

*2006 Montana Commercial Vehicle Size and
Weight and Safety Trucker's Handbook*



**MONTANA DEPARTMENT OF TRANSPORTATION
MOTOR CARRIER SERVICES DIVISION**

FIFTH EDITION

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Mission Statements

MDT Mission Statement

MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.

MCS Mission Statement

The Motor Carrier Services Division (MCS) protects Montana's and the Federal Government's investment in Montana's highway system and ensures the safety of the traveling public through uniform regulation of the commercial motor carrier industry and enforcement of all state and federal commercial motor carrier laws, rules, and regulations.

Goals

<http://www.mdt.mt.gov>

Motor Carrier Services (MCS) Division goals and priorities for commercial vehicles are:

- “One stop” customer service.
- Public education and outreach.
- Size and weight compliance.
- Driver and vehicle safety compliance.
- Registration, licensing, permit, and fuel compliance.

MCS Organizational Structure

The Motor Carrier Services (MCS) Division is headquartered in Helena, MT, and is divided into three Bureaus. Licensing and Permitting, Operations, and Enforcement.

The MCS Headquarters office is open 8:00 am to 5:00 pm Monday through Friday, except holidays.

Licensing and Permitting Bureau (LPB)

The LPB delivers a variety of services to the commercial motor carrier industry that are required by the industry in order to operate legally in the State of Montana. These services include the registration, in accordance with the International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA), of all commercial vehicles owned by Montana-based carriers and used in interstate commerce. Additionally, the LPB is responsible in Montana for the Single State Registration System (SSRS) which is a Federal program that assures state carrier compliance with national commercial vehicle insurance requirements; the International Registration Plan (IRP) which requires that member jurisdictions operate under uniform commercial vehicle registration and licensing procedures; and the Heavy Vehicle Use Tax (HVUT) program whereby Montana-based carriers are monitored and certified compliant by the state with Federal commercial vehicle weight tax requirements. Please contact the Licensing Section at 406-444-2998.

Permit services for all carriers who wish to travel on Montana's highways but whose vehicles are size and/or weight noncompliant; The type of permits that carriers can purchase are Trip, Term, Western Regional, Custom Combine permits, oversize/overweight permits, and Gross Vehicle Weight Fees. Please contact the Permitting Section at 406-444-7262 regarding these services.

Operations Bureau

The Operations Bureau is responsible for the Motor Carrier Safety Assistance Program (MCSAP) which provides USDOT numbers for Montana intrastate carriers. MCSAP provides information to Montana's motor carriers on how to comply with Montana and Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations. MCSAP performs Compliance Reviews and Safety Audits. The goal of MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs. Please contact MCSAP at 406-444-3300 regarding these services. See page 37 for more information.

The Operations Bureau manages Montana's MCSAP, ITS/CVO and CVISN programs; oversees, coordinates and maintains the development, deployment, and maintenance of the Division's information technology and other high technology infrastructure; provides statewide MCS purchasing, contract development, and financial, revenue and budget support; collects, analyses and reports data and information regarding the division's activities to support management of MCS; and, manages participation in any MDT, regional, national or international projects involving MCS.

Enforcement Bureau

The Enforcement Bureau (EB) is comprised of 91 Montana Peace Officers that protect Montana's highway system and ensure the safety of the traveling public through the service-oriented enforcement of State and Federal commercial and agricultural vehicle and vehicle-driver laws, rules, and regulations. MCS officers work at remote weigh station facilities across the state and on the open road using enforcement vehicles.

The enforcement Division is divided into three geographic enforcement "regions".

MCS Region 1 includes the western third of the state.

Supervisor: Office phone: 406-678-4280 Cell phone: 406-544-3736.

MCS Region 2 includes the center third of the State.

Supervisor: Office phone: 406-444-9260; Cell phone: 406-490-1658

MCS Region 3 includes the eastern third of the State.

Supervisor: Office phone: 406-657-0201; Cell phone: 406-698-8286.

Complaint/Dispute Resolution Process

The Motor Carrier Services Division (MCS) investigates and responds in writing to all written complaints received at the following address:

**Montana Department of Transportation
Motor Carrier Services Division
Attention: Division Administrator
PO Box 4639
Helena, MT 59604-4639**

To help ensure that the complaint process progresses in a timely manner, please clearly provide the name of the MCS employee involved in the complaint, the location where the complaint event occurred, the date of the complaint event, and as much detail about the event as possible. Depending on the nature of the complaint, it is not uncommon for the investigation and resolution process to take 4-6 weeks. In the mean time, each person submitting a written complaint will quickly receive a “confirmation of receipt” letter to confirm that the complaint has been received by MCS. This letter will also designate the MCS manager to whom resolution of the complaint has been assigned

For DataQ’s information, please see the MCSAP section of this handbook.

Montana Speed Limit Laws

Trucks 1 ton (907 kg) and over rated capacity

Straight Trucks or trucks with single trailers

Daytime

Interstate	65 mph (105 km/hr)
Primary and Secondary	60 mph (97 km/hr)

Nighttime

Interstate	65 mph (105 km/hr)
Primary and Secondary	55 mph (89 km/hr)

Triple Truck Combination and 100’ Doubles

Day and Night, Interstate Only	55 mph (89 km/hr)
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All other vehicles

Daytime

Interstate	75 mph (120 km/hr)
Primary and Secondary	70 mph (112 km/hr)

Nighttime

Interstate	75 mph (120 km/hr)
Primary and Secondary	65 mph (105 km/hr)

Construction Zone Speed Limits are as posted for all Vehicles

For information on the construction zone activity please call 511 or 406-444-0468 or see <http://www.mdt.mt.gov/travinfo/>

Traveler Information - 511 Information in Montana

<http://www.mdt.mt.gov/travinfo/511/>

Truckers may access Montana highway conditions, including weather, construction and surface conditions by dialing 511. The Montana 511 program provides traveler information for over 8,000 Montana highway miles.

Compression Brake Requirements in Montana

A commercial motor vehicle equipped with an engine compression brake device must be equipped with a muffler in good working condition to prevent excessive noise.

“Chain-Up” Requirements in Montana

The Department of Transportation has areas that are signed and designated as “chain up” areas. Montana law requires chains be used when “chains are required” signs are posted. Chains are required on the drive wheels of one axle of a vehicle.

Studded Tires

Studded tires are allowed between October 1 and May 31.

Vehicles required to Stop at Open Weigh Stations.

The Department of Transportation may establish, maintain, and operate weigh stations, either intermittently or on a continuous schedule, and may require vehicles, except passenger cars and pickup trucks under 14,000 pounds GVW and recreational vehicles (that are not new or used recreational vehicles traveling into or through Montana for delivery to a distributor or a dealer) to enter for the purpose of weighing and inspection for compliance with all laws pertaining to their operation and safety requirements. The department may require vehicles over 10,000 pounds to be inspected and weighed by portable scale crews.

HELP/PrePass in Montana

Automated Weigh Station Bypass

PrePass is an Automatic Vehicle Identification (AVI) system that allows participating transponder equipped commercial vehicles to bypass designated weigh stations, port-of-entry facilities and agricultural interdiction facilities. Cleared vehicles may proceed at highway speed, eliminating the need to stop. This provides greater efficiency for shippers and improved safety for all highway users.

Participating vehicles are pre-certified. Carrier's safety record and credentials are routinely verified with state & federal agencies. Some PrePass weigh stations employ weigh-in-motion (WIM) scales to electronically weigh the vehicles while AVI antennas verify the identity and compliance of trucks as they approach the weigh station. As a truck passes over the WIM, its axles and gross weight are calculated and the AVI integrates the PrePass transponder verifying state requirements. The AVI antenna also communicates bypass status to the driver. If weight and credentials are satisfactory, a green light and audible signal from the PrePass transponder advise the driver to bypass the weigh station. Otherwise a red light and audible signal advise the driver to pull into the weigh station.

Restrictions

In addition to the basic Safety Criteria, there are certain load types in each state that must pull into inspection facilities regardless of receiving a green light on the truck's PrePass transponder.

These loads are as follows:

- Overweight (even permitted loads)
- Overwide (greater than 9 feet)
- Overheight (greater than 14'6")

Montana maintains HELP/PrePass equipped weigh stations at the following locations:
Interstate 90 (east and westbound) between Billings and Laurel, Montana
Interstate 15 (northbound only) at Lima, Montana near the Montana/Idaho border
Armington Junction on Montana Highway 200 east of Great Falls (east and westbound)
US-212 at Broadus (east and westbound)
Interstate 15 at the Butte Weigh Station (westbound)

For more information contact PrePass at 1-800-PREPASS or 1-800-773-7277 on the Web at www.prepass.com

Montana Bridge Formula Weights

MCA 61-10-107

Three questions are addressed with regard to the Bridge Formula: What is it? Why is it necessary? How is it used?

What Is It?

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

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

L = the distance in feet between the outer axles of any two or more consecutive axles.

N = the number of axles being considered.

The formula limits the weight on groups of axles in order to reduce the risk of damage to highway bridges. Allowable weight depends on the number of axles a vehicle has and the distance between those axles. However, the single-or-tandem-axle weight limits supersede the Bridge Formula limits for all axles not more than 96 inches apart.

Why Is the Formula Necessary?

Bridges on Interstate System highways are used by a wide variety of traffic. They are designed to support expected loadings. However, as trucks grew heavier in the 1950's and 1960's, something had to be done to protect bridges. The solution was to tie allowable weights to the number and spacing of axles.

Axle spacing is as important as axle weight in bridge design. A bridge is similar to thin ice on a pond. Walking on the ice concentrates a person's weight on the small area covered by the individual's feet, and then the ice may break. Lying down, however, spreads the same weight over a much larger area, and the ice is less likely to break. Consider trucks crossing a bridge:

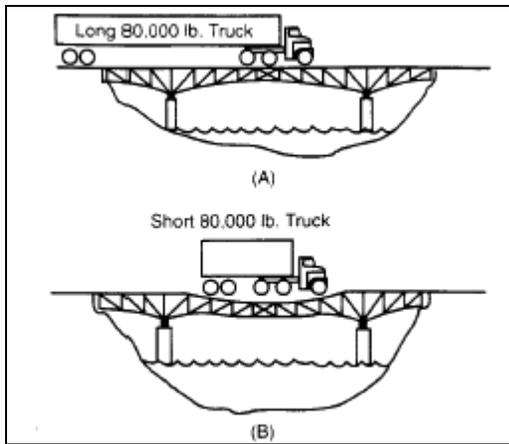


Figure 1

In Figure 1 (A), the stress on bridge members as the longer truck rolls across is much less than that caused by the short vehicle in Figure 1 (B), even though both trucks have the same total weight and individual axle weights. The weight of the longer vehicle is spread out, while the shorter vehicle has all of the weight concentrated on a small area.

The Federal-Aid Highway Amendments of 1974 increased the weights allowed on the Interstate System to 20,000 pounds on a single axle, 34,000 pounds on a tandem axle, and 80,000 pounds gross weight (23 U.S.C. 127). But Congress balanced this concession to productivity by enacting the Bridge Formula. The result is that motor vehicles may be loaded to the maximum weight only if each group of axles on the vehicle and their spacing also satisfy the requirements of the Formula. This prevents the vehicle from overstressing bridges in the same way that a person lying down on thin ice would minimize the risk of breaking through.

Until 1982, Federal law set only upper limits (or ceilings) on Interstate System weight limits. A few States retained significantly lower weight limits, which eventually became barriers to long-distance truck traffic. In 1982, Federal law was amended to make Interstate System weight limits, including the bridge formula limits, both the maximum and the minimum weights (i.e., floors and ceilings) that States must allow on the Interstate System.

How Is the Formula Used?

Some definitions are needed to use the Bridge Formula correctly.

Gross Weight—the weight of a vehicle or vehicle combination and any load thereon. The federal gross weight limit on the Interstate System is 80,000 pounds.

Single-Axle Weight—The total weight on one or more axles whose centers are not more than 40 inches apart. The federal single-axle weight limit on the Interstate System is 20,000 pounds.

NOTE: Steering axles are limited to the Manufacturers Gross Weight Rating stamped on the sidewall of the tires not to exceed 20,000 pounds.

Tandem-Axle Weight—Montana “...no two consecutive axles more than 40 inches or less than 96 inches apart may carry a load in excess of 34,000 pounds.”

Federal, the total weight on two or more consecutive axles more than 40 inches but not more than 96 inches apart. The Federal tandem-axle weight limit on the Interstate System is 34,000 pounds.

Interstate System weight limits in some States may be higher than these figures due to "grandfather" rights. When the Interstate System axle and gross weight limits were adopted in 1956, States were allowed to keep or "grandfather" those, which were higher. In 1975, States were allowed to keep or "grandfather" those that were higher. In 1975, States were also allowed to keep "grandfathered" bridge formula limits which were higher than those established for the Interstate System.

Bridge Formula calculations yield a series of weights. However, the single axle weight limit replaces the Bridge Formula weight limit on axles not more than 40 inches apart, and the tandem-axle weight limit replaces the Bridge Formula weight limit for axles over 40 and less than 96 inches apart. At 96 inches apart, two axles can carry 38,000 pounds and three axles 42,000 pounds, as shown in Figure 2.

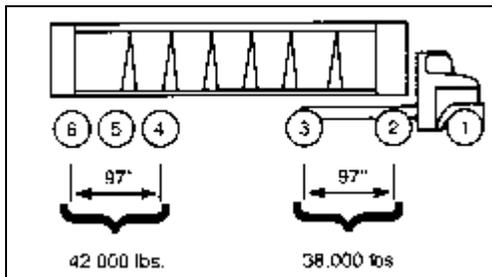


Figure 2

Federal law provided that any two or more consecutive axles may not exceed the weight computed by the Formula even though single axles, tandem axles, and gross weight are within legal limits. In other words, the axle group that includes the entire truck—sometimes called the "outer bridge" group—must comply with the Bridge Formula. But interior combinations of axles, such as the "tractor bridge" (axles 1, 2, and 3) and "trailer bridge" (axles 2, 3, 4, and 5), must also be in compliance with weights computed by the Formula (Figure 3).

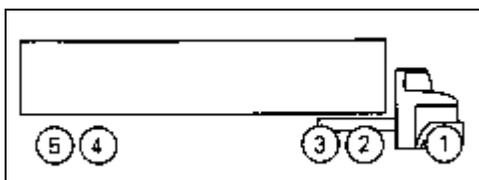


Figure 3

The most common vehicle checked for compliance with weight limit requirements is shown in Figure 3. While the Bridge Formula applies to each combination of two or more axles, experience shows that axle combinations 1 through 3, 1 through 5, and 2 through 5 are critical and must be checked. If these combinations are found to be satisfactory, all of the others on this type of vehicle will normally be satisfactory.

The vehicle with weights and axle dimensions as shown in Figure 4 will be used to illustrate a Bridge Formula check.

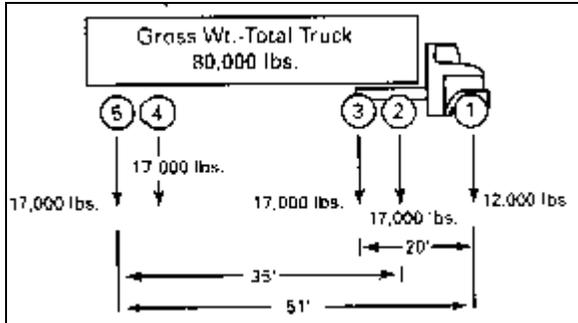


Figure 4

Before checking a vehicle for compliance with the Bridge Formula, its single-axle, tandem-axle, and gross weight should be checked. Here the single axle (number 1) does not exceed 20,000 pounds, tandems 2-3 and 4-5 do not exceed 34,000 pounds each, and the gross weight does not exceed 80,000 pounds. These preliminary requirements are thus satisfied. The first Bridge Formula combination is checked as follows:

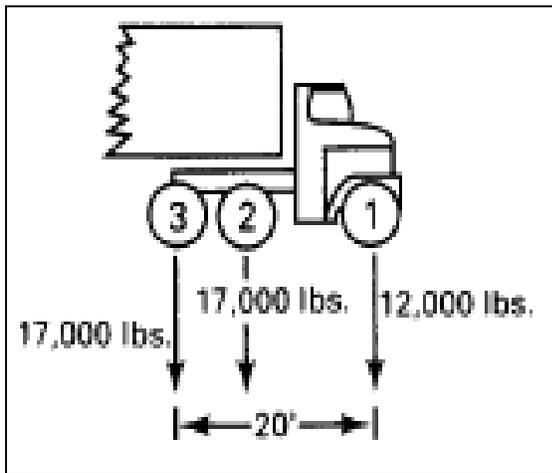


Figure 5

Check of 1 thru 3 (Figure 5)

Actual weight = 12,000 + 17,000 + 17,000 = 46,000 pounds

N = 3 axles.

L = 20 feet.

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

$$W = 500 \left[\frac{(20 \times 3)}{(3 - 1)} + (12 \times 3) + 36 \right] = 51,000\#$$

W maximum = 51,000#, which is more than the actual weight of 46,000#, so the Bridge Formula requirement is satisfied.

Example—From the Bridge Table

This same number (51,000#) could have been obtained from the Bridge Table by reading down the left side to $L = 20$ and across to the right where $N = 3$.

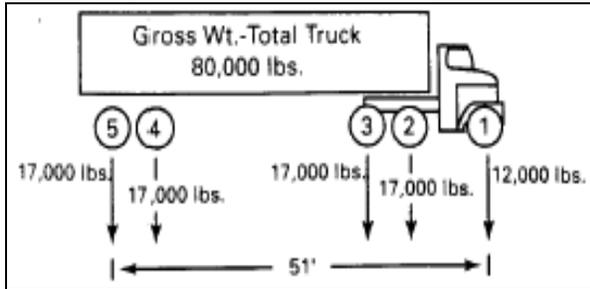


Figure 6

Now check axes 1 thru 5 (Figure 6)

Actual weight = $12,000 + 17,000 + 17,000 + 17,000 + 17,000 = 80,000\#$

W maximum, from the Bridge Table for "L" of 51 feet and "N" of 5 = 80,000#.

Therefore, this axle spacing is satisfactory.

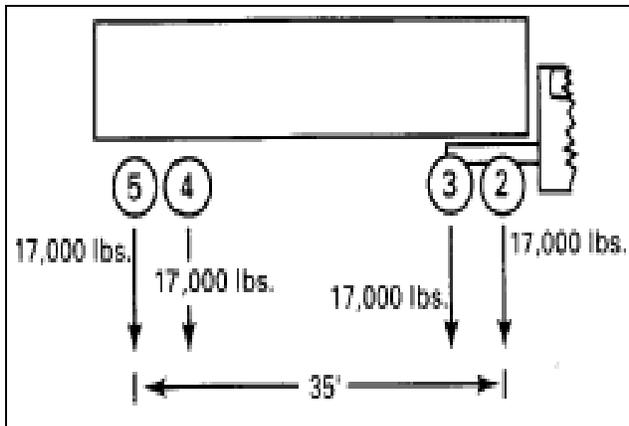


Figure 7

Now check axes 2 thru 5 (Figure 7)

Actual weight = $17,000 + 17,000 + 17,000 + 17,000 = 68,000\#$

W maximum, from the Bridge Table for "L" of 35 feet and "N" of 4 = 65,500#.

This is a violation because the actual weight exceeds the weight allowed by the Bridge Formula. To correct the situation, some load must be removed from the vehicle or the axle spacing (35 feet) must be increased.

Exception to Formula and Bridge Table

Federal law (23 U.S.C. 127) includes one exception to the Bridge Formula and the Bridge Table—two consecutive sets of tandem axles may carry 34,000 pounds each if the over-all distance between the first and last axles of these tandems is 36 feet or more. For example, a five-axle tractor-semi

trailer combination may carry 34,000 pounds both on the tractor tandem (axles 2 and 3) and the trailer tandem (axles 4 and 5), provided axles 2 and 5 are spaced at least 36 feet apart. Without this exception, the bridge Formula would allow an actual weight of only 66,000 to 67,500 pounds on tandems spaced 36 to 38 feet apart.

Bridge Formula Application to Single Unit Trucks

The procedure described above can be used to check any axle combinations, but several closely spaced axles usually produce the most critical situation.

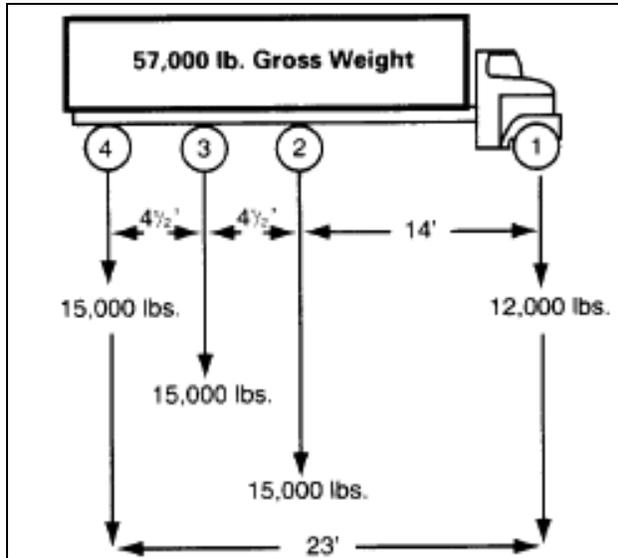


Figure 8

The truck in Figure 8 satisfies the single axle weight limit (12,000# is less than 20,000#), the tandem axle limit (30,000# is less than 34,000#) and gross weight limit (57,000# is less than 80,000#). With these restrictions satisfied, a check will be made for Bridge Formula requirements, axles 1 through 4.

Actual Weight = 12,000 + 15,000 + 15,000 + 15,000 = 57,000#

W maximum for "N" of 4 and "L" of 23 feet = 57,500 from the Bridge Table.

Since axles 1 thru 4 are satisfactory, check axles 2 thru 4:

W (actual) = 15,000 + 15,000 + 15,000 = 45,000#.

W maximum for "N" of 3 and "L" of 9 feet = 42,750# (From the Bridge Table).

This is a violation. The load would have to be reduced, axles added, or spacing increased, to comply with the Bridge Formula.

Caution

Much of the information in this document is from the *Bridge Formula Weights* brochure published in January 1994 by the US Department of Transportation located on the web at http://www.ops.fhwa.dot.gov/freight/size_weight.htm with modifications to meet Montana statute.

Gross Vehicle Weight Chart

Formula: $W = 500 \left(\frac{LN}{N-1} + 12N + 36 \right)$ in which W = gross weight, L = wheel base in feet, and N = number of axles. The formula provides for maximum gross weight allowed on any vehicle or combination of vehicles, and maximum gross weight for any groups of axles. No tandem axle to exceed 34,000 pounds. MCA 61-10-107 defines a tandem axle as 2 consecutive axles **more** than 40 inches or **less** than 96 inches apart. No single axle to exceed 20,000 pounds. Maximum gross weight for reducible loads is 131,060 pounds. 61-10-107 MCA

FT	2	3	4	5	6	7	8	9	10	11
	Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles
4	34000									
5	34000									
6	34000									
7	34000									
Less than 8	34000	34000								
8 & More	38000	42000								
9	39000	42750								
10	40000	43500								
11		44250	49330	54870						
12		45000	50000	55500						
13		45750	50660	56120						
14		46500	51330	56750						
15		47250	52000	57370						
16		48000	52660	58000						
17		48750	53330	58620						
18		49500	54000	59250						
19		50250	54660	59870						
20		51000	55330	60500	66000					
21		51750	56000	61120	66600					
22		52500	56660	61750	67200					
23		53250	57330	62370	67800					
24		54000	58000	63000	68400	74000				
25		54750	58660	63620	69000	74580				
26		55500	59330	64250	69600	75160				
27		56250	60000	64870	70200	75750				
28		57000	60660	65500	70800	76330	82000			
29		57750	61330	66120	71400	76910	82570			
30		58500	62000	66750	72000	77500	83140			
31		59250	62660	67370	72600	78080	83710			
32		60000	63330	68000	73200	78660	84280	90000	95770	101600
33			64000	68620	73800	79250	84850	90560	96330	102150
34			64660	69250	74400	79830	85420	91120	96880	102700
35			65330	69870	75000	80410	86000	91680	97440	103250
36	See exception	}	66000	70500	75600	81000	86570	92250	98000	103800
37			66660	71120	76200	81580	87140	92810	98550	104350
38			67330	71750	76800	82160	87710	93370	99110	104900

Gross Vehicle Weight Chart

FT	4	5	6	7	8	9	10	11	12	13	14
	Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles
39	68000	72370	77400	82750	88280	93930	99660	105450	111270	117120	123000
40	68660	73000	78000	83330	88850	94500	100220	106000	111810	117660	123530
41	69330	73620	78600	83910	89420	95060	100770	106550	112360	118200	124070
42	70000	74250	79200	84500	90000	95620	101330	107100	112900	118750	124610
43	70660	74870	79800	85080	90570	96180	101880	107650	113450	119290	125150
44	71330	75500	80400	85660	91140	96750	102440	108200	114000	119830	125690
45	72000	76120	81000	86250	91710	97310	103000	108750	114540	120370	126230
46	72660	76750	81600	86830	92280	97870	103550	109300	115090	120910	126760
47	73330	77370	82200	87410	92850	98430	104110	109850	115630	121450	127300
48	74000	78000	82800	88000	93420	99000	104660	110400	116180	122000	127840
49	74660	78620	83400	88580	94000	99560	105220	110950	116720	122540	128380
50	75330	79250	84000	89160	94570	100120	105770	111500	117270	123080	128920
51	76000	79870	84600	89750	95140	100680	106330	112050	117810	123620	129460
52	76660	80500	85200	90330	95710	101250	106880	112600	118360	124160	130000
53	77330	81120	85800	90910	96280	101810	107440	113150	118900	124700	130530
54	78000	81750	86400	91500	96850	102370	108000	113700	119450	125250	131070
55	78660	82370	87000	92080	97420	102930	108550	114250	120000	125790	
56	79330	83000	87600	92660	98000	103500	109110	114800	120540	126330	
57	80000	83620	88200	93250	98570	104060	109660	115350	121090	126870	
58		84250	88800	93830	99140	104620	110220	115900	121630	127410	
59		84870	89400	94410	99710	105180	110770	116450	122180	127950	
60		85500	90000	95000	100280	105750	111330	117000	122720	128500	
61		86120	90600	95580	100850	106310	111880	117550	123270	129040	
62		86750	91200	96160	101420	106870	112440	118100	123810	129580	
63		87370	91800	96750	102000	107430	113000	118650	124360	130120	
64		88000	92400	97330	102570	108000	113550	119200	124900	130660	
65		88620	93000	97910	103140	108560	114110	119750	125450	131200	
66		89250	93600	98500	103710	109120	114660	120300	126000		
67		89870	94200	99080	104280	109680	115220	120850	126540		
68		90500	94800	99660	104850	110250	115770	121400	127090		
69		91120	95400	100250	105420	110810	116330	121950	127630		
70		91750	96000	100830	106000	111370	116880	122500	128180		
71		92370	96600	101410	106570	111930	117440	123050	128720		
72		93000	97200	102000	107140	112500	118000	123600	129270		
73		93620	97800	102580	107710	113060	118550	124150	129810		
74		94250	98400	103160	108280	113620	119110	124700	130360		
75		94870	99000	103750	108850	114180	119660	125250	130900		
76		95500	99600	104330	109420	114750	120220	125800	131450		
77		96120	100200	104910	110000	115310	120770	126350			
78		96750	100800	105500	110570	115870	121330	126900			
79		97370	101400	106080	111140	116430	121880	127450			

GROSS VEHICLE WEIGHT CHART

FT	5	6	7	8	9	10	11
	Axles	Axles	Axles	Axles	Axles	Axles	Axles
80	98000	102000	106660	111710	117000	122440	128000
81	98620	102600	107250	112280	117560	123000	128550
82	99250	103200	107830	112850	118120	123550	129100
83	99870	103800	108410	113420	118680	124110	129650
84		104400	109000	114000	119250	124660	130200
85		105000	109580	114570	119810	125220	130750
86		105600	110160	115140	120370	125770	131300
87		106200	110750	115710	120930	126330	
88		106800	111330	116280	121500	126880	
89		107400	111910	116850	122060	127440	
90		108000	112500	117420	122620	128000	
91		108600	113080	118000	123180	128550	
92		109200	113660	118570	123750	129110	
93		109800	114250	119140	124310	129660	
94		110400	114830	119710	124870	130220	
95			115410	120280	125430	130770	
96			116000	120850	126000	131330	
97			116580	121420	126560		
98			117160	122000	127120		
99			117750	122570	127680		
100			118330	123140	128250		
101			118910	123710	128810		
102			119500	124280	129370		
103			120080	124850	129930		
104			120660	125420	130500		
105			121250	126000	131060		
106			121830	126570			
107			122410	127140			
108			123000	127710			
109			123580	128280			
110			124160	128850			
111			124750	129420			
112			125330	130000			
113			125910	130570			
114			126500	131140			
115			127080				
116			127660				
117			128250				
118			128830				
119			129410				
120			130000				

Seasonal Weight Restrictions

<http://www.mdt.mt.gov/travinfo/>

During the spring, when warmer temperatures cause the road surface to breakup and generally deteriorate, the highways most affected are restricted to lower axle weights and speed restrictions. Signs indicating that a road is posted for lower weights are erected at the beginning of a posted road. Signs will usually indicate “8 ton (7258 kg)- single axle, 16 ton (14 515kg)- tandem axle, or 400 lbs/inch (72 kg/cm) of tire width. This is a standard weight limit; however a highway which has greater than normal breakup may be posted for lower weight.

On a single axle with four tires, 8 tons (16,000 lbs 7258 kg) is allowed; a tandem axle with four tires on each axle is allowed 16 tons (32,000 lbs 14 515 kg). The steering axle is allowed 600 lbs/inch (107 kg/cm) of tire width. All other axles which have single tires are allowed 400 lbs/inch (72 kg/cm) (or less) of tire width. See the example above. The maximum weight allowed is determined by ton (kg) limit or lbs/inch (kg/cm) of tire width, whichever is the lesser weight. Pounds per inch (kg/cm) of tire width can never be used to exceed legal axle weight.

For information on legal weights for posted roads or to check on a route of travel, contact please visit the MT web page at <http://www.mdt.mt.gov/travinfo/> and go to the restrictions section.

For Statewide Road Conditions 1-800-226-7623 or 1-800-335-7592 (TTY)

To be placed on a mailing list to receive scheduled updates of posted roads, contact the Montana Department of Transportation, Maintenance Division, (406) 444-6157.

Montana Local Road Reporting Numbers

http://www.mdt.mt.gov/travinfo/local_reports.shtml

The following offices offer recorded local road condition reports.

Billings	406-657-0209
Bozeman	406-586-1313
Butte	406-494-9646
Glendive.....	406-345-8252
Great Falls.....	406-453-1605
Havre	406-262-5551
Kalispell.....	406-751-2037
Lewistown.....	406-538-1358
Miles City	406-233-3638
Missoula	406-728-8553
Wolf Point	406-653-1692

Licensing and Registration

If you have a commercial trucking business based in Montana and you travel to at least one other state or Canadian province, you may be eligible to license under the International Registration Plan (IRP).

The International Registration Plan is a registration reciprocity agreement among states of the United States and provinces of Canada providing for payment of license fees on the basis of total distance operated in all jurisdictions.

The unique feature of this plan is, even though license fees are paid to the various jurisdictions in which fleet vehicles are operated, only one (1) license plate and one (1) cab card is issued for each fleet vehicle when registered under the Plan. A fleet vehicle is known as an apportioned vehicle and such vehicle, so far as registration is concerned, may be operated both inter-jurisdictionally and intra-jurisdictionally.

Qualifying For Registration under the IRP

Carriers must meet requirements of the Base Jurisdiction, Established Place of Business and Apportionable Vehicles to be able to participate in the IRP.

What the Apportioned Registration Will Not Do

- Exempt the carrier from payment of motor fuel taxes.
- Allow the carrier to exceed legal size and weight limits without first obtaining the necessary permit.

Trailer Registration

Semi-trailers and trailers may be registered through the IRP only if they are used in an interstate operation and the registered owner has one or more motor vehicles registered through the IRP.

Heavy Vehicle Highway Use Tax (HVUT)

Federal regulations require all states to verify payment of, or exemption from the tax before issuing or renewing vehicle registrations. Before a vehicle is registered, the owner must provide proof this tax has been paid. This is done at the time of licensing at the county or in MCS when registering under the IRP.

Requirements for Proof of 2290 Forms

The Federal Highway Use Tax form 2290 is required for all vehicles 55,000 pounds or more GVW (Gross Vehicle Weight) at the time of registration.

International Fuel Tax Agreement (IFTA)

IFTA is an agreement between 48 US States and 10 Canadian Provinces to standardize the reporting of fuel use taxes by Interstate Motor Carriers.

If you have a commercial trucking business based in Montana and you travel to at least one other state or Canadian province, you may be eligible to license under the International Fuel Tax Agreement (IFTA).

To Qualify for IFTA:

- You may license your vehicles through Montana IFTA if you are a Montana based interstate motor carrier; and
- You keep the operational control and records for your vehicles in Montana or can make your records available; and
- Some travel is accrued by your qualified motor vehicles on Montana's highways.

NOTE: Trip permitting through states is the only alternative to licensing under IFTA

Single State Registration (SSRS)

If you have federal authority, a MC number, you must register with a base state, who participates in the Single State Registration System. In this program, you pay for the different states you will be operating into, out of, or through. Your base state is where you maintain your principal place of business.

Each motor carrier is required to register and pay filing fees must select a single participating State as its Registration State. The carrier must select the State in which it maintains its principal place of business, if such State is a participating State. A carrier that maintains its principal place of business outside of a participating State must select the State in which it will operate the largest number of motor vehicles during the next registration year. In the event a carrier will operate the same largest number of vehicles in more than one State, it must select one of those States.

GVW Fees

The GVW fees provided in Sections 61-10-201 (Schedule I) and Section 61-10-206 (35% Fees), are to be collected at the time of registration of every truck, truck tractor, road tractor and bus, based on the MAXIMUM LEGAL GROSS LOADED WEIGHT of the vehicle or vehicle combination, exception for wreckers and mobile home toters. The maximum gross loaded weight of the vehicle or vehicle combination is to be determined by the owner or operator, not to exceed the weights set forth in Sections 61-10-101 through 61-10-148, MCA.

Gross vehicle weight fees may be obtained from any County Treasurer's Office, the MCS Division in Helena or from any MCS Enforcement Officer, (weigh stations and patrol). Or, carriers may wish to sign up through the Helena MCS office to issue their own fees on-line through the Motor Carrier Services Internet Self-issuing Program. A gross vehicle weight receipt will be issued for payment of these fees.

GVW fees may be purchased for a full year, a single month, or multiple months.

Schedule I GVW Fees

Schedule I fees apply to gross weight fees on motortrucks, truck tractors and buses, based on the loaded gross weight of the vehicle, and the maximum gross weight of any towed unit of each truck and truck tractor.

Quarterly or monthly fees do not apply to vehicles with a registered gross weight of less than 24,001 lbs.

Schedule II GVW FEES

35% Fees:

35% fees apply to farm vehicles, owned and operated exclusively by **Ranchers** or **Farmers** to haul the products of his own farm to market and supplies from market to farm or in the infrequent or seasonal transportation by one farmer for another providing this does not constitute "Commercial Hire." Effective 02/28/2003, Farmers or Ranchers hauling timber harvested on their own farm or ranch are included in this classification.

35% fees apply to **Soil Conservation** and **Land Leveling Contractors**, engaged exclusively in soil conservation and land leveling work resulting in direct benefit to agriculture. These persons may register one tractor and one lowboy trailer at 35% fees.

35% fees also apply to **Nurseries** and **Sod Farms**.

GVW Registration Periods

Monthly and quarterly GVW fees apply only if the gross weight of the vehicle exceeds 24,000 lbs. Vehicles licensed for 24,000 lbs. or less can only purchase GVW fees for 1/2 year or full year increments.

Penalty for operation after expiration of quarter or month:

A person operating a vehicle on the public highways with an expired monthly or quarterly GVW fee shall be cited and in addition, is required to purchase GVW fees for the vehicle covering an entire year's license, less the fees for the period of the year already paid.

Legal Dimensions: (no permit required)

- Width: 8'6" (102") (See also "Farmer Exemptions")
- Height: 14'0"
- Length:
 - Single Power Unit: 55 feet (this includes an articulated bus & Dromedary Truck-Tractor) without trailers.
 - Tractor/Trailer: 53-foot trailer; or an extendable trailer that, when contracted does not exceed 53 feet may be extended to accommodate a long, non-divisible load without an overhang. No over length permits are required for operation of tractors pulling a 53' (or less) trailer combination regardless of overall length.
 - A 53 foot trailer that has extensions that are used for carrying a portion of the load and exceeds 53 feet, (Moving vans, hay trailers) will require permits.
 - Vehicles with loads' extending beyond the carrying portion of trailer are limited to overall length of 75 feet without permit required.

- Tractor/Doubles:
 - "A" Train - No length limit, providing neither trailer exceeds 28'6" in length or 61' of combined trailer length. An "A" train is a truck-tractor with a trailer, and a full trailer joined with a tongue hitch.
 - "B" Train - No length limit providing neither trailer exceeds 28'6" in length or 61' of combined trailer length. A "B" train is a truck-tractor with a trailer and a second trailer attached with a 5th wheel assembly supporting the back of the lead trailer and the front of the rear trailer.
 - "C" Train - No length limit providing either trailer exceeds 28'6" in length or 61' of combined trailer length. A "C" train is a truck-tractor with a trailer and a second trailer attached with a 5th wheel assembly. The difference between a "C" train and "A" train is the dual hitch converter dolly on the "C" train.

Term Over-Dimensional Permits:

A Special permit may be issued if width, length, height and/or weight exceeds statutory limits, up to the maximum shown further in this section.

Term permits may be issued to power vehicles: licensed in Montana; licensed with Montana through the IRP (regardless of licensed weight); or from another jurisdiction with which Montana has reciprocity.

Term Over-Dimensional Permit Fees:

95 feet long, 15 feet wide, 14'6" high:	\$75.00
100 feet long (interstate only permit):	\$125.00
120 feet long: non-divisible length	\$125.00
(Width and height are NOT included)	
Triples Permit:	\$200.00

Maximum Term Permit Dimensions:

- **Width:** 15'0" for non-reducible loads
 - 9'6" for small baled hay and hay racks
 - 12'0" for large hay bales (round or square) and hay racks
 - 9'0" feet for all other reducible loads
- **Height:** 14'6"
 - 15'0" large hay bales (round or square)
- **Length:**
 - Single power unit:** A single unit (non reducible) may operate on a term permit, maximum length is 120 feet. This is for length only. If width or height is exceeded, a separate permit must be purchased. If hauling a reducible load, a term permit is valid up to 55 feet in length only.

Single semi-trailer: Maximum length of a term permit is 57 feet.
 An extendable trailer (i.e. the length can be extended to accommodate a long, non-divisible

load such as pipe) that can be shortened to 57' or less, but exceeds 53' when not hauling a load. When hauling a load, the permit is issued for the combination (overall) length including overhang.

Truck - Trailer: 95 feet (all highways) this is a truck and a full trailer attached with a tongue hitch.

Non-divisible Loads: 120 feet (all highways). This permit may be issued to a crane with boom and boom dolly, an unladen heavy haul combination of vehicles with a booster and jeep, a truck and trailer with a non-reducible load, such as poles, etc. Term permit is for length only. Width and Height dimensions exceeding statutory limits are not included and require a separate permit.

Rocky Mountain Doubles: 81 feet of combined trailer length. Combined trailer length means the total length of a combination of trailers (tip-to-tail) measured from the front of the first trailer to the back of the last trailer, including the connecting tongues and load, but excluding safety equipment such as ladders, cat walks, and tarp roll-up units.

If the combined trailer length qualifies within the 81-foot measurement, the maximum combination length of 95' does not apply. If the combined trailer length exceeds 81 feet and the total combination does not exceed 95', a permit may be issued for a combination length of 95 feet.

If either trailer in the combination has a total length of over 53' not to exceed 57', the permit for the Rocky Mountain Doubles can be used for the over length trailer, even if the shorter trailer is removed.

Hay on Double Trailers: 88 feet of combined trailer length. Combined trailer length means the total length of a combination of trailers (tip-to-tail) measured from the front of the first trailer to the back of the last trailer, including the connecting tongues and load, but excluding safety equipment such as ladders, cat walks, and tarp roll-up units.

If the combined trailer length qualifies within the 88-foot measurement, the maximum combination length of 95' does not apply. If the combined trailer length exceeds 88 feet and the total combination does not exceed 95', a permit may be issued for a combination length of 95 feet.

*** Combination doubles:** 100 feet (interstate only)

If the combined trailer length exceeds 81 feet and the combination length exceeds 95 feet, a permit may be issued for a combination length of 100 feet.

Travel is allowed on interstate highways only and within a two-mile radius of an interstate interchange. This permit may not be used for any other type of double trailer operation and is good for length only.

*** Double Trailers:** If both trailers are 28 1/2 feet in length or less, and the combined trailer

length is 61 feet in length or less, then no oversize permit is required. If either trailer exceeds 28 1/2 feet or combined trailer length exceeds 61 feet, then an over length permit is required regardless of total combination length.

*** Combination of vehicle length without overhang:** 95 feet (all highways) Combination length means the total length of a combination of vehicles, measured from the front bumper of the motor vehicle to the back bumper or rear extremity of the last trailer, including the connecting tongues.

*** Triples:** (Interstate travel)

A combination of vehicles powered by a Cab-Over or Tilt-Cab truck-tractor or a truck may not exceed an overall length of 105 Feet, inclusive of front and rear bumpers and overhang.

A combination of vehicles powered by a Conventional Truck-Tractor may not exceed an overall length of 110 Feet, inclusive of front and rear bumpers and overhang.

Travel is allowed on interstate highways only and within a two-mile radius of an interstate interchange.

A triples permit is valid only for the specified combination and may not be used for any double trailer combinations.

Permit Expiration Dates

Term permits are issued for a calendar year and expire on December 31 each year. There is NO grace period allowed on a term permit.

Term permits issued to Montana IRP plated vehicles, on the IRP Cab Card (vehicle combinations up to 95' only) are issued for a yearly period, expiring on the last day of the period showing on their cab card. There is NO grace period for term permits issued to Montana IRP Plated vehicles.

Single Trip Over-Dimensional Permits:

Permit Fees:

Trip Oversize	\$ 10.00
100 feet long (interstate) single trip permit:	\$ 10.00
Triples Permit:	\$ 20.00

Dimensions exceeding legal statutory sizes may obtain trip oversize permits as outlined. If any dimension exceeds the maximum term permit width, height or length, then only a single trip over-dimensional permit can be issued. If the permittee is operating on a temporary trip permit (not licensed for Montana), then only a single trip over-dimensional permit can be issued. If the vehicle is licensed for Montana, (Prorated or Apportioned) but is exceeding the licensed gross weight, a trip permit for a non-resident based vehicle or a Form 3 for a Montana based vehicle is issued, and the Term permit remains valid.

The permit may be issued for the sufficient time to complete the move. **All trip permits are void upon leaving the state.**

Lighting and Signing Requirements

Towing vehicles must be equipped with two-way radio communications if flag vehicles are required.

If a load exceeds 10 feet wide, "Oversize Load" signs must be visible front and rear. The sign must be light in color with 8-inch dark letters. A sign can be mounted on the front of the power unit, placed as high as possible or any visible height.

Two flashing amber lights, a minimum of 5 inches in diameter, mounted at each end of the wide load sign. One revolving light or strobe light may be substituted for two flashing lights. Lights shall be operating at all times when moving an oversize load.

When Flag Vehicles Are Required

Interstate:

One flag vehicle is required in the rear, if the load exceeds 16 1/2 feet wide and/or 120 feet long. This includes implement of husbandry or a vehicle used for hauling hay.

Non-Interstate Highways:

One flag vehicle is required at the front when the vehicle or load exceeds 12 1/2 feet wide.

Vehicles or loads not exceeding 16 1/2 feet wide are not required to have a rear flag vehicle provided they are equipped with "Oversize Load" signs, displayed front and rear, and two flashing lights or one revolving or strobe light is mounted on the power unit.

One flag vehicle is required front and rear if the vehicle or load exceeds 16 1/2 feet wide. One flag vehicle is required rear if the length exceeds 110 feet.

Flag vehicles are required front and rear if a load exceeding 10 feet wide is not equipped with light/signs as required in 18.8.510B ARM.

Implements of Husbandry and vehicles hauling hay may be moved on a county road within 100 miles of the farming operation of the owner without using flag vehicles regardless of width.

Flag vehicles must conform to all other applicable traffic and licensing laws, rules and regulations.

Regulations and Equipment for Flag Vehicles

A flag vehicle may be any passenger car or two axle truck, a minimum of 60 inches wide. The maximum manufacturer's rating for the flag vehicle shall not exceed 2 ton. A flag vehicle may not exceed legal limits of size and weight. The flag vehicle(s) shall remain between 500 feet and 1,000 feet of the load when operating on the highway.

A flag vehicle may pull a trailer or carry any items or equipment or load in or on the flag vehicle which does not exceed legal limits of size and weight, and does not obstruct the view of the flashing lights or signs used by the flag vehicle.

A sign with the words "Oversize Load" (or similar wording) shall be visible from the front and rear of the vehicle at all times when piloting an oversize load. Letters shall not be less than 8 inches in height, and shall be dark in color on a light colored background. Flag vehicles shall be equipped with a minimum of one strobe, or two amber 5 inch flashing lights or one rotating beacon light mounted above the cab or roof of the vehicle. All flag vehicles shall be equipped with two-way radio communication.

Height Clearance for Bridges and/or other Structures

18.8.512

1. Each permit is automatically restricted to clearance of any bridge or underpass or other overhead obstruction on the route traveled.
2. The permittee will be responsible for checking the route or routes to be traveled to determine clearance of bridges and/or other structures.
3. The permittee shall be responsible for obtaining overheight clearances, including payment of all expenses incidental to removal of any thing obstructing clearances.
4. All loads with a height of 14 feet, 6 inches or less may be issued either a term or single trip special permit.
5. Nonreducible loads with a height in excess of 14 feet, 6 inches will be issued single trip special permits.
6. A term or single trip special permit may be issued for height of 15 feet for baled or loose hay.
7. Structures crossing over all **Non-Interstate** routes: Clearance signs are not erected for any structures crossing these routes with more than a 15 foot vertical clearance.
8. Structures crossing over all **Interstate** routes: Clearance signs are not erected for any structures crossing over an interstate route with more than a 16 foot vertical clearance.

Signs that depict the height if a structure are advisory only. The department does not warrant or guarantee that the height stated is accurate. Recent construction activity may have altered the accuracy of the sign. Drivers are urged to independently verify the structure height and the load of their respective truck before passing under or through a structure. MDT is not responsible for damage to vehicles or loads that exceed the actual structure height. Permittees will be held responsible for any damage to state owned facilities from overheight loads.

32 J Application

http://www.mdt.mt.gov/publications/docs/forms/mcs/permit/large_objects_32-j_app.pdf

Movement of houses, buildings, extremely heavy machinery, and other large and unusual objects which do not qualify under other rules and regulations of the Department of Transportation, shall

be at the discretion of the Department of Transportation. Only the administrator of the motor carrier services division or his designee may impose additional requirements in addition to those specified in other rules to ensure safety of the traveling public and protect department property.

Application shall be made upon an MCS form 32-J or other form specified by the Department of Transportation. These forms are available from the Motor Carrier Services Division, PO Box 4639, Helena, Montana 59604, (406)444-7262

A single 32-J application is required if the vehicle or load meets the requirements of more than one class.

CLASS 1 - Class one dimensions and moving requirements consist of the following:

- a) Width exceed 18 feet but does not exceed 34 feet, Height exceeds 17 but does not exceed 24 feet, Length exceeds 150 feet but does not exceed 200 feet overall length;
- b) Weight does not require bridge bureau approval;
- c) The District Administrator or his designee will approve or disapprove the form 32-J within two working days;
- d) Class one buildings or loads may be moved only during daylight hours, Monday through Friday. No travel is allowed on holidays or holiday weekends. No travel is allowed after 3 p.m. on Friday until sunrise on Monday on routes indicated on "red route restrictions" map. In the best interest of the traveling public, the administrator of the Motor Carrier Services Division may authorize travel at other times other than those specified. Requests must be submitted in writing.
- e) The "red route restrictions" map is available from the Motor Carrier Services Division, PO Box 4639, Helena, MT 59604, (406)444-6130.

CLASS 2 - Class two dimensions and moving requirements consist of the following:

- a) Width exceed 34 feet, Height exceeds 24 feet or if height of building and/or route requires utilities to cut power lines, Length exceeds 200 feet overall length;
- b) Route of travel requires establishment of a work zone;
- c) \$15,000 bond must be on file in the Helena motor carrier services division;
- d) The District Administrator or his designee will approve or disapprove the form 32-J within five working days;
- e) Class two buildings or loads may be moved only during daylight hours, from sunrise on Monday until 3:00 PM on Friday. In the best interest of the traveling public, the administrator of the Motor Carrier Services Division may authorize travel at other times other than those specified.

CLASS 3 – Class three dimensions and moving requirements consist of the following:

- a) Weight requires approval of the departments bridge bureau;
- b) Width does not exceed 18 feet, Height does not exceed 17 feet, Length does not exceed 150 feet
- c) The requirements of ARM 18.8.509, 18.8.510B, 18.8.511A, 18.8.602, and other rules of this subsection determine hours of travel and other restrictions applicable to a class three load.

Flag Vehicle Requirements for 32J movements

CLASS 1

Interstate – Width requires one front flag vehicle and two rear flag vehicles, Length requires one rear flag vehicle.

Non-Interstate - Width requires two front flag vehicles and two rear flag vehicles; Length requires one front flag vehicle and one rear flag vehicle.

CLASS 2

Interstate – Width requires one front flag vehicle and two rear flag vehicles, Length requires one rear flag vehicle, Height, if height requires utilities to cut power lines, one front flag vehicle is required.

Non-Interstate - Width requires two front flag vehicles and two rear flag vehicles, Length requires one front flag vehicle and one rear flag vehicle, Height, if height requires utilities to cut power lines, one front flag vehicle and one rear flag vehicle are required.

CLASS 3

Non- Interstate – Flag vehicles required if the load meets any of the requirements of ARM 18.8.511A and/or 18.8.601.

Additional flag vehicles for all class one, class two and class three moves may be required if road construction, route of travel, or other conditions impose a hazard.

Travel Restrictions for Size

Continuous Travel

Travel allowed during hours of darkness, weekend, holidays, and red route highways providing dimensions do not exceed: 10 feet in width, 14 feet 6 inches in height; 110 feet in length. Lights must be displayed full length and width.

Daylight Travel - 7 days a week (excluding holidays)

Travel is allowed during the hours of daylight, 7 days a week (excluding holidays and holiday weekends, and Red Routes), providing the vehicle or load does not exceed 18' wide, 120' long or 18' high (Over 17' high must have Helena approval). Vehicles hauling hay, which exceeds 14'6" to 15' high and single vehicles exceeding 55' long, are restricted to daylight travel.

Daylight Travel - Monday through Friday (excluding holidays)

Travel is allowed during the hours of daylight, Monday through Friday, for vehicles exceeding 18' wide, or 120' long, or 18' high (Over 17' high must have Helena approval). Travel IS NOT allowed on Saturday, Sunday, Holidays and Holiday weekends (exception: Implements of husbandry).

Holiday Travel

Vehicles combinations exceeding 10 feet wide (11 feet 6 inches for commercial hay grinders), 110 feet long and over 14 feet 6 inches high are not allowed to travel on holidays or holiday weekends.

If the holiday is on Friday or Saturday there is no travel on Friday, Saturday or Sunday. If the holiday falls on Sunday or Monday there is no travel on Saturday, Sunday or Monday. If the holiday falls on a Tuesday, Wednesday or Thursday, travel is not allowed on that day only, and travel will be allowed on the days preceding and following the holiday. (exception: Implements of Husbandry may not be restricted)

The holidays are New Years Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day, and Christmas Day.

Red Route Highways

Single units over 55 feet long, vehicles combinations exceeding 10 feet wide, combinations over 110 feet long and over 14 feet 6 inches high may not travel after 3:00 p.m. on Friday to sunrise on Saturday and from 12:00 noon on Sunday to sunrise on Monday. Vehicle combinations exceeding 18 feet wide, 120 feet long or 18 feet high may not travel after 3:00 p.m. on Friday until sunrise on Monday.

General Oversize Permit Requirements

Special permits are issued to power units only.

Insurance requirements are a minimum of \$1,000,000 combined single limit bodily injury and property damage liability per occurrence.

Permits are not transferable upon change of ownership of a vehicle. If the owner of the vehicle for which a current permit (Term or quarterly) has been issued, replaces that vehicle (traded-in, sold or destroyed), the permit may be transferred to the replacement vehicle. Owner/operators breaking a lease agreement with a carrier are NOT allowed to transfer their permit

Extreme caution shall be exercised in the operation of a vehicle when hazardous conditions such as those caused by snow, ice, sleet, fog, mist, rain, dust, smoke, areas of maintenance and construction or any other condition which adversely affect visibility, traction, or the safety of the traveling public. Speed shall be reduced when such conditions exist. When conditions become sufficiently dangerous, the company or operator shall discontinue operations until the vehicle can be safely operated. NO TRAVEL is allowed when a route has been placed under emergency travel conditions as determined by the Department of Transportation.

The driver of any vehicle equipped with vehicular hazard warning lights may activate such lights whenever necessary to warn operators of other vehicles of the presence of a traffic hazard ahead.

In the interest of safety and minimum disruption of other highway traffic, the MCS Division may specify highway routing and hours of travel. The responsibility for protection of the public using the highway shall be assumed by the permittee.

The permittee shall not delay traffic over 10 minutes at any one time. All possible efforts must be made to keep traffic moving at all times.

Overweight Axle Permit Fees

Fees for overweight axle permits are based on the total excess axle weights and total number of miles traveled (including state highways, county roads and city streets).

Term Overweight Permits

Term overweight permits can be issued for non-reducible loads, providing they meet the following criteria. There is no grace period on any of these permits.

Permit Limitations and Restrictions

If a load exceeds the **BRIDGE** limits of 61-10-107 M.C.A., but no statutory axle weight is exceeded, a term overweight permit may be issued. This permit is issued to vehicles exceeding bridge weights, but are legal on all statutory axle weights. This Term permit is valid only for non-reducible loads. Bridge overweight permits are valid **ONLY** when issued under the 5,000 pound, total excess axle weight permit.

The term permit fees are annual fees, but may be prorated on a quarterly basis and may be paid quarterly, semiannually, or annually. However, if the fee is paid other than annually, there is an additional fee of \$10 each time a fee is paid.

No grace period is allowed on Term Overweight permits.

5,000 LBS. If a load exceeds the axle limits of 61-10-107 M.C.A., but does not exceed **5,000** pounds total excess axle weight, a TERM OVERWEIGHT PERMIT may be issued.

10,000 LBS. If a load exceeds the axle limits of 61-10-107 M.C.A., but does not exceed **10,000** pounds total excess axle weight, with no single axle exceeding 5,000 pounds excess axle weight, a TERM OVERWEIGHT PERMIT may be issued.

15,000 LBS. If a load exceeds the axle limits of 61-10-107 M.C.A., but does not exceed **15,000** pounds total excess axle weight, with no single axle exceeding 5,000 pounds excess axle weight, a TERM OVERWEIGHT PERMIT may be issued. Must display vehicle analysis prior to issuance of the permit.

20,000 LBS. If a load exceeds the axle limits of 61-10-107 M.C.A., but does not exceed **20,000** pounds total excess axle weight, with no single axle exceeding 5,000 pounds excess axle weights, no tandem axle exceeding 15,000 pounds excess axle weight, a TERM OVERWEIGHT PERMIT may be issued. Must display vehicle analysis prior to issuance of the permit.

25,000 LBS. If a load exceeds the axle limits of 61-10-107 M.C.A., but does not exceed **25,000** pounds total excess axle weight, and has a current and valid vehicle analysis that allows operation on all highways in Montana, a TERM OVERWEIGHT PERMIT may be issued. Must display vehicle analysis prior to issuance of the permit. Permit to be issued by the **Helena Office** ONLY.

30,000 LBS. If a load exceeds the axle limits of 61-10-107 M.C.A., but does not exceed **30,000** pounds total excess axle weight, and has a current and valid vehicle analysis that allows operation on all highways in Montana, a TERM OVERWEIGHT PERMIT may be issued. Must display vehicle analysis prior to issuance of the permit. Permit to be issued by the **Helena Office** ONLY.

35,000 LBS. If a load exceeds the axle limits of 61-10-107 M.C.A., but does not exceed **35,000** pounds total excess axle weight, and has a current and valid vehicle analysis that allows operation on

all highways in Montana, a TERM OVERWEIGHT PERMIT may be issued. Must display vehicle analysis prior to issuance of the permit. Permit to be issued by the **Helena Office** ONLY.

40,000 LBS. If a load exceeds the **axle** limits of 61-10-107 M.C.A., but does not exceed **40,000** pounds total excess axle weight, and has a current and valid vehicle analysis that allows operation on all highways in Montana, a TERM OVERWEIGHT PERMIT may be issued. Must display vehicle analysis prior to issuance of the permit. Permit to be issued by the **Helena Office** ONLY.

Non-Divisible Loads:

Non-Interstate Highways: A non-divisible load is a load which cannot be readily or reasonably dismantled and which is reduced to a minimum practical size and weight. Portions of a load can be detached and reloaded on the same hauling unit provided that the separate pieces are necessary to the operation of the machine or equipment which is being hauled, if the arrangement does not exceed permissible limits.

Interstate Highways:

Non-divisible means any load or vehicle exceeding applicable length or weight limits which, if separated into smaller loads or vehicles, would:

- (a) Compromise the intended use of the vehicle, i.e., make it unable to perform the function for which it was intended;
- (b) Destroy the value of the load or vehicle, i.e., make it unusable for its intended purpose; or
- (c) Require more than 8 work hours to dismantle using appropriate equipment. The applicant for a non-divisible load permit has the burden of proof as to the number of work hours required to dismantle the load.
- (d) Emergency response vehicles and casks designed and used for the transport of spent nuclear materials may be considered non-divisible vehicles or loads.

Overweight Axle Permit for Non-Divisible Loads

Non-divisible, overweight loads (not qualifying for, or when the operator chooses not to purchase the Term Overweight Permit) must purchase an overweight Trip permit and will pay the fees based on the "Overweight Fee Table".

Overweight On Bridge - Legal Axle Weights - Non-Divisible Loads

A vehicle or vehicles with load which exceeds the Bridge Formula (61-10-107 M.C.A.) but does not exceed legal axle weights, is charged:

- \$10.00 - Up to and including 100 miles
- \$30.00 - 101 to 199 miles
- \$50.00 - 200 miles and over

Overweight Fee Table

Mileage is calculated in increments of 25 miles. Mileage in excess of a 25 mile increment is rounded to the next highest increment. (Example: 658 miles would be rounded up to 675 miles)

Weight is in 5,000-pound increments. Weight in excess of a 5,000-pound increment is rounded to the next highest increment. (Example: 11,000 lbs. would be charged the 15,000-lb. rate)

Excess Axle Weight	Cost of 25 Miles of Travel
5,000	\$ 3.50
10,000	7.00
15,000	10.50
20,000	14.00
25,000	17.50
30,000	21.00
35,000	24.50
40,000	28.00
45,000	31.50
50,000	35.00
55,000	38.50
60,000	42.00
65,000	45.50
70,000	49.00
75,000	52.50
80,000	56.00
85,000	59.50
90,000	63.00
95,000	66.50
100,000	70.00

Over 100,000 pounds, \$70.00 + \$3.50 per 5,000 pounds or part of 5,000 pounds in excess of 100,000 pounds.

EXAMPLE OF HOW TO USE OVERWEIGHT FEE TABLE:

Axle Weights	Number of Axles	Excess Weight	Total Excess	Total Miles	Permit Fees
11,000	X	0			
47,500	XXX (9')	4,750			
42,500	XX	8,500			
43,000	XX	9,000			
43,000	XX	9,000	31,250	389	\$392.00

* 31,250 Pounds, rounds up to 35,000 pounds

* 389 Miles rounds up to 400 miles

* Fee for 35,000 pounds = \$24.50

* 400 Miles divided by 25 mile increments = 16

* \$24.50 X 16 = \$392.00

General Overweight Permit Requirements

Special permits are issued to power units only.

Insurance requirements are a minimum of \$1,000,000.00 combined single limit bodily injury and property damage liability per occurrence before a special permit may be issued.

DW-21 Excessive weight permit restrictions

Before crossing any non interstate structure or structures the hauling unit shall come to a complete stop approximately 50 feet from the end of the structure. After flag vehicles or flag persons have stopped all traffic onto the structure, the overweight vehicle shall proceed at a speed not exceed 5 mph with the center of the unit directly over the centerline of roadway of the structure. There shall be no alteration of speed (changing of gears) while on the structure or approaches. Flag vehicles or flag persons shall not allow any other traffic onto the structure until the overloaded vehicle is off the structure. On Interstate Highways: The maximum speed is 55 MPH, center-lining of bridges is not required, but must remain in its own traffic lane, and normal traffic will be allowed to pass, and continuous travel is allowed. 18.8.602 ARM

Center-lining Requirements:

The hauling unit shall come to a complete stop approximately 50 feet from the end of the non-interstate structure. After flag vehicles or flag persons have stopped all traffic from crossing the structure, the overweight vehicle shall proceed at a speed not to exceed 5 mph with the center of the unit directly over the centerline of the roadway on the structure. There shall be no alteration of the speed (changing of gears) while on the structure or approach. Flag vehicles shall not permit any other traffic on the structure until the permitted vehicle is off of the structure

Vehicle Analysis

Vehicle analysis is based on the axle spacing and the weight that they are allowed to haul. The amount of weight will determine travel Restrictions (i.e. DW-21)

Vehicle analyses are company specific. Each analysis may be used for different vehicle combinations within the company, provided the axle spacing's on the vehicles are equal to or greater than those shown on the analysis. Vehicle analysis are combination specific, not unit specific.

Self Issuing Permits

Pre-payment of fees for two or more permits allows the permittee to obtain permits for oversize, overweight, or any other type of special permit. The permittee must specify which type of permits and/or dimensions needed.

Permits are only issued from the Helena office with the permittee's name and other information needed to ensure that the permit is properly issued. The permittee completes the permit. Permits must be completed in ink or typewritten to be valid.

If the permit is not filled out completely or correctly, it will be subject to confiscation. Repeated failure to complete permits may result in the permittee being denied the privilege of obtaining self-issuing permits.

Written requests, with exact fees, should be mailed to:

Montana Department of Transportation
Motor Carrier Services Division
P.O. Box 4639
Helena, MT 59604-4639

Questions about self-issuing permits should be directed to (406) 444-7262.

Self-issuing permits are not transferable to another permittee. Permits are valid for use indefinitely, provided that no date has been entered. Any alterations will automatically void the permit. Individual consideration will be given to refund requests for permits issued within a two calendar year period.

Telephonic Permits

The issuance of telephonic permits (trip or term) may be issued by any MCS Officer at any scale location.

A telephonic permit is treated the same as a permit obtained prior to a move. All applicable permit restriction must be followed. If upon entering the scale where the permit is to be obtained and any of the conditions or restrictions on the permit are violated, the permit is at that point subject to a notation of violation and/or confiscation.

Passenger Vehicle Combinations

A passenger vehicle or truck of less than 2,000 pounds "manufacturers rated capacity" may not tow more than one trailer or semi-trailer. This combination may not exceed an overall length, inclusive of front and rear bumpers, in excess of 65 feet, except as provided in 61-10-124 M.C.A.

Passenger vehicles or trucks with a "manufacturer's rated capacity" of 2,000 pounds or more may tow two trailers. This combination may not have an overall length, inclusive of front and rear bumpers, in excess of 75 feet, except as provided in 61-10-124 M.C.A. Each trailer exceeding 3,000 pounds must be equipped with brakes and breakaway brakes, as required in 61-9-304 and 61-9-305 M.C.A. The total weight on and including the wheels of the trailer or trailers may not exceed 40% of the gross weight of the towing vehicle when connected to the trailer or trailers as per 61-9-304 (1)(a) MCA.

Manufacturer's maximum GVW capacity can normally be found on a metal plate inside of the door or door post.

Manufacturer's rated capacity is determined as follows:

Manufacturer's Maximum GVW	6,500 lbs.
Shipping Weight of Truck	-4,500 lbs.
Meets requirement of law	2,000 lbs.
Manufacturer's Maximum GVW	4,800 lbs.
Shipping Weight of Truck	-3,000 lbs.
<u>DOES NOT</u> meet requirement of law	1,800 lbs.

Brakes are required on all wheels EXCEPT on trailers not exceeding 3,000 pounds provided that the total weight on and including the wheels of the trailer or trailers shall not exceed 40% of the gross

weight of the towing unit, when connected to the trailer(s).

First Trailer	4,500 lbs.
Second Trailer	2,000 lbs.
Total, Both Trailers	6,500 lbs.
Weight of Towing Unit	4,500 lbs.

Western Regional Permit Agreement

The following states are members of a system for issuance of permits for non-reducible oversize and/or overweight vehicles. One permit may be issued which would authorize operation in each member jurisdiction.

Current members of the Western Regional Permit Agreement include: Arizona, Colorado, Idaho, Louisiana, Montana, Nevada, New Mexico, Oklahoma, Oregon, Texas, Utah and Washington.

Member jurisdictions may issue permits to qualifying vehicles and collect fees for all member states when they are either the entry/origin, destination/exit, or a pass through jurisdiction on the route. Permits issued by Montana may be issued ONLY THROUGH THE HELENA OFFICE. All requests for Western Regional Permits or information about these permits must be referred to Helena. Direct inquiries to:

Montana Department of Transportation
Motor Carrier Services Division
PO. Box 4639
Helena, MT 59604
Phone - (406) 444-7262

General Permit Requirements

Width:	14 Feet
Length:	110 Feet Overall
Height:	14 Feet
Weight:	600 Pounds per inch of tire
	21,500 Pounds per single axle
	43,000 Pounds per tandem axle
	53,000 Pounds per tridem (wheelbase more than 8 feet, and than 13 feet)
	160,000 pounds gross weight

Movement of mobile homes is not covered under the Western Regional Agreement due to the numerous variances between jurisdictions.

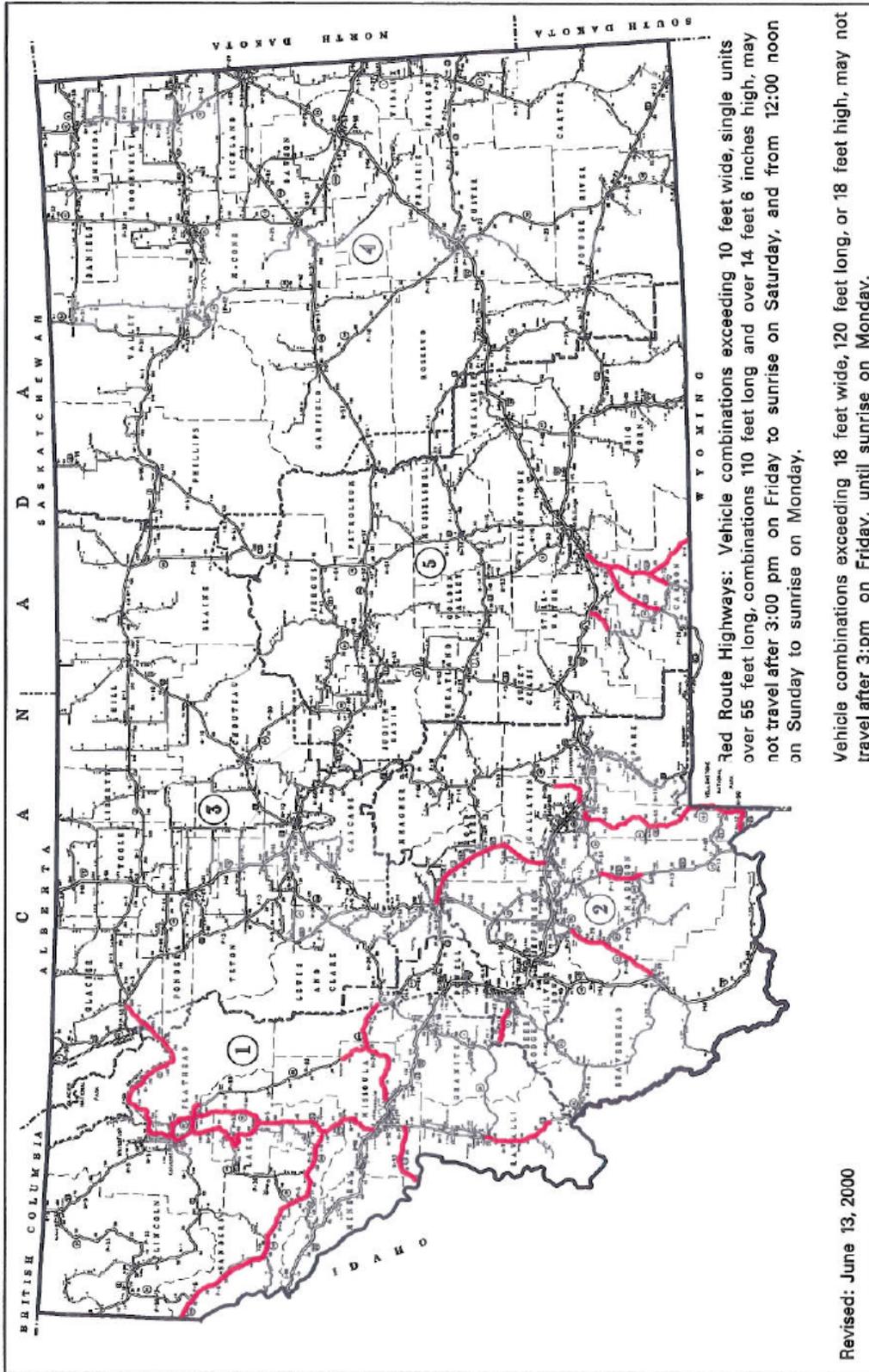
Permits are valid for a single trip, for a period of five (5) working days, for use by the permitted vehicle only. One extension of up to five days may be granted by any member jurisdiction if weather, road conditions or a mechanical failure prevented completion of the trip during the original five-day period.

Basic Montana Permits Are Available Over the Internet

Carriers wishing to purchase a basic Montana oversized/overweight permit or GVW Fee may do so over the Internet using a VISA or MasterCard. The Internet self-issuing permit program is available, on-line, 365 days per year, and provides a particularly useful alternative for carriers who need to travel on weekends, after hours or on holidays when traditional State of Montana phone and personal permit services are generally not available. There is no cost for a self-issued permit or GVW Fee beyond the normal price of the permit or fee itself. Out-of-state carriers are encouraged to purchase permits over the Internet, in advance, before entering the state. Any carrier interested in becoming an Internet Permit user may apply via the website at <http://www.mdt.mt.gov/business/mcs/permitting.shtml> by clicking on "Self-Issuing Internet Permit Application". The application process normally takes 2-3 weeks to complete.

Routes with Restricted Hours of Travel (Red Route)

RED ROUTE RESTRICTIONS FOR TRAVEL



Revised: June 13, 2000

Routes with Restricted Hours of Travel

Travel is prohibited from 3:00 pm Friday until sunrise Saturday and from 12 noon Sunday until sunrise Monday for loads exceeding:

- 10' (3.04 m) wide
- 110' (33.53 m) long
- 14'6" (4.42 m) high.

Travel is prohibited from 3:00 pm Friday until sunrise Monday for loads exceeding:

- 18' (5.49 m) wide,
- 120' (36.58 m) long,
- 18' (5.49 m) high.

Phone Number Listings

Montana Department of Transportation

Motor Carrier Services Division(406) 444-6130 Helena Headquarters 8:00 - 5:00
M-F

<http://www.mdt.mt.gov> Doing Business / Commercial Motor Carriers

Motor Carrier Services Division Weigh Stations (Permanently Staffed, variable hours)

Armington Junction	(406) 738-4261
Billings Interstate (West Bound)	(406) 657-0203
Billings Interstate (East Bound)	(406) 657-0204
Billings Inspection Facility	(406) 657-0202
Bozeman	(406) 587-0727
Broadus.....	(406) 436-2531
Butte (East Bound)	(406) 782-8985
Butte (West Bound)	(406) 533-3699
Clearwater.....	(406) 244-5460
Coutts, Alberta Canada	(403) 344-5063
Culbertson.....	(406) 787-5323
Haugan.....	(406) 678-4257
Havre.....	(406) 265-9033
Kalispell.....	(406) 257-2684
Lima	(406) 276-3429
Wibaux.....	(406) 345-8254

Motor Carrier Services Division - Patrol Program Areas

Billings area	(406) 670-0347
Billings area	(406) 471-6283
Bozeman area	(406) 579-3441
Broadus area	(406) 670-0350

Butte area	(406) 490-8699
Circle area	(406) 250-2066
Great Falls area.....	(406) 788-0258
Great Falls area.....	(406) 390-3020
Hardin area	(406) 670-0348
Haugan area.....	(406) 670-0351
Helena area	(406) 431-6069
Kalispell area.....	(406) 249-3929
Missoula area	(406) 531-2933
Missoula area	(406) 531-2934
Shelby area.....	(406) 450-2501
Wibaux area	(406) 670-0349

Motor Carrier Safety Assistance Program (MCSAP)

The goal of MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs that increase the potential that safety defects, driver deficiencies, and unsafe motor carrier practices will be detected and corrected before they contribute to accidents.

MCSAP routinely assists commercial carriers in maintaining compliance with federal and state laws for commercial carriers, in five major categories:

1. Driver/vehicle inspections- MCSAP reviews driver and vehicle records and compliance at a carrier's place of business.
2. Traffic Enforcement- MCSAP monitors, and helps resolve conflicts between carriers and the Montana Highway Patrol and MCS Enforcement Bureau related to enforcement actions both on the road and at weigh scales across Montana.
3. Compliance Reviews- MCSAP completes formal compliance reviews on carriers to ensure carriers comply with industry, federal, and state licensing, insurance, drug testing, inspections, records retention, and medical requirements.
4. Public Education and Awareness- MCSAP provides assistance in educating carriers on current and changing industry requirements.
5. Data collection- MCSAP collects data on individual drivers and carriers related to violations, citations, and accidents. MCSAP reports this data to the Federal Motor Carrier Safety Administration.

Carriers needing assistance in these areas should contact the Motor Carrier Safety Assistance Program (MCSAP) at (406) 444-3300 for questions related to the above. MCSAP also provides information pertaining to safe operation of interstate and intrastate commercial vehicle operations and Hazardous Materials.

Commercial Driver's License information, contact the Montana Department of Justice, Field Operations Bureau at (406) 444-4536 <http://doj.state.mt.us/driving/driverlicensingcommercial.asp>

Compliance Reviews and Safety Audits: MCSAP performs on site audits at the principal place of business for Motor Carriers. Audits include review of driver's hours of service and licensing, vehicle maintenance and inspection, driver qualifications (includes drug and alcohol testing requirements), accidents, security plans, and other safety and transportation records.

Out-of-Service: MCS Enforcement Officers, MCSAP staff and Highway Patrol troopers are certified to perform inspections of vehicles and equipment, and check drivers' credentials. While you are stopped at a weigh station or roadside inspections site, your vehicle may receive a safety inspection. Brakes, tires, exhaust systems, coupling devices, and turn signals are some, but not all of the equipment that must meet requirements of the North American Driver/Vehicle Inspection Criteria established by the Commercial Vehicle safety Alliance (CVSA). These regulations also apply

to the truck driver, including a Commercial Driver’s License (CDL), a medical certificate, and a record of hours of service worked (log book). If the equipment (or driver) fails to meet the requirements of the Out-of-Service Criteria, the officer will not allow the vehicle to proceed until the requirements have been met. A citation may also be issued.

Hazardous Materials: If you are hauling hazardous material, you must comply with the Federal Motor Carrier Safety Regulations pertaining to hazardous material transport. This is found in the Federal Motor Carrier Safety Regulations, Part 390 through Part 397.

For information about out-of-service criteria or hazardous material regulations contact MCSAP at (406) 444-3300.

Motor Carrier Services Division – MCSAP Commercial Vehicle Safety Compliance regional offices:

	Office Phone #
Billings area	(406) 255-0120
Butte area	(406) 494-9623
Great Falls area	(406) 455-8326
Kalispell area.....	(406) 751-2051
Miles City area	(406) 233-3625
Missoula area	(406) 523-5814

For more information, please visit the Federal Motor Carrier Safety web site at <http://www.fmcsa.dot.gov/>

Further web sites to obtain additional information are:

www.fmcsa.dot.gov/forms/forms.htm to get carrier forms

mdtmcscontact@mt.gov MDT E-mail contact address

www.safersys.org Copy of Carrier Profile

<http://dataqs.fmcsa.dot.gov> Federal system for all vehicle inspection disputes

DATAQ’s System

The DataQs system is an electronic means for filing concerns about Federal and State data released to the public by the Federal Motor Carrier Safety Administration (FMCSA). Carriers may file challenges for citations and safety rating information through this system, and concerns are automatically forwarded to the appropriate office for resolution. The system also allows carriers to monitor the status of each filing.

Any challenges to data provided by State agencies must be resolved by the appropriate State agency. Once a State office makes a determination on the validity of a challenge, FMCSA considers that decision as the final resolution of the challenge. FMCSA cannot change State records without State consent.

To contact DataQ: DataQsDesk@volpe.dot.gov

For other commercial carrier safety information:

<http://www.fmcsa.dot.gov/safety-security/safety-initiatives/safety.htm>

Dyed Fuel Use

If you have questions about Montana's Dyed Fuel Program, you may contact the Fuel Tax Management and Analysis Bureau at (406) 444-0816.

Colored or dyed diesel fuel is fuel that has not been taxed as a motor fuel. When you fill your truck with un-dyed fuel at a truck stop or service station, the fees charged at the pump include both federal and state tax.

MCS Officers conduct random sampling of fuel tanks as part of the truck checks conducted at weigh stations and on the open road. When a sample of fuel is found to be not clear or is obviously dyed, the Officer may issue a civil or criminal citation for illegally using dyed (untaxed) diesel fuel.

A clear fuel sample taken from your vehicle may be sent to a state laboratory for analysis. If it is found that the fuel has dye added, you may receive a citation when results of the analysis have been reported to the Officer.

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Dept.

Alternative accessible formats of this information will be provided upon request.

For further information call (406) 444-6130 or TTY (800) 335-7592, or by calling Montana Relay at 711

10,000 copies of this document, which will be distributed within the Department of Transportation and upon request to other organizations or individuals, were published at a cost of \$.796 per copy which includes \$7958.88 for printing and \$0 for distribution.

This book contains information for the Motor Carrier Services Division, Montana Department of Transportation. Although every attempt is made to ensure that the information placed in this book is accurate and timely, this book is not the official or authoritative source.