver motor vehicle reports:
Michigan Department of State
7604 Crowner Drive, Lansing, MI 48918-0002
517-322-6281 or 517-322-1544
commercialservices@michigan.gov
## Telephone Numbers

### Education and Training

**Michigan Center for Truck Safety**  
800-682-4682

### Michigan Counties

**County Road Association of Michigan**  
517-482-1189

### Trade Associations

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

**American Trucking Associations**  
703-838-1700

### Bridge & Border Crossing Information

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<td>Detroit &amp; Windsor Tunnel</td>
<td>313-567-4422</td>
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<tr>
<td>US Customs and Border Protection</td>
<td>877-227-5511, 202-325-8000 (outside U.S)</td>
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<td>International Crossings</td>
<td>202-325-8000</td>
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<td>International Bridge</td>
<td>906-635-5255</td>
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<td>Blue Water Bridge</td>
<td>810-984-3131</td>
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<td>906-643-7600</td>
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<tr>
<td>Ontario Ministry of Transportation</td>
<td>416-235-2999</td>
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<td>Canadian Council of Motor Transport Administrators</td>
<td>613-736-1003</td>
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<td>Canadian Border Crossing C.B.P.</td>
<td>1-204-983-3500, 1-506-636-5064</td>
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Useful Web Sites

Safety Organizations

• AAA Foundation for Traffic Safety
  www.aaafoundation.org

• American Trucking Associations
  www.truckline.com

• Commercial Vehicle Safety Alliance
  www.cvsa.org

• County Road Association of Michigan
  www.micountyroads.org

• Michigan Center for Truck Safety
  www.truckingsafety.org

• Michigan Trucking Association
  www.mitrucking.org

State Government

• Michigan Department of State Police
  and Commercial Vehicle Enforcement
  Division
  www.michigan.gov/msp

• Michigan Department of State
  (Secretary of State)
  www.michigan.gov/sos

• Michigan Department of Transportation
  www.michigan.gov/mdot

Find links for:
  • Truckers
  • Permits
  • Maps
  • Road Construction Maps
  • MI Drive (Michigan Road
    Conditions)

• Michigan Department of Treasury
  www.michigan.gov/treasury

• Michigan Department of Licensing and
  Regulatory Affairs
  www.michigan.gov/lara

• Michigan Department of Environmental
  Quality
  (Hazardous waste information and
  permitting)
  www.michigan.gov/deq

• Michigan Public Service Commission
  www.michigan.gov/mpsc

• Office of Highway Safety Planning
  www.michigan.gov/ohsp
Useful Web Sites

Federal Government

Federal Motor Carrier Safety Administration
www.fmcsa.dot.gov

FMCSA Clearing House
https://clearinghouse.fmcsa.dot.gov/

FMCSA’s Safety and Fitness Electronic Record (SAFER) System
www.safer.fmcsa.dot.gov

USDOT Number Registration/Updates
www.safer.fmcsa.dot.gov

FMCSA – CSA
https://csa.fmcsa.dot.gov

Transportation Worker Identification Credential (TWIC)
www.tsa.gov/for-industry/twic

National Highway Traffic Safety Administration
www.nhtsa.gov

Office of Drug and Alcohol Policy and Compliance
www.transportation.gov/odapc

U.S. Customs and Border Protection
www.cbp.gov

U.S. Department of Transportation (U.S. DOT)
www.transportation.gov

U.S. DOT’s Pipeline & Security (Hazmat)
www.phmsa.dot.gov/regulations-and-compliance

Hazardous Materials Background Check Fingerprinting Locations
https://universalenroll.dhs.gov/programs/hme

U.S. Government Publishing Office
www.gpo.gov

Certified Medical Examiners

Unified Carrier Registration
www.ucr.gov

Canadian Offices

- Canadian Council of Motor Transport Administrators (CCMTA)
  www.ccmta.ca
- Ontario Ministry of Transportation
  www.mto.gov.on.ca
- Free and Secure Trade Program (FAST)
  www.cbp.gov/travel/trusted-traveler-programs/fast
### Section IV

**MICHIGAN STATE POLICE**

**COMMERCIAL VEHICLE ENFORCEMENT DIVISION**

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

**www.michigan.gov/msp**

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For the purpose of this Act, a commercial motor vehicle:

- A vehicle or combination of vehicles with an actual gross vehicle weight or a gross vehicle weight rating (GVWR) over 10,000 lbs. or
- A vehicle designed or used to transport more than 8 passengers (including the driver) for compensation; or
- A vehicle designed or used to transport more than 15 passengers (including the driver) and is not used to transport passengers for compensation; or
- A vehicle of any size that is transporting hazardous materials in a quantity that requires placarding.

This Act only applies to commercial transportation, farmers, landscapers, and anyone transporting freight in the furtherance of a business are all examples of commercial transportation if it is somehow related to a business or commercial enterprise.

Also, this definition differs from that of a commercial drivers license (CDL). Vehicles not required to have a CDL still have to comply with this Act.


480.11a(3) Except as otherwise provided in this subsection, subsection (1)(b) and sections 5(8) and 6(1) do not apply to a vehicle that is not a commercial motor vehicle as defined in 49 CFR 383.5 and that is operated in intrastate commerce as defined in 49 CFR 390.5. A vehicle to which subsection (1)(b) does not apply under this subsection remains subject to 49 CFR parts 391 through 393.

A non-CDL vehicle operated in intrastate commerce only (within Michigan) is exempt from all of the motor carrier safety regulations except parts 391 Qualification of Drivers, 392 Driving of Commercial Motor Vehicles, and 393 Parts and Accessories Necessary for Safe Operation.

A medium duty commercial vehicle (non-CDL vehicle) is **NOT**:

- Required to obtain or display a USDOT number
- Required to have proof of annual inspection for any vehicle or
- Subject to hours of service regulations.

A medium duty commercial vehicle (non-CDL vehicle) is:

- Required to meet the equipment and cargo securement requirements of part 393;
- Subject to driver qualifications in part 391 including possessing a valid medical certificate, and
- Subject to the rules related to driving commercial vehicles in part 392, such as pre-trip inspections, possession/use of drugs and alcohol, texting/cell phone use and ill or fatigued driver.

Website: www.legislature.mi.gov for more info.
Applicability of FMCSR Intrastate

Commercial Motor Vehicles
26,000 lbs or less not requiring a CDL

• Part 391 – Driver Qualifications
• Part 392 – Driving of Commercial Motor Vehicles
• Part 393 – Parts and Accessories Necessary for Safe Operations

Commercial Motor Vehicles Over 26,000 lbs requiring a CDL

• Part 382 – Controlled Substances and Alcohol Use and Testing (CDL Drivers)
• Part 383 – CDL
• Part 387 – Financial Responsibility
• Part 390 – Applicability
• Part 391 – Driver Qualifications
• Part 392 – Driving of Commercial Motor Vehicles
• Part 393 – Parts and Accessories
• Part 395 – Hours of Service
• Part 396 – Inspection, Repair and Maintenance

Applicability of FMCSR Interstate

• Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight of 4,536 kg (10,001 pounds) or more, whichever is greater; or
• Is designed or used to transport more than 8 passengers, including the driver, for compensation; or
• Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
• Is used in transporting material found by the Secretary of Transportation to be hazardous under 49 U.S.C. 5103 and transported in a quantity requiring placarding.

• Part 382 – Controlled Substances and Alcohol Use and Testing (CDL Drivers)
• Part 383 – CDL
• Part 387 – Financial Responsibility
• Part 390 – Applicability
• Part 391 – Driver Qualifications
• Part 392 – Driving of Commercial Motor Vehicles
• Part 393 – Parts and Accessories
• Part 395 – Hours of Service
• Part 396 – Inspection, Repair and Maintenance
About Us

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

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

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

Education and Training Information

MCTS program topics include, but are not limited to:

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

Professional Driver Coaching/Driver Performance Measurement

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

National Safety Council Defensive Driving Course for Professional Truck Drivers

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

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

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

Completing the online program will:
• Establish awareness of the affects of fatigue on the driver’s ability to operate a commercial vehicle safely
• Establish awareness of the most important factors that contribute to fatigue
• Establish awareness of the most common myths about fatigue effects
• Apply knowledge of fatigue prevention and how to manage it

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

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

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

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

Lansing 800-682-4682
Upper Peninsula at 800-469-7364
The Michigan Center for Truck Safety’s (MCTS) services and programs are directed by the Michigan Truck Safety Commission (MTSC) through a grant administered by the State of Michigan’s Office of Highway Safety Planning (OHSP) to Michigan Trucking Association (MTA) Education Center Inc.
The Truck Driver's Guidebook provides general information concerning rules and regulations governing Michigan's motor carrier industry. Furthermore, the Trucker Driver's Guidebook is not a substitute for rules and regulations and should not be considered a legal document. Due to frequent changes in federal and state regulations, the Michigan Center for Truck Safety cannot ensure the accuracy of the material contained in the Guidebook beyond the date of publication. For current information, contact the Center at (800) 682-4682. This document is not intended for legal purposes.

Michigan Center for Truck Safety Locations
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