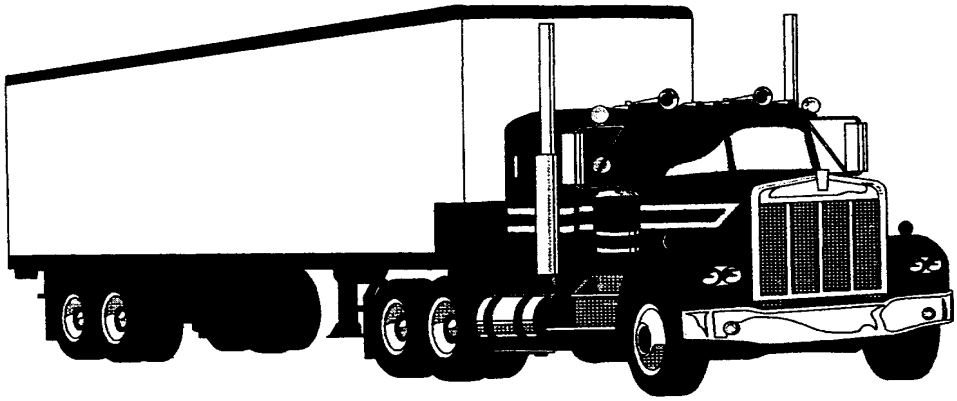
Trucker's Handbook

North Dakota Highway Patrol



NDHP Motor Carrier Division
601 Channel Drive
Bismarck, ND 58501

Revised March 2014

North Dakota Telephone Numbers and Websites

Permits/ Vehicle Size and Weight

DOT Building, Capitol Grounds, Bismarck, ND 701-328-2621
Mailing address: NDHP Permit Section, 600 E. Boulevard Dept. 504, Bismarck, ND 58505-0240
Office Hours: 7:10 a.m. – 4:50 p.m. (CST), Monday - Friday
Permits are available for purchase online at www.nd.gov/ndhp/motor-carrier/e-permits.

ND Highway Patrol

Website ..... www.nd.gov/ndhp

Regional Offices

Motor Carrier Division 701-328-5128
Dickinson 701-227-6565
Williston 701-774-4360
Minot 701-857-6937
Devils Lake 701-662-2527
Bismarck 701-328-5590
Jamestown 701-251-6229
Grand Forks 701-795-3832
Fargo 701-239-8960

Highway Patrol Headquarters

Capitol Grounds-Judicial Wing, Bismarck, ND 701-328-2455

North Dakota Highway Patrol

ND Department of Transportation (Capitol Grounds, Bismarck, ND)

Motor Carrier Services Section 701-328-1287
Website ..... http://www.dot.nd.gov/business/motor-carrier.htm
International Fuel Tax Agreement (IFTA) 701-328-2928
International Registration Plan (IRP) 701-328-1287
Unified Carrier Registration (UCR) 701-328-1287

Motor Vehicle Division (vehicle license) 701-328-2725
Driver License Division (operator's license) 701-328-2601
Website ..... www.dot.nd.gov

Office Hours: 7:30 a.m. – 4:45 p.m. (CST), Monday – Friday

Federal Motor Carrier Safety Administration (Bismarck Office) 701-250-4346
Emergency Assistance & Report Every Drunk Driver Immediately (REDDI) 911

Road and Traveler Information

Winter Road Information 511
Areas not supported by 511 program 1-866-696-3511
Construction/Load Restrictions ..... www.dot.nd.gov/travel/travel.htm

Tourist Information 1-800-435-5663
Website ..... www.ndtourism.com

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VISION

Public safety through quality service.

MISSION

The NDHP – making a difference every day by providing high quality law enforcement services to keep North Dakota safe and secure.

I – Commercial Vehicle Operations

A. Driver's License

All drivers of commercial vehicles in North Dakota must possess a valid operator's license for the type of vehicle they are operating.

Class A	Any vehicle combination with a gross combination weight rating (GCWR) in excess of 26,000 pounds towing a trailer with a GVWR in excess of 10,000 pounds
Class B	Single unit in excess of 26,000 pounds GVWR may tow a trailer of not more than 10,000 pounds GVWR
Class C	Any vehicle not listed in Class A or B but requiring one or more commercial endorsements
Class D	Non-commercial vehicles other than motorcycles
Class M	Motorcycles

Commercial Endorsements

H	Authorizes the driver to drive a vehicle transporting hazardous materials
T	Authorizes the driver to drive a vehicle pulling double or triple trailers
P	Authorizes the driver to drive a vehicle designed to transport more than 16 passengers including the driver
N	Authorizes the driver to drive a vehicle that is designed to transport any liquid or gaseous material 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 chassis. A CMV transporting an empty storage container tank not designed for transportation (rated capacity of 1,000 or more) that is temporarily attached to a flatbed trailer or a CMV transporting portable tanks with only residue are not considered a tank vehicle.

S Authorizes the driver to operate a school bus

X Authorizes the driver to drive a vehicle requiring a haz-mat endorsement and/or a tanker endorsement.

Farm Exemption

The holder of a Class D license may operate any vehicle in a farm-to-market operation within 150 miles of the farm. If the vehicle is a ND Covered Farm Vehicle, it may be operated anywhere in ND without a mileage limitation. However, this exemption does not apply to double or triple trailer combinations. Operators under 18 years of age may not operate a truck tractor. Operators 14 and 15 years of age may not operate vehicles with a gross weight greater than 50,000 pounds. A Covered Farm Vehicle is a vehicle identified by the State of Registration as a farm vehicle, operated by the owner or employee of a farm or ranch, used to transport commodities or supplies to or from the farm, and not used in for-hire motor carrier operations.

B. Medical Qualifications

Commercial drivers may operate intrastate in North Dakota without meeting all of the requirements of 49CFR 391.41 b 1-11 provided:

1. The driver is otherwise qualified to operate a commercial motor vehicle and possessed either a Class A or Class 1 license on March 26, 1991.

2. The driver has a medical condition that:

    a. Would prevent operation of a commercial vehicle under 49CFR, Chapter III, Subchapter B,
    b. Existed on March 26, 1991, or at the time of the first physical examination after that date,
    c. An examining physician has determined the medical condition has not substantially worsened since March 26, 1991, or the time of the first medical examination after that date.

C. Hours of Service

Interstate/Intrastate Drivers

All interstate commercial motor vehicle (CMV) drivers must comply with the federal hours of service regulations. Intrastate CMV drivers, to include farm operations, (reference Covered Farm Vehicle Driver Exemption), must comply with the federal or state hours of service regulations. General information concerning hours of service is provided below. For specific information on your operation, refer to the Federal Motor Carrier Safety Regulations (FMCSR).

Log Books

1. CMV drivers must maintain a record of duty status (referred to as a log book). On board recording devices and electronic logs may be used as outlined in the FMCSR. When two drivers operate the same vehicle, EACH must maintain their own record of duty status.

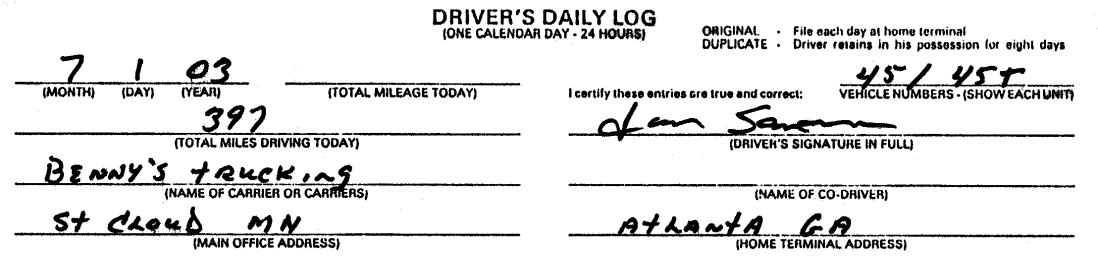
2. Log pages are prepared in duplicate with the original maintained at the motor carrier home office and the duplicate retained by the driver. Drivers must have in their possession a log for the day they are operating the vehicle and the previous seven days. Your log must be current to your last change in duty status.

3. A separate log page is required for each and every day. However, two or more consecutive 24 hour off duty periods may be logged on one sheet. For example, a driver who is on vacation the first two weeks of July may fill out the top portion of the log and then line through the 24 hours off duty on line one and note in the remarks "vacation 7/1 through 7/14." The same can be done for a driver who has weekends off – fill out the top portion, line through the off duty line, and note the date "7/1-7/2."

4. Records of duty status are broken into three separate sections. The top portion contains log information, the middle section is the duty section with an hour's graph, and the bottom section is for remarks. Some log pages may have these sections moved around, but it should be noted that all three sections are required and must be completed no matter where they are located on the log.

    a. The top section is fairly self-explanatory providing both the company and driver information. Company name should be the legal carrier name and not an abbreviated name. The city and state will suffice for the main office address. Enter a home terminal address if the driver works out of a

terminal that is different from the main office address. Enter the date, vehicle numbers for both the truck and, if in combination, the trailer, and the total miles you have driven for that date. Your signature certifies the log page to be true and accurate.



DRIVER'S DAILY LOG
(ONE CALENDAR DAY - 24 HOURS)

ORIGINAL - File each day at home terminal
DUPLICATE - Driver retains in his possession for eight days

7 1 03
(MONTH) (DAY) (YEAR) (TOTAL MILEAGE TODAY)

I certify these entries are true and correct:

45 / 45T
VEHICLE NUMBERS - (SHOW EACH UNIT)

397
(TOTAL MILES DRIVING TODAY)

Dan Sanem
(DRIVER'S SIGNATURE IN FULL)

BENNY'S TRUCKING
(NAME OF CARRIER OR CARRIERS)

(NAME OF CO-DRIVER)

ST CLOUD MN
(MAIN OFFICE ADDRESS)

ATLANTA GA
(HOME TERMINAL ADDRESS)

b. The **middle portion** of the log contains the graph/grid. It covers a 24 hour period and may run from midnight to midnight, noon to noon, or any other 24 hour period as determined by the motor carrier. It has four parts:

Line 1 is for Off Duty: Time the driver is off duty and has no responsibility to the carrier, the equipment, the cargo, or to other work activity is logged here. Some common errors occur when you log time in a sleeper berth as off duty and time working at another job as off duty. ANY time spent in the sleeper berth should be logged on line 2 and ANY work for compensation should be logged on line 4.

> **Note:** Time spent resting in a parked CMV may be counted as off-duty time. Also, a passenger in a moving CMV may count up to, but not exceeding, two hours time riding in the

passenger seat of the CMV immediately before or after an 8-hour sleeper berth period as off-duty time.

Line 2 is for Sleeper Berth: Any time spent in the sleeper berth (sleeping, reading, watching TV) is logged here.

Line 3 is for Driving: All time spent at the driving controls of a commercial motor vehicle.

Line 4 is for On Duty Not Driving: Any time spent on duty and not driving. It should include time spent in the passenger seat of the CMV, fueling, unloading, loading, tarping, clearing customs, working at another compensated job, etc.

c. The bottom portion is the remarks section. In the remarks section, if not noted elsewhere, you must note the shipment information (manifest number or shipper and commodity). You also must note the location (city and state) where changes of duty status occur. You can also note things such as delays which may impact your trip.

5. Driving time in the US is limited by the FMCSRs. When in Canada, driving time is limited by Canadian regulations. Drivers must always be in compliance with the rules in the country they are driving. Below are the basic rules for ***property carrying vehicles***. Passenger carrying vehicle drivers should consult the FMCSRs for information on hours of service.

   a. The 11 hour rule. No driver may drive more than 11 hours after having 10 hours of rest. Only time on line 3 counts toward the 11 hour rule.

1. A driver may not drive a CMV if 8 hours have passed since the last off duty or sleeper berth period of 30 minutes or more. This is referred to as the half hour break requirement.

b. The 14 hour rule. No driver may drive (you may still be on duty but not driving) after 14 hours of starting a work shift after having 10 hours of rest. All time on all four lines counts toward the 14 hour rule. Calculation of the 14 hour limit includes all time except any sleeper birth period of at least 8 consecutive hours but less than 10 consecutive hours.

c. The 60 hour rule. Used by companies not operating every day of the week. No driver may drive more than 60 hours in any 7 consecutive days. The driver may restart the 7 days by having 34 consecutive hours off duty (see note below). Time on lines 3 and 4 count toward the 60 hour rule.

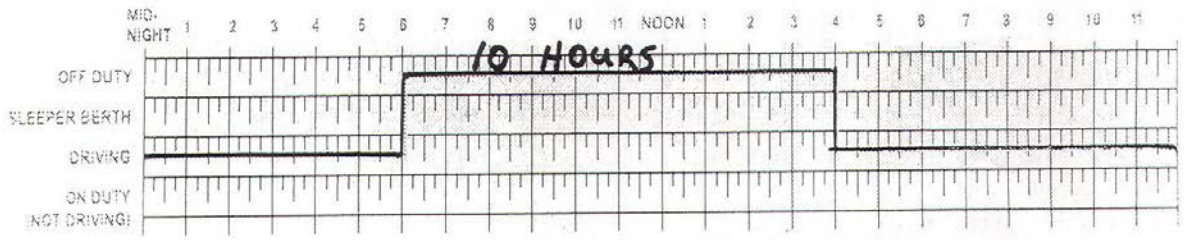
d. The 70 hour rule. Used by companies that operate vehicles every day of the week. No driver may drive more than 70 hours in any 8 consecutive days. The driver may restart the 8 days by having 34 consecutive hours off duty (see note below). All time on lines 3 and 4 count toward the 70 hour rule.

Note: In order to use the 34 hour restart provision, the 34 hour period must meet two criteria:

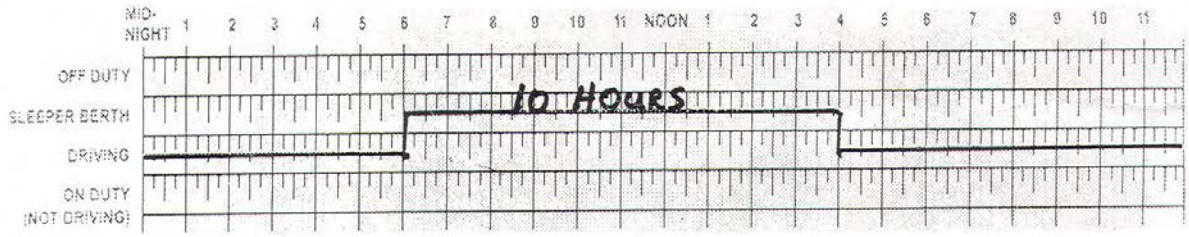
1. The 34 hour period must contain two periods between 1:00 a.m. and 5:00 a.m.
2. The 34 hour restart provision may only be used once in a 168 hour (7 day) period. The 168 hours is counted from the beginning of the previous restart.

There are 4 methods for obtaining the required 10 hour break between shifts:

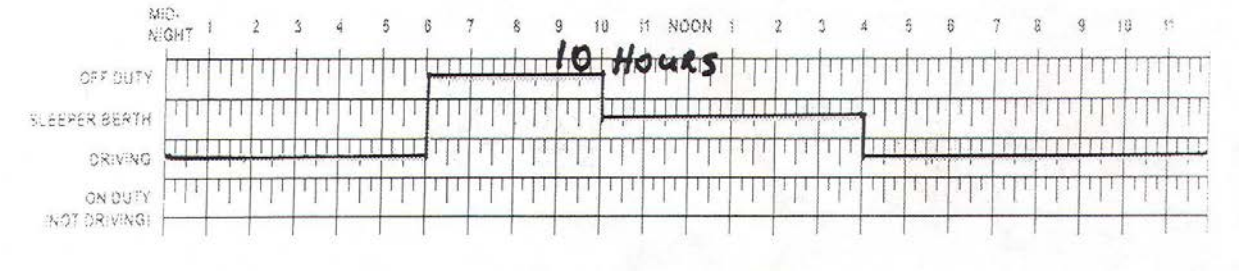
Option 1 – At least 10 <u>consecutive</u> and <u>uninterrupted</u> hours off duty.



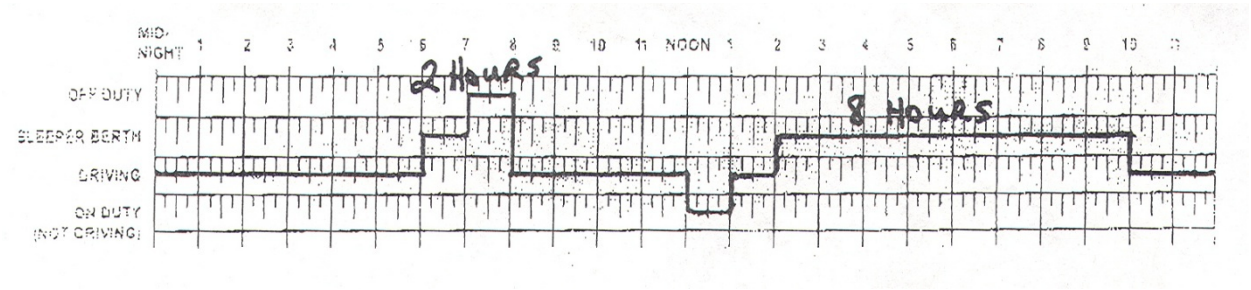
Option 2 – At least 10 <u>consecutive</u> and <u>uninterrupted</u> hours in the sleeper berth.



Option 3 – At least 10 <u>consecutive</u> hours sleeper berth and off duty time combined and <u>uninterrupted</u>.



Option 4 – Sleeper Berth Provision. You can obtain the equivalent of at least 10 consecutive hours off duty by spending at least 8 hours but less than 10 consecutive uninterrupted hours in the sleeper berth and a separate period of at least 2 but less than 10 consecutive hours either in the sleeper berth or off duty, or any combination thereof.



Calculation of the 11 and 14 hour rule using the sleeper berth provision.

Calculation of the 11 hour driving limit includes all driving time; compliance must be re-calculated from the end of the first two periods used to comply with the sleeper berth provision.

Calculation of the 14 hour limit includes all time except any sleeper berth period of at least 8 but less than 10 consecutive hours; compliance must be re-calculated from the end of the first of the two periods used to comply with the requirements of the sleeper berth provision.

Hours of Service Exemptions

Adverse Driving: The FMCSR permits a driver to drive up to two additional hours to complete a trip OR TO reach a place of safety if adverse driving conditions are encountered. The rule applies ONLY WHEN the driver or dispatcher was not aware of the adverse weather conditions prior to the dispatch. It does not extend the 14-hour rule.

Oilfield Operations:

1. Drivers of commercial motor vehicles used exclusively in the transportation of oilfield equipment and servicing of the field operations of the natural gas and oil industry, any period of 7 or 8 consecutive days may end with a 24-hour restart (instead of a 34-hour restart). This exception is fairly broad—many CMV drivers in the oilfield industry may take advantage of this exemption.
2. Specially trained drivers of CMVs that are specially constructed to service oil wells, on-duty time shall not include waiting time at a natural gas or oil well site. However, all such time must be fully and accurately accounted for by the motor carrier, either by using a "5-line" log, or by accounting for on-

site time in the remarks section of the record of duty status. This equipment generally consists of heavy machinery mounted on commercial motor vehicles, designed to fill a specific need.
Water haulers working in the oilfield are only permitted to take the first exception (24-hour restart), if they qualify for the exception.

Short Haul CDL Driver: Drivers are exempt from maintaining a record of duty status if they operate within 100 air miles of their normal work reporting location. In order to claim this exemption, the driver must return to the work reporting location, be released within 12 consecutive hours, have at least 10 consecutive hours off duty, does not exceed 11 hours driving time following the 10 hours off duty, and that the motor carrier maintains true and accurate time records for 6 months which show the time the driver reports for duty, is released from duty, and the total hours on duty each day. A driver using this exemption is still required to follow the 70 hour rule.

Short Haul non-CDL Driver:
Drivers who operate commercial vehicles that do not require a commercial driver's license are exempt from maintaining a record of duty status if they operate within 150 air mile radius of the normal work reporting location.

In order to claim this exemption, the driver must return to the normal work reporting location at the end of each duty tour; the driver must have at least 10 consecutive hours off duty separating each on-duty period; the driver does not drive more than 11 hours following 10 hours off; the driver cannot drive after the 14th hour after coming on duty on 5 days of any period of 7 days and after the 16th hour after coming on duty on 2 days of any period of 7 consecutive days. The motor carrier must maintain true and accurate time records for 6

months which show the time the driver reports for duty, is released from duty, and total hours on duty each day. A driver using this exemption is still required to follow the 70 hour rule.

Driving Violations: Drivers who violate any of the driving rules, whether one hour or ten hours in violation, are subject to citation and being placed out of service until such time as they have enough rest to operate a commercial motor vehicle.

Agricultural Operations: Federal regulations governing maximum driving and on-duty time do not apply to a driver transporting agricultural commodities or farm supplies, including farm equipment and machinery, for agricultural purposes in this state during planting and harvesting seasons from January 1 through December 31, if the transportation is limited to an area within a 150 air-mile radius from the source of the commodities or the distribution point for the supplies.

Covered Farm Vehicle Drivers: Drivers who operate vehicles meeting the definition of a Covered Farm Vehicle are exempt from Hours of Service Regulations when operating intrastate or within 150 air miles of the farm in interstate commerce.

Intrastate Hours of Service

Drivers of vehicles with a manufacturer's gross vehicle weight rating of 26,000 pounds or less are exempt from hours of service limitations when operating wholly within the state of North Dakota.
Intrastate drivers in North Dakota may not drive:

1. More than 12 hours following 10 consecutive hours off duty,
2. For any period after having been on duty for 16 hours,
3. After having been on duty for 70 hours in 7 consecutive days.

An intrastate driver is exempt from maintaining a record of duty status if:

1. The driver operates within a 150 air-mile radius from the driver's normal work reporting location or a 150 air-mile radius from the official worksite of the vehicle.
2. The driver, except for a driver salesperson, returns to the work reporting location and is released from work within 12 consecutive hours.
3. At least 10 consecutive hours off duty separate each 12 hours on duty.
4. The motor carrier maintains and retains for a period of six months accurate time records showing the time the driver reports for duty and is released from duty each day.

Note: A Driver using the Intrastate Hours of Service rules is not eligible for Federal Hours of Service Exemptions or the 34 hour restart provision in the 60/70 hour rule.

D. Cargo Securement

North Dakota follows the cargo securement guidelines as outlined in the Federal Motor Carrier Safety Regulations (FMCSR) 49 CFR 393.100 – 393.136.

Cargo securement systems and tie downs must meet the minimum performance criteria outlined in the FMCSR.

Generally, when tie downs are used as part of a cargo securement system, the minimum number of tie downs required securing an article or group of articles against movement depends on the **length and weight** of the article(s) being secured.

When an article is not blocked or positioned to prevent movement in the forward direction by a header board, bulkhead, other cargo, or other appropriate blocking devices, it must be secured by at least:

- One tie down for articles 5 feet (1.52 meters) or less in length and 1,100 pounds (500 kg) or less in weight.

- Two tie downs if the article is 5 feet (1.52 meters) or less in length and more than 1, 100 pounds (500 kg) in weight, or longer than 5 feet (1.52 meters) but less than or equal to 10 feet (3.04 meters) in length, irrespective of the weight.

- Two tie downs if the article is longer than 10 feet (3.04 meters), and one additional tie down for every 10 feet (3.04 meters) of article length, or fraction thereof, beyond the first 10 feet (3.04 meters) of length.

- If an individual article is blocked, braced, or immobilized to prevent movement in the forward direction by a header board, bulkhead, other articles which are adequately secured or by an appropriate blocking or immobilization method, it must be secured by at least one tie down for every 10 feet (3.04 meters) of article length, or fraction thereof.

If you operate a **special purpose vehicle**, special rules apply. This includes any vehicle transporting one or more articles of cargo such as, but not limited to, machinery or fabricated structural items (e.g., steel or

concrete beams, crane booms, girders, and trusses, etc.) which, because of their design, size, shape, or weight, must be fastened by special methods. In that case, any article of cargo carried on that vehicle must be securely and adequately fastened to the vehicle. However, specific tie down requirements exist in the FMCSR for some specialty items including logs, dressed lumber, metal coils, paper rolls, concrete pipe, intermodal containers, heavy vehicles, crushed vehicles, automobiles, roll on-roll off containers, and boulders.

The aggregate working load limit of tie downs used to secure an article or group of articles against movement must be at least one-half times the weight of articles or group of articles.

E. Out-of-Service Criteria

North Dakota Highway Patrol officers and motor carrier personnel are trained to perform inspections of commercial motor vehicles and to check the driver's credentials. While you are stopped at a weigh/inspection station or along the road, 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 may be inspected. Drivers may be asked to present their CDL (commercial driver's license), valid medical certificate, log book (record of hours worked), and other supporting documents. If the equipment or driver fails to meet the requirements, the officer will not allow the vehicle to proceed until the requirements have been met. A citation may also be issued.

- For CDL information, contact the Driver's License and Traffic Safety Division of the Department of Transportation at 701-328-2601.

- For logbook, medical requirements, and driver's safety information, contact the North Dakota Highway Patrol at 701-328-5128; or visit the *Frequently Asked Questions* section of our website at www.nd.gov/ndhp/motor-carrier.

F. REGISTRATION

Commercial Motor Vehicle Licensing (IRP)

North Dakota is a member of the International Registration Plan (IRP). IRP is a one-cab card registration system for interstate motor carriers. Commercial motor carriers register their vehicles for other states through their base state. For more information regarding IRP, please call the ND Dept. of Transportation at 701-328-1287.

Motor carriers who do not travel out of state must obtain commercial vehicle registration. To register and license a vehicle, contact the Motor Vehicle Division located in the Transportation Building on the Capitol Grounds in Bismarck (701-328-2725) or one of the Motor Vehicle Branch Offices listed below.
Motor carriers opening a new IRP account or renewing an existing account must contact the Motor Carrier Services Section with the Motor Vehicle Division in Bismarck (701-328-1287).

Limited service is available at the North Dakota Motor Vehicle Division's branch offices located at Dickinson, Fargo, Grand Forks, Minot, and Rugby. This service is limited to additions and deletions when replacing vehicles or adding new vehicles to an existing currently licensed account, weight increases, adding jurisdictions, duplicate plates and cab cards, and obtaining additional IFTA decals. There is a service fee in addition to the required state fees as the branch offices are independent businesses.

Motor Vehicle Branch Offices

Location	Address	Telephone
Beulah	Chamber Office, 120 N Central Avenue	701-873-4940
Bottineau	County Courthouse, 314 5th Street W Suite 11	701-228-2035
Bowman	County Courthouse, 104 1st Street NW, Suite 2	701-523-3665
Carson	County Courthouse, 106 2nd Avenue NE	701-622-3422
Devils Lake	Chamber Office, 208 W Highway 2	701-662-8966
Dickinson	T-Rex Mall, 1173 3d Ave W, Suite 37	701-227-6540
Fargo	Westfield Business Park, 855 45th Street S	701-282-5070
Grafton	Chamber Office, 432 Hill Avenue	701-352-0781
Grand Forks	South Forks Plaza, 1726 S Washington Street, Suite R	701-772-1390
Jamestown	Chamber Office, 120 2nd Street SE	701-952-0852
Langdon	County Courthouse, 901 3rd Street, Suite 14	701-256-2549
Linton	County Courthouse, 100 4th Street NW	701-254-4802
Lisbon	County Courthouse, 204 5th Avenue W	701-683-6152
Minot	Arrowhead Shopping Center, 1600 2nd Avenue SW	701-857-8221
Rugby	140 Viking Drive	701-776-5734
Valley City	Chamber Office, 250 Main Street W	701-845-3812
Wahpeton	118 6th St N	701-642-2652
Watford City	County Courthouse, 201 5th Street NW, Ste 504	701-444-3457
Williston	WSC-Western Star CTE Bldg, 1410 University Ave	701-774-4530

Fuel Licensing (IFTA)

If you travel outside North Dakota, you must obtain a fuel permit or "IFTA" license. The International Fuel Tax Agreement is an agreement among states to simplify the reporting of fuel use taxes by interstate motor carriers. Both the International Fuel Tax Agreement (IFTA) and International Registration Plan (IRP) are available to interstate truckers.

Contact the Motor Carrier Services Section of the NDDOT Motor Vehicle Division in Bismarck at 701-328-1287 for additional information or to determine the appropriate licensing for your operation. IFTA is also available to purchase online at www.dot.nd.gov. Click on Motor Carrier Systems.

G. Truck Clearance Procedure

1. All vehicles over 10,000 pounds gross vehicle weight rating are subject to safety inspection at fixed or roadside locations.
2. All vehicles within the state are subject to having their weight verified on portables or fixed scales.
3. During safety or weight inspections, random vehicle and log book checks are conducted. Vehicles and/or operators found with an out-of-service violation will be placed out of service.
4. Truckers not in possession of valid North Dakota permits or licenses will be required to obtain these documents before being allowed to proceed. A fee will be charged for those permits not in the driver's possession and a receipt issued. Drivers are subject to receiving a citation for operating without the proper permits or licenses.
5. Actual weights will be checked against the licensed weight of the vehicle. 72-hour trip permits are required if the licensed weight of out-of-state trucks is exceeded.

6. Interstate trucks are required to have an IRP cab card in possession, with North Dakota listed, or purchase a $20 72-hour trip permit.
7. Interstate trucks are required to display IFTA credentials or purchase a $15 fuel permit.
8. Trip and fuel permits are available to nonresident carriers online at www.nd.gov/ndhp/motor-carrier/e-permits.

II – Vehicle Size and Weight

Vehicles and load movements in North Dakota shall comply with the following size and weight limits. Non-reducible loads and/or vehicles that exceed the limits shall obtain a special permit. The permit, a legible electronic or paper copy, must be carried in the vehicle at the time of the movement (see Permits for Oversize and/or Overweight Vehicles, page 37).

A. Legal Width

8 feet 6 inches on all highways.

Exceptions:

1. Construction and building contractors' equipment and vehicles used to move such equipment, which does not exceed ten feet in width when being moved by contractors or resident carriers. Nighttime travel is allowed provided moving equipment is properly lighted.
2. Implements of husbandry being moved by resident farmers, ranchers, dealers, manufacturers, or government entities between sunrise and sunset. Nighttime travel is allowed provided the implements are properly lighted and not being moved on the interstate highway system.
3. Hay in the stack being moved along the extreme right edge of a roadway between sunrise and sunset by someone other than a commercial mover. Commercial hay movers, over width self-propelled fertilizer spreaders, over width self-propelled agricultural chemical applicators, hay grinders, forage harvesters, and grain cleaners if the owners have seasonal permits.
4. All vehicles exempt from width limitations are subject to safety rules adopted by the Highway Patrol.

14 feet whether loaded or unloaded, except that such height limitation shall not affect any present structure such as bridges and underpasses that are not 14 feet in height.

Exception:
Implements of husbandry may not exceed 15 feet 6 inches in height when being moved by resident farmers, ranchers, dealers, or manufacturers between sunrise and sunset. The distance traveled cannot exceed 60 miles and travel on the interstate system is not allowed.

Vertical Clearances

The North Dakota Department of Transportation Bridge Vertical Clearance List may be obtained at www.dot.nd.gov click on Trucking Routing Maps.

14 Feet or Less

Disclaimer:
The vertical dimensions listed are the maximum distances under ideal conditions. THERE IS NO ALLOWANCE IN THESE DIMENSIONS FOR SNOW AND ICE ACCUMULATIONS, ETC.
At all structure underpass locations having depressed grades, the clearance given is based on a trailer length overall of 40 feet.
The dimensions are furnished on an information basis only. THE DEPARTMENT OF TRANSPORTATION IS NOT RESPONSIBLE FOR CHANGES IN CONDITIONS. It is the permit holders' responsibility to verify the clearances on the route traveled.

Clearances on State Highways					
Mile point	Exit No.	Highway # -- Structure	Direction	Clearance FT	IN
157.424		ND #8 – BNRR – Stanley, Main St	Underpass	13	07
002.021		US10 – BNRR– Casselton, 1 W of ND 18	Underpass	13	04
114.982		ND #14 – BNRR– Towner	Underpass	13	02
070.811		ND #22 – BNRR– Dickinson	Underpass	13	05

Clearances on City Streets				
Mile point	City Street -- Structure	Direction	Clearance FT	IN
City	Minot – 3rd St. NE/Viaduct	Under clearance	13	03
900.729	Bismarck – Bus. US 83/9th St. – BNRR UP	Northbound	13	08
903.335	Bismarck – Bus. US 83/7th St. – BNRR UP	Southbound	13	05
911.409	Grand Forks – Bus. 2/Demers Ave. Bridge	Over clearance	13	02
City	Jamestown – 4th Ave. NE/BNRR UP	Underpass	12	07
926.783	Fargo – Bus. US 81/Main Ave. & 10th, BNRR UP	Northbound	13	02
927.092	Fargo – Bus. US 81/10th St. BNRR UP	Northbound	13	07
927.132	Fargo – Bus. US 81/ University Dr. & 7th Ave N– BNRR UP	Southbound	13	10
931.984	Fargo – Bus. US 81/University Dr. – BNRR UP	Southbound	13	07
City	Access Rd & BNSF 2d St, N of Main - Fargo		14	00
City	CP Railway, 1 E of Valley City		14	00

City	BNSF Railroad CR 19, West Fargo		13	10
City	BNSF Railroad Center St, West Fargo		13	06
060.457	State Ave Separation – I94, Dickinson	Under clearance	13	07

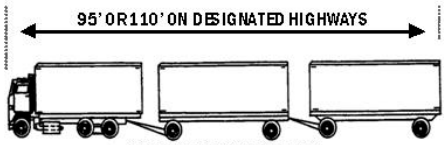
C. LEGAL LENGTH

1. A single unit vehicle with two or more axles including the load thereon shall not exceed a length of 50 feet.
2. The length of a trailer or semitrailer including the load thereon may not exceed 53 feet except that trailers and semitrailers titled and registered in North Dakota prior to July 1, 1987, and towed vehicles may not exceed 60 feet.
3. A combination of two, three, and four units including the load thereon shall not exceed an overall length of 75 feet on non-designated highways.
   a. Three and four unit combinations are subject to safety rules adopted by the DOT Director.
4. A combination of two, three, or four units including the load thereon may exceed 75 feet in overall length but shall not exceed 95 feet or 110 feet when traveling on four-lane divided highways and state highways designated by the DOT director and local authorities as to highways under their respective jurisdictions.
   a. All combinations are subject to safety rules adopted by the DOT director.
   b. Authorized vehicle combinations exceeding 75 feet in overall length shall operate on designated highways as shown on the Designated Highway Map (see map page 27).
   c. Authorized combinations include the following:
      1) Any combination of two units
      2) Truck-tractor/semitrailer/trailer

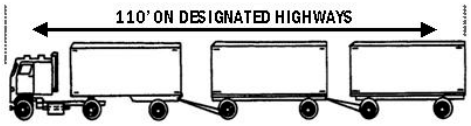
3) Truck-tractor/semitrailer/semitrailer
4) Truck/trailer/trailer
   a) Truck must be properly registered and designed to legally carry a gross weight of more than 24,000 pounds.
   b) Both trailers and semitrailers must be designed to carry gross weights of more than 24,000 pounds.
5) Truck-tractor/semitrailer/trailer/trailer

TRUCK-TRACTOR, SEMI TRAILER AND TRAILER (A-TRAIN)

TRUCK-TRACTOR, SEMI TRAILER AND SEMI TRAILER (B-TRAIN)



TRUCK AND TWO TRAILERS



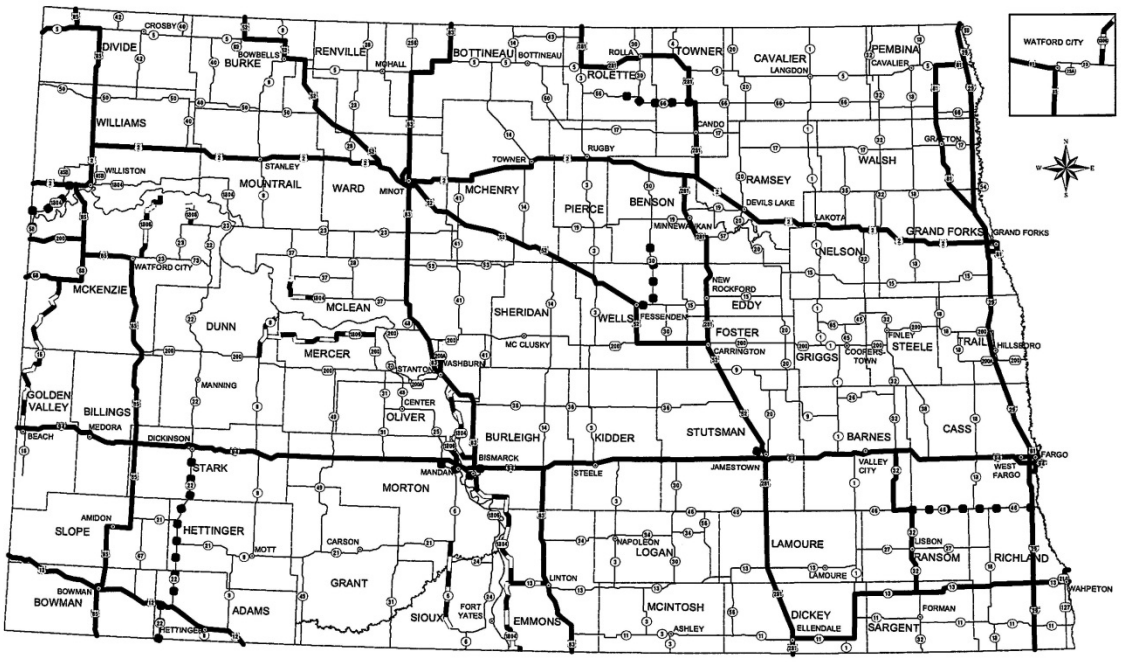
TRUCK-TRACTOR, SEMI TRAILER AND TWO TRAILERS OR TWO SEMI TRAILERS
(TRIPLE BOTTOM) CONVERTED TO TRAILERS WITH CONVERTER DOLLIES

(For designated highways, see map page next page)

Exceptions:

1. Building moving equipment
2. Emergency tow trucks towing disabled lawful combinations of vehicles to a nearby repair facility
3. Vehicles and equipment owned and operated by the armed forces of the United States or the National Guard of this state
4. Structural material of telephone, power, and telegraph companies.
5. Truck-mounted haystack moving equipment provided such equipment does not exceed a length of 56 feet.
6. A truck-tractor and semitrailer and trailer when operated on the interstate highway system or parts of the national network designated by the DOT director.
   a) The cargo carrying length shall not exceed 100 feet on a semitrailer and trailer or semitrailer converted to a trailer by use of a converter dolly and fifth wheel when the power unit is a truck-tractor.

VEHICLE COMBINATIONS EXCEEDING 75 FEET IN OVERALL LENGTH ON DESIGNATED NORTH DAKOTA STATE HIGHWAYS



Indicates highways posted where vehicle combinations may not exceed 75 ft. in overall length.

Indicates designated highways where vehicle combinations as provided for in Chapter 37-06-04, NDAC, may exceed 75 ft. but not exceed 95 ft. in overall length.

or Includes designated highways where vehicle combinations as provided for in Chapter 37-06-04, NDAC, may exceed 75 ft. but not exceed 110 ft. in overall length.

Indicates the "national network" where the cargo carrying length shall not exceed 100 feet on a semitrailer and trailer, or semitrailer converted to a trailer by the use of a converter dolly and fifth wheel when the power unit is a truck-tractor.

Vehicle combinations authorized to exceed 75 ft. in overall length may travel a distance of 10 miles on state highways off the designated routes

APPROVED:

Grant Levi — 12/20/13

NDDOT DIRECTOR — DATE

9-1 ANNEX B

North Dakota Weight Computation Formula

Computed to nearest foot by the weight formula in Section 39-12-05 and Section 39-12-05.3 of the North Dakota Century Code.

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

W = Maximum weight in pounds on any group of two or more axles
L = Distance in feet between extremes of any group of two or more consecutive Axles.
N = Number of axles in group under consideration

Distance in feet between the extremes of any groups of 2 or more consecutive axles	Maximum Load in Pounds Carried on any Group of 2 or More Consecutive Axles							
	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles
4	34,000							
5	34,000							
6	34,000							
7	34,000	34,000						
8	38,000	42,000						
9	39,000	43,000						
10	40,000*	43,500						
11		44,500						
12		45,000	50,000					
13		46,000	50,500					
14		46,500	51,500	57,000				
15		47,500	52,000	57,500				
16		48,000	52,500	58,000				
17		49,000	53,500	58,500				
18		49,500	54,000	59,500				
19		50,500	54,500	60,000				
20		51,000	55,500	60,500	66,000			
21		52,000	56,000	61,000	66,500			
22		52,500	56,500	62,000	67,000			
23		53,500	57,500	62,500	68,000			
24		54,000	58,000	63,000	68,500	74,000		
25		55,000	58,500	63,500	69,000	74,500		
26		55,500	59,500	64,500	69,500	75,000		
27		56,500	60,000	65,000	70,000	76,000		
28		57,000	60,500	65,500	71,000	76,500	82,000	
29		58,000	61,500	66,000	71,500	77,000	82,500	
30		58,500	62,000	67,000	72,000	77,500	83,000	
31		59,500	62,500	67,500	72,500	78,000	84,000	
32		60,000*	63,500	68,000	73,000	78,500	84,500	90,000
33			64,000	68,500	74,000	79,500	85,000	90,500
34			64,500	69,500	74,500	80,000	85,500	91,000
35			65,500	70,000	75,000	80,500	86,000	91,500
36	Two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each provided the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more.		66,000	70,500	75,500	81,000	86,500	92,500
37			66,500	71,000	76,000	81,500	87,000	93,000
38			67,500	72,000	77,000	82,000	87,500	93,500
39			68,000	72,500	77,500	83,000	88,500	94,000
40			68,500	73,000	78,000	83,500	89,000	94,500
41			69,500	73,500	78,500	84,000	89,500	95,000
42			70,000	74,500	79,000	84,500	90,000	95,500
43			70,500	75,000	80,000	85,000	90,500	96,000
44			71,500	75,500	80,500	85,500	91,000	97,000
45			72,000	76,000	81,000	86,500	91,500	97,500

Distance in feet between the extremes of any groups of 2 or more consecutive axles	Maximum Load in Pounds Carried on any Group of 2 or More Consecutive Axles							
	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles
46			72,500	77,000	81,500	87,000	92,500	98,000
47			73,500	77,500	82,000	87,500	93,000	98,500
48			74,000	78,000	83,000	88,000	93,500	99,000
49			74,500	78,500	83,500	88,500	94,000	99,500
50			75,500	79,500	84,000	89,000	94,500	100,000
51			76,000	80,000	84,500	90,000	95,000	100,500
52			76,500	80,500	85,000	90,500	95,500	101,500
53			77,500	81,000	86,000	91,000	96,500	102,000
54			78,000	82,000	86,500	91,500	97,000	102,500
55			78,500	82,500	87,000	92,000	97,500	103,000
56	Gross weight limit on interstate.		79,500	83,000	87,500	92,500	98,000	103,500
57	Gross weight limit on county		80,000*	83,500	88,000	93,500	98,500	104,000
58	and other local highways			84,500	89,000	94,000	99,000	104,500
59	unless designated for more.			85,000	89,500	94,500	99,500	105,000
60				85,500	90,000	95,000	100,500	105,500*
61				86,000	90,500	95,500	101,000	
62				87,000	91,000	96,000	101,500	
63				87,500	92,000	97,000	102,000	
64				88,000	92,500	97,500	102,500	
65				88,500	93,000	98,000	103,000	
66				89,500	93,500	98,500	103,500	
67				90,000	94,000	99,000	104,500	
68				90,500	95,000	99,500	105,000	
69				91,000	95,500	100,500	105,500*	
70				92,000	96,000	101,000		
71				92,500	96,500	101,500		
72				93,000	97,000	102,000		
73				93,500	98,000	102,500		
74				94,500	98,500	103,000		
75				95,000	99,000	104,000		
76				95,500	99,500	104,500		
77				96,000	100,000	105,000		
78				97,000	101,000	105,500*		
79				97,500	101,500			
80				98,000	102,000			
81				98,500	102,500			
82				99,500	103,000			
83				100,000*	104,000			
84					104,500			
85					105,000			
86					105,500*			

*Maximum Gross Weight

Note: On highways other than the Interstate System, only the exterior bridge measurement shall be used to determine the gross vehicle weight of a vehicle or combination of vehicles.

North Dakota Axle Weight Limitations Chart

No single axle shall carry a gross weight in excess of 20,000 pounds. Axles spaced 40 inches or less apart are considered one axle. Axles spaced eight (8) feet apart or over are considered as individual axles. The gross weight of two individual axles may be restricted by the weight formula except that on highways other than the interstate, two axles spaced eight (8) feet apart or more may have a combined gross weight not to exceed 40,000 pounds. Spacing between axles shall be measured from axle center to axle center.

Axles spaced over 40 inches apart and less than eight (8) feet apart shall not carry a gross weight in excess of 19,000 pounds per axle. The gross weight on a tandem axle shall not exceed 34,000 pounds. The gross weight of three or more axles in a grouping is determined by the measurement between the extreme axle centers except that on highways other than the interstate, groupings of three or more axles may have a gross weight not to exceed 48,000 pounds. The weight per inch width of tire shall not exceed 550 pounds.

The weight on the steering axle shall be determined by the manufacturer's axle rating and shall not exceed 20,000 pounds when travel is on the interstate system or on Defense Highways. When travel is on Defense Highways, the load shall be for the US Department of Defense.

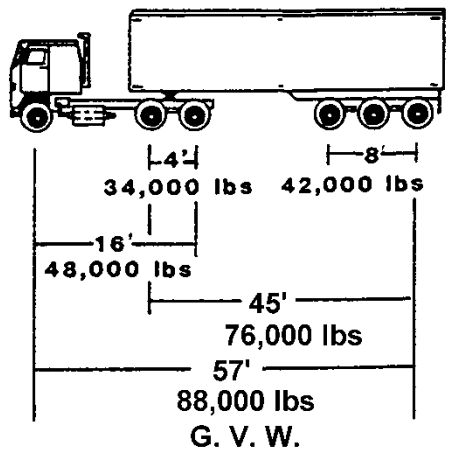
Metric tire sizes are converted to inches by dividing millimeters by 25.4. The width of tire for solid tires shall be the rim width. For pneumatic tires the width of tire shall be the manufacturer's width. The weight in pounds on any one wheel shall not exceed one-half the allowable axle weight. Dual tires are considered one (1) wheel.

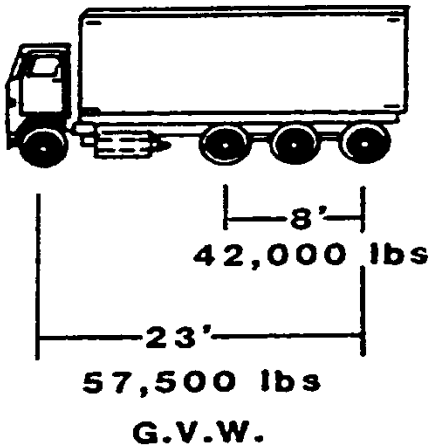
Tire Width	Single Axle (2 Tires)	Single Axle (4 Tires)	Tandem Axle (4 Tires)	Tandem Axle (8 Tires)	Triple Axle (6 Tires)	Triple Axle (12 Tires)
7	7,700	15,400	15,400	30,800	23,100	Determined by Weight Formula
7:5	8,250	16,500	16,500	33,000	24,750	
8	8,800	17,600	17,600	34,000	26,400	
8:25	9,075	18,150	18,150	34,000	27,225	
9	9,900	19,800	19,800	34,000	29,700	
10	11,000	20,000	22,000	34,000	33,000	
11	12,100	20,000	24,200	34,000	Determined by Weight Formula	
12	13,200	20,000	26,400	34,000		
13	14,300	20,000	28,600	34,000		
14	15,400	20,000	30,800	34,000		
15	16,500	20,000	33,000	34,000		
16:5	18,150	20,000	34,000	34,000		
17:5	19,250	20,000	34,000	34,000		
18	19,800	20,000	34,000	34,000		
NOTE: Axle weights may be reduced during the spring breakup season or on otherwise posted highways. Axle weights may be reduced by Bridge Load Limitations Map.						

Examples of Metric Tire Conversion

Metric Tire Size	Tire Width in Inches	Metric Tire Size	Tire Width in Inches
245/75R22.5	9.6 inches	315/75R22.5	12.4 inches
255/70R22.5	10 inches	385/65R22.5	15.1 inches
265/75R22.5	10.4 inches	425/65R22.5	16.7 inches
275/80R22.5	10.8 inches	445/65R22.5	17.5 inches
285/75R24.5	11.2 inches	455/65R22.5	17.9 inches
295/75R22.5	11.6 niches	465/65R22.5	18.3 inches

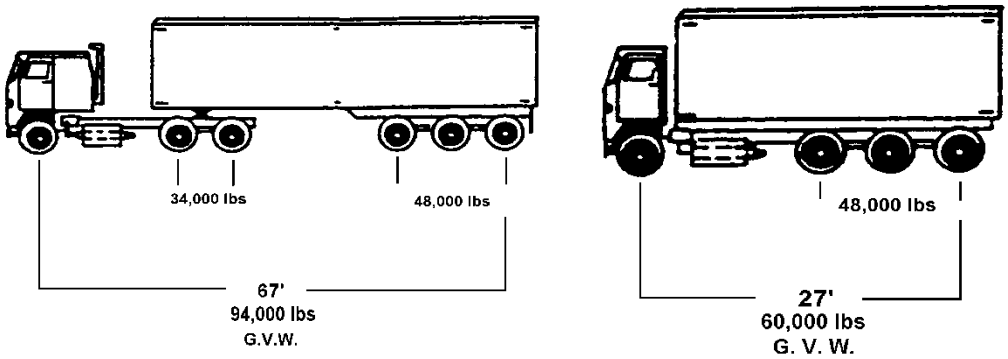
Examples of Bridge Formula Application on the Interstate System





Note: On the Interstate System, the interior and exterior bridge measurement shall be used to determine the gross vehicle weight (GVW) of a vehicle or combination of vehicles. Maximum legal GVW is 80,000 pounds without a permit.

Examples of Bridge Formula Application on the State Highway System



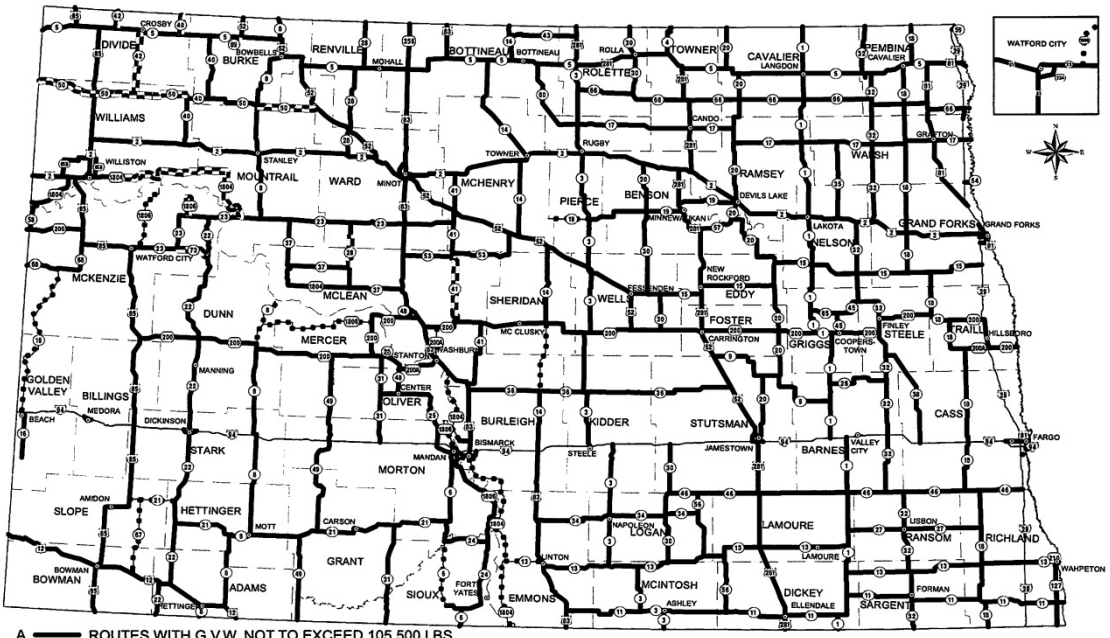
Note: On highways other than the Interstate System, only the exterior bridge measurement shall be used to determine the gross vehicle weight of a vehicle or combination of vehicles.

Groupings of three or more axles may have a gross weight not to exceed 48,000 pounds.

See Highway Patrol for additional information on 4-axle straight trucks.

WEIGHT LIMITATIONS FOR VEHICLES ON NORTH DAKOTA STATE HIGHWAYS

CHECK www.dot.nd.gov/travel-info-v2/ FOR UPDATED WEIGHT LIMITATIONS AND LOAD RESTRICTIONS



A ▬▬ ROUTES WITH G.V.W. NOT TO EXCEED 105,500 LBS.
B • • • • • POSTED ROUTES WITH G.V.W. NOT TO EXCEED 80,000 LBS.
C ——— INTERSTATE ROUTES WITH G.V.W NOT TO EXCEED 80,000 LBS.
D ▬▬▬ ROUTES WITH ADDITIONAL POSTED WEIGHT LIMITS

CHECK www.dot.nd.gov/travel-info-v2/ FOR UPDATED WEIGHT LIMITATIONS AND LOAD RESTRICTIONS

The Gross Vehicle Weight (G.V.W.) for all vehicles and vehicle combinations is determined by the WEIGHT LIMITATION CHART, N.D.H.P. FORM 921

WEIGHT LIMITATIONS ARE SUBJECT TO CHANGE

APPROVED:

Grant Levi — **12/20/13**

NDDOT DIRECTOR — DATE

9-1 ANNEX D_Combined

E. Spring Load Restriction Weight Limit Classifications

In the spring of the year and on highways with load limits year around, highways may be restricted to lower axle weights. Signs will be erected and maintained showing the restriction in place. To view a map showing restricted state highways, visit the NDDOT website at www.dot.nd.gov/travel-info, click on Load Restrictions, or call (701) 328-2545 or (701)328-2621. Weight limits may vary on local roads and on the interstate system.

North Dakota Department of Transportation Spring Load Restriction Classifications				
Class	Single Axle	Tandem Axle	3 Axles or More	Gross Vehicle Weight
Restricted by Legal Weights	20,000 lbs.	34,000 lbs. – not to exceed 17,000 lbs. per axle	17,000 lbs. /axle. On divisible loads the gross weight of the axle grouping may not exceed 48,000 lbs.	Not to exceed 105,500 lbs.
8-Ton	Not to exceed 16,000 lbs.	Not to exceed 16,000 lbs. per axle	14,000 lbs. /axle. On divisible loads the gross weight of the axle grouping may not exceed 42,000 lbs.	Not to exceed 105,500 lbs.
7-Ton	Not to exceed 14,000 lbs.	Not to exceed 14,000 lbs. per axle	12,000 lbs. /axle. On divisible loads the gross weight of the axle grouping may not exceed 36,000 lbs.	Not to exceed 105,500 lbs.
6-Ton	Not to exceed 12,000 lbs.	Not to exceed 12,000 lbs. per axle	10,000 lbs. /axle. On divisible loads the gross weight of the axle grouping may not exceed 30,000 lbs.	Not to exceed 80,000 lbs.
5-Ton	Not to exceed 10,000 lbs.	Not to exceed 10,000 lbs. per axle	10,000 lbs. /axle. On divisible loads the gross weight of the axle grouping may not exceed 30,000 lbs.	Not to exceed 80,000 lbs.

III – PERMITS

The following permits can be purchased online at www.nd.gov/ndhp/motor-carrier/e-permits. A brief explanation of each permit type is provided toward the bottom of the NDHP E-Permit webpage. Permits can also be obtained from the NDHP Permit office, a trooper or motor carrier inspector.

Permits available online:

Over Dimensional Only Permit #	10% Harvest/Winter Permit +
Trip Permit (in lieu of registration) +	Approved Equipment +
Oversize/Overweight Permit #	Annual Over width Permit +
Fuel Permit	Longer Combination Vehicle (LCV) Permit #+
Interstate Permit #+	Mobile Home Permit #
Custom Combine Permit #+	Special Mobile Equipment Permit #
Bridge Length Permit #+	Work Over Rig Permit #
Seasonal +	Building Permit #

annotates Single-Trip Permit
+ annotates Multi-Trip Permit

Travel Restrictions and Safety Requirements

All over-dimensional and overweight permits have specific conditions that apply to all types of loads. All over-dimensional vehicles and loads shall have minimum 18"x18" red or bright orange flags displayed on the traffic side, front and rear. When the overall length of an over-dimensional movement exceeds 75 feet, there shall be at least 12" X 60" OVERSIZE LOAD sign on the rear. All over-dimensional loads are restricted to travel from ½ hour before sunrise to ½ hour after sunset (http://aa.usno.navy.mil/), unless ten feet or less in width and legal on all other dimensions. Authorized nighttime movements shall be lighted with clearance lights visible from the front, rear, and side marking the outermost width of the vehicle/load. Rotating or flashing amber light(s) shall be mounted above the cab and visible from the front and rear for a distance not less than 500 feet under clear atmospheric conditions at night. There are weekend and holiday travel restrictions when the overall width of a load or vehicle exceeds 16 feet.

Manufactured housing units may not move when wind velocity exceeds 25 miles per hour. Overall width shall not exceed 18 feet. Oversize Load (12" X 60") signs are required on the front end of the towing vehicle and on the backside of the manufactured housing unit for all movements. Proof of insurance showing the amounts of coverage shall be required to obtain a permit.

Overweight vehicles or loads shall not move on flexible pavements when atmospheric temperature is 85 degrees F or above. The speed shall not exceed 40 miles per hour if GVW is more than 120,000 pounds or more than 5,000 pounds over legal/posted axle weight limits unless travel is on I-29 or I-94. Overweight permits will be issued for hauling ONLY single piece loads, and self-propelled non-reducible vehicles.

Pilot car(s) are required for all movements exceeding 14 feet 6 inches in width, 18 feet in height, and 120 feet in overall length. In lieu of the pilot car, over width movements exceeding 14 feet 6 inches, but not 16 feet may be equipped with lighted rotating or flashing amber light(s) that are visible from the front and rear at 500 feet. Load movements exceeding 18 feet in overall width are subject to an NDHP escort. Excessive overweight load movements are also subject to pilot cars and an official escort.

1. Axle weight limitations for vehicles and vehicle combinations (with permit).
   a. Vehicles or vehicle combinations hauling non-divisible overweight loads cannot exceed the following maximum permit axle weights. (Single and tandem axle weights may not exceed 600 pounds per inch width of tire; groupings with three axles or more may not exceed 550 pounds per inch width of tire.) Metric tire sizes are converted to inches by dividing millimeters by 25.4.

Tire Size	Single Axle 2 Tires	Single Axle 4 Tires	Tandem Axle 4 Tires	Tandem Axle 8 Tires	Triple Axle 12 Tires	Four Axles 16 Tires
8.2	9,840 #	19,680 #	19,680 #	39,360 #	54,120 #	*68,000 #
9	10,800 #	21,600 #	21,600 #	43,200 #	59,400 #	*68,000 #
10	12,000 #	*24,000 #	24,000 #	*45,000 #	*60,000 #	*68,000 #
11	13,200 #	*24,000 #	26,400 #	*45,000 #	*60,000 #	*68,000 #
12	14,400 #	*24,000 #	28,800 #	*45,000 #	*60,000 #	*68,000 #
13	15,600 #	*24,000 #	31,200 #	*45,000 #	*60,000 #	*68,000 #
14	16,800 #	*24,000 #	33,600 #	*45,000 #	*60,000 #	*68,000 #
15	18,000 #	*24,000 #	36,000 #	*45,000 #	*60,000 #	*68,000 #
16.5	19,800 #	*24,000 #	39,600 #	*45,000 #	*60,000 #	*68,000 #
17.5	21,000 #	*24,000 #	42,000 #	*45,000 #	*60,000 #	*68,000 #
18	21,600 #	*24,000 #	43,200 #	*45,000 #	*60,000 #	*68,000 #
20.5	24,000#	24,000#	45,000#	45,000#	60,000#	68,000#

*Maximums include all tolerances

   b. For all axle groupings of four axles or more, no axle shall exceed 19,000 pounds per axle.
      1. On a group of five axles, the gross weight shall not exceed 85,000 pounds; and on a group of six axles, the gross weight shall not exceed 102,000 pounds.

B. Axle weight limitations for fixed load equipment mounted on truck-type chassis.

1. The following are the maximum permittable axle weights for fixed load equipment mounted on truck-type chassis such as truck cranes. (Single and tandem axle weights may not exceed 650 pounds per inch width of tire; groupings with three or more axles may not exceed 550 pounds per inch width of tire.) Metric tire sizes are converted to inches by dividing millimeters by 25.4. "m" denotes tire width in millimeters.

Tire Size	Single Axle 2 Tires	Single Axle 4 Tires	Tandem Axle 4 Tires	Tandem Axle 8 Tires	Triple Axle 6 Tires	Triple Axle 12 Tires	Four Axle 8 Tires	Four Axle 16 Tires
8.2	10,660	21,320	21,320	42,640	27,060	54,120	36,080 #	*68,000 #
9	11,700 #	23,400 #	23,400 #	46,800 #	29,700 #	59,400 #	39,600 #	*68,000 #
10	13,000 #	26,000 #	26,000 #	*50,000 #	33,000 #	*60,000 #	44,000 #	*68,000 #
11	14,300 #	28,600 #	28,600 #	*50,000 #	36,300 #	*60,000 #	48,400 #	*68,000 #
11.2 285 m	14,560 #	29,120 #	29,120 #	*50,000 #	36,960 #	*60,000 #	49,280 #	*68,000 #
11.6 295 m	15,080 #	*30,000 #	30,160	*50,000 #	38,280 #	*60,000 #	51,040 #	*68,000 #
12	15,600 #	*30,000 #	31,200 #	*50,000 #	39,600 #	*60,000 #	52,800 #	*68,000 #
12.4 315 m	16,120 #	*30,000 #	32,240 #	*50,000 #	40,920 #	*60,000 #	54,560 #	*68,000 #
13	16,900 #	*30,000 #	33,800 #	*50,000 #	42,900 #	*60,000 #	57,200 #	*68,000 #
14	18,200 #	*30,000 #	36,400 #	*50,000 #	46,200 #	*60,000 #	61,600 #	*68,000 #
14.3 365 m	18,590#	*30,000 #	37,180 #	*50,000 #	47,190 #	*60,000 #	62,920 #	*68,000 #
15	19,500 #	*30,000 #	39,000 #	*50,000 #	49,500 #	*60,000 #	66,000 #	*68,000 #
15.1 385 m	19,630 #	*30,000 #	39,260#	*50,000 #	49,830 #	*60,000 #	66,440 #	*68,000 #

Tire Size	Single Axle 2 Tires	Single Axle 4 Tires	Tandem Axle 4 Tires	Tandem Axle 8 Tires	Triple Axle 6 Tires	Triple Axle 12 Tires	Four Axle 8 Tires	Four Axle 16 Tires
16.5	21,450 #	*30,000 #	42,900 #	*50,000 #	54,450 #	*60,000 #	*68,000 #	*68,000 #
16.7 425 m	21,710 #	*30,000 #	43,420 #	*50,000 #	55,110 #	*60,000 #	*68,000 #	*68,000 #
17.5 445 m	22,750 #	*30,000 #	45,500 #	*50,000 #	57,750 #	*60,000 #	*68,000 #	*68,000 #
18	23,400 #	*30,000 #	*46,800 #	*50,000 #	59,400 #	*60,000 #	*68,000 #	*68,000 #
20.5	26,650 #	*30,000 #	*46,800 #	*50,000 #	*60,000 #	*60,000 #	*68,000 #	*68,000 #

*Maximums include all tolerances

a. The rear axles of a truck crane and the dollies mounted behind the truck crane are considered one combination. If a boom trailer or boom dolly is towed behind a truck crane, the towed trailer is considered a separate combination if the axle spacing is 8 feet or more behind the truck crane. The gross weight of axles or axle groupings on trailers or dollies pulled behind truck cranes or other fixed load vehicles cannot exceed axle weight limitations as authorized for vehicle combinations in section 1.a.

b. For all axle groupings of four axles or more, no axle shall exceed 19,000 pounds per axle.

1) On a group of five axles, the gross weight shall not exceed 85,000 pounds; and on a group of six axles, the gross weight shall not exceed 102,000 pounds

C. Axle weight limitations for Workover Service Rigs ($100 permit fee). Workover service rigs manufactured January 1, 2011 or later must comply with axle weights table under 2.a.

1. The following are the maximum permitted weights for single and tandem axle weights that may not exceed 695 pounds per inch width of tire, and groupings with three or more axles that may not exceed 550 pounds per inch width of tire. (Metric tire sizes are converted to inches by dividing millimeters by 25.4. "M" denotes tire width in millimeters.)

Tire Size	Single Axle 2 Tires	Single Axle 4 Tires	Tandem Axle 4 Tires	Tandem Axle 8 Tires	Triple Axle 6 Tires	Triple Axle 12 Tires	Four Axle 16 Tires
9	12,510 #	25,020 #	25,020 #	50,040 #	29,700 #	59,400 #	70,720 #
10	13,900 #	27,800 #	27,800 #	*52,000 #	33,000 #	*62,400 #	*70,720 #
11	15,290 #	30,580 #	30,580 #	*52,000 #	36,300 #	*62,400 #	*70,720 #
11.2 285 m	15,570 #	31,140 #	31,140 #	*52,000 #	36,975 #	*62,400 #	*70,720 #
11.6 295 m	16,125 #	*31,200 #	32,250 #	*52,000 #	38,300 #	*62,400 #	*70,720 #
12	16,680 #	*31,200 #	33,360 #	*52,000 #	39,600 #	*62,400 #	*70,720 #
12.4 315 m	17,236 #	*31,200 #	34,472#	*52,000 #	40,925 #	*62,400 #	*70,720 #
13	18,070 #	*31,200 #	36,140 #	*52,000 #	42,900 #	*62,400 #	*70,720 #
14	19,460 #	*31,200 #	38,920 #	*52,000 #	46,200 #	*62,400 #	*70,720 #
14. 3 365 m	19,877 #	*31,200 #	39,754 #	*52,000 #	47,190 #	*62,400 #	*70,720 #
15	20,850 #	*31,200 #	41,700 #	*52,000 #	49,500 #	*62,400 #	*70,720 #
15.2 385 m	21,130 #	*31,200 #	42,260 #	*52,000 #	50,175 #	*62,400 #	*70,720 #
16.5	22,935 #	*31,200 #	45,870 #	*52,000 #	54,450 #	*62,400 #	*70,720 #

Tire Size	Single Axle 2 Tires	Single Axle 4 Tires	Tandem Axle 4 Tires	Tandem Axle 8 Tires	Triple Axle 6 Tires	Triple Axle 12 Tires	Four Axle 16 Tires
16.7 425 m	23,215 #	*31,200 #	46,430 #	*52,000 #	55,125 #	*62,400 #	*70,720 #
17.5 445 m	24,325 #	*31,200 #	48,650 #	*52,000 #	57,750 #	*62,400 #	*70,720 #
18	25,020 #	*31,200 #	*48,672 #	*52,000 #	59,400 #	*62,400 #	*70,720 #
20.5	28,495 #	*31,200 #	*48,672 #	*52,000 #	*62,400 #	*62,400 #	*70,720 #

*Maximums include all tolerances

2. Routing is restricted by the Permit Bridge Load Limitations Map (page 48) and the Weight Limitations Map (page 35). Approved Routes for GVW up to 250,000 lbs Map (page 49) and the Load Restriction Map (www.dot.nd.gov). The Weight Limitations Map shows those highways posted for 80,000 lbs. GVW. The Permit Bridge Load Limitations Map shows weight limitations for axle combinations when crossing over bridge structures. The Load Restriction Map shows those highways with reduced axle/gross vehicle weights.
3. Road construction may restrict requested routes of travel. For road construction information visit the NDDOT Travel Information Map at www.dot.nd.gov/travel-info or contact the NDHP permit section
4. Permits, a legible electronic or paper copy, must be in possession prior to starting any oversize/overweight vehicle or load movement. Permits may be obtained by visiting the NDHP website at www.nd.gov/ndhp-click on E-permits, by contacting the Highway Patrol permit section at (701) 328-2621, or by contacting a trooper, or motor carrier inspector. You will need to have the following information available to complete the permit application:
   a. Company name, address, city, state, zip code, telephone number and email address (optional)

b. Description of power unit: Year, make, serial number, license number and state, ND registered GVW, tire width (from tire sidewall), number of axles, number of tires per axle, axle spacing, and track width (when applicable)
c. Description of towed unit: type of unit: Width, length, number of axles, number of tires per axle, tire width (from tire sidewall axle spacing, track widths (when applicable),
d. Axle weights and gross vehicle weight if overweight is requested.
e. Start dates of travel, point of origin and destination, and desired route(s) to be traveled (optional).
f. A track width measurements application (load diagram) must be completed when:
    1) Vehicle or load movement in excess of 250,000 lbs. GVW.
    2) The exterior track width on an axle(s) with 2 tires is less than six feet
    3) The exterior track width on an axle(s) with 4 tires is less than 8 feet.
    4) Use a non-standard trailer (trunnion, side by side dollies, dual-lane, double trailer, platform, etc.) to haul a load.

5) A track width measurements application is available at www.nd.gov/ndhp, click on Motor Carrier, Permit Application Forms, click on Diagram for Track Width Measurements.

Permit Fees

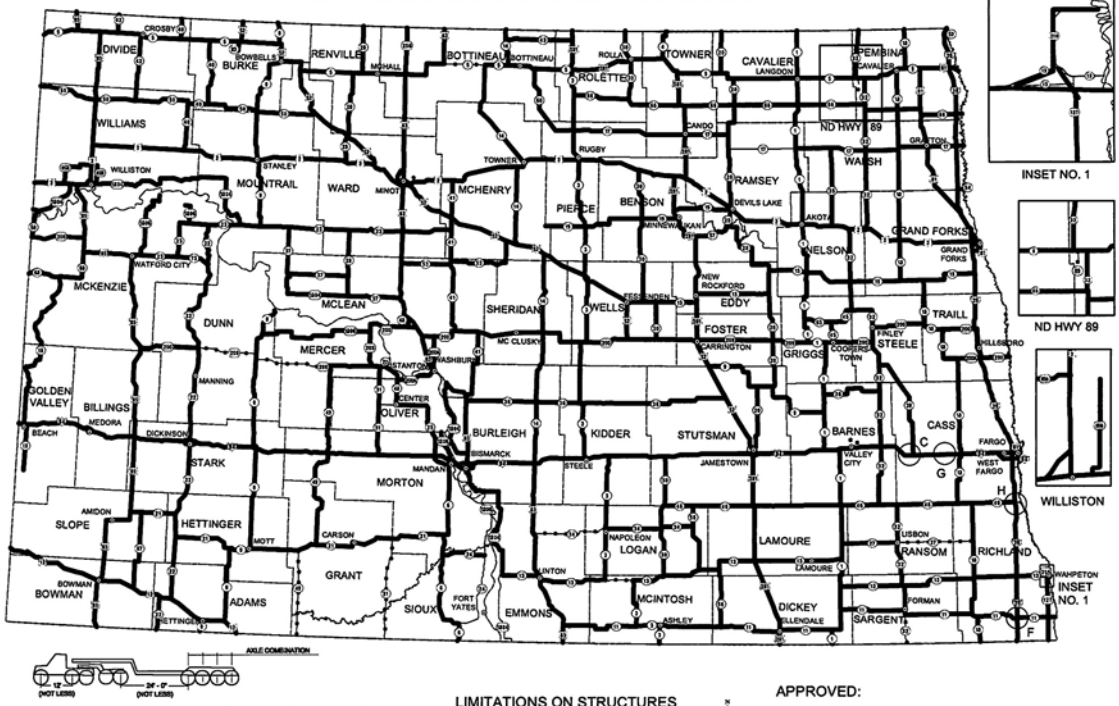
1. $20 for each single trip permit (SFN 3507, Official Receipt/Permit) except for loads in excess of 150,000 pounds GVW and self-propelled special mobile equipment.
2. Graduated fee for each single trip permit (SFN 3507, Official Receipt/Permit) exceeding 150,000 pounds gross vehicle weight:

Gross Vehicle Weight	Permit Fee
150,001-160,000 lbs.	$30
160,001-170,000 lbs.	$40
170,001-180,000 lbs.	$50
180,001-190,000 lbs.	$60
190,001 and over	$70

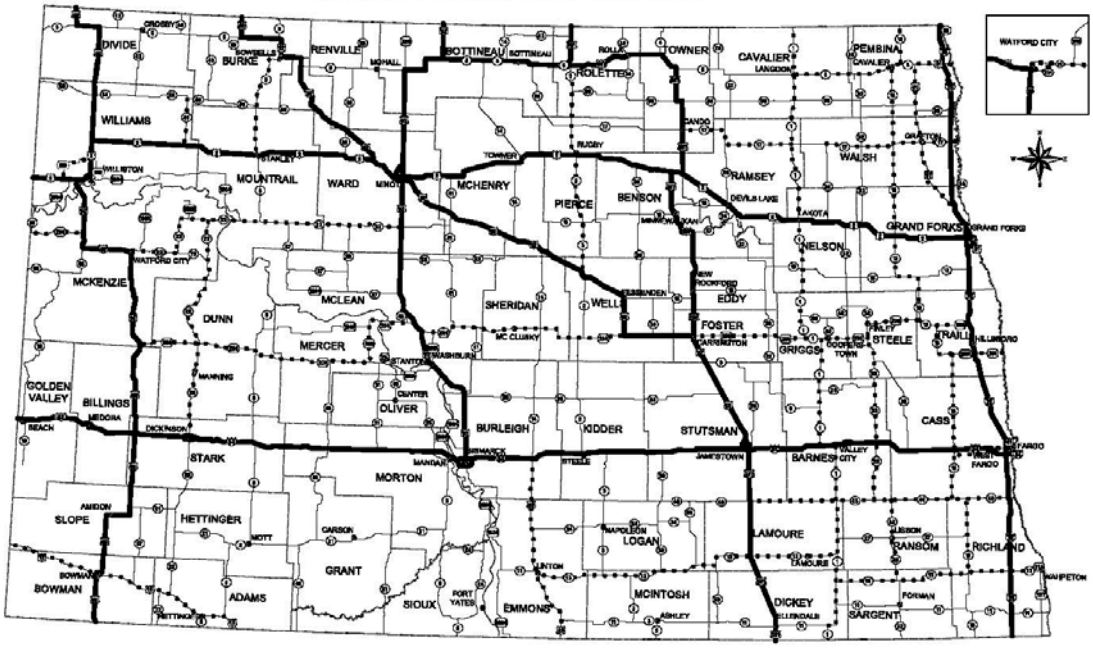
3. $25 for each single trip permit for overweight self-propelled special mobile equipment (excludes w/o rigs).
4. $100 for each single trip (SFN 3507 Receipt/Permit) for workover rigs
    a. $990 for an annual weight increase on a workover service rig that exceeds 670 pounds per inch of tire width on a single or tandem axle; exceeds 60,000 lbs. On a triple axle, or 68,000 lbs. on a quad axle (this is in addition to the single trip permit fee).
5. $100 for each annual over width Permit (SFN 3507 Official receipt/permit), authorizing movements up to 14 feet 6 inches in width.
6. $20 for each annual over width permit up to 14’6” in width for the movement of a noncommercial fish house trailer (SFN 3507 Official receipt/permit.)
7. $.05 per ton per mile is assessed upon the portion of GVW exceeding 200,000 pounds

8. Ton mile fees when axle/gross vehicle weight exceed posted weight limits or during spring thaw (Policy 9-17)
9. $15 service/routing fee for each single trip permit (excludes trip and fuel.)
10. Escort services provided by the NDHP are $50 per hour and $.50 per mile.
11. Official or publicly owned vehicles shall not be required to pay charges for permits. (No fee to commercial hauler doing charity hauling.)

PERMIT BRIDGE LOAD LIMITATIONS ON NORTH DAKOTA STATE HIGHWAYS



APPROVED ROUTES FOR G.V.W. FROM 150,001 LBS. TO 250,000 LBS.
ON NORTH DAKOTA STATE HIGHWAYS



APPROVED ROUTES UP TO 200,000 LBS. • • • • •

SINGLE - 22,000 LBS.
TANDEM - 40,000 LBS.
TRIDEM - 60,000 LBS.
QUAD - 68,000 LBS.
FIVE AXLE GROUP - 85,000 LBS.

APPROVED ROUTES UP TO 250,000 LBS. ——

SINGLE - 22,000 LBS.
TANDEM - 43,000 LBS.
TRIDEM - 60,000 LBS.
QUAD - 68,000 LBS.
FIVE AXLE GROUP - 85,000 LBS.

OVERWEIGHT VEHICLE AND LOAD MOVEMENT MAY REQUIRE BRIDGE ANALYSIS ON APPROVED ROUTES.

APPROVED:

NDDOT DIRECTOR — DATE 12/20/13

9-8 ANNEX D

B. Annual Overwidth Permit

An annual over-width permit will be issued in lieu of a single trip permits for vehicle and load movements that are over-width only. All other dimensions and weights must be legal. The permit authorizes over-width movements up to 14 feet 6 inches. The fee for an annual over-width permit is $100.00. When the load is for the movement of a noncommercial fish house trailer, the fee is $20. The permit expires December 31.

C. Interstate Permit Policy

Permits are required for legal size divisible load vehicles exceeding the federal gross vehicle weight cap of 80,000 pounds for movement on the interstate highway system. The GVW shall not exceed 105,500 pounds. All weights are restricted by the North Dakota Weight Limitations Chart and the North Dakota Axle Weight Limitations Chart.

The interstate permit (legible electronic or paper copy) must be in possession prior to travel on the interstate system in North Dakota. Single trip and annual interstate permits can be purchased online at www.nd.gov/ndhp/motor-carrier/e-permits, obtained from the Highway Patrol permit section, highway patrol officers and motor carrier inspectors. The fee for a single trip permit is $10 plus a $15 service/routing. The single trip permit is valid for a one-way movement made within a 3-day period or multiple trips made in a 24-hour period. An annual interstate permit is $300 and expires on December 31. Information required for an interstate permit can be obtained by visiting the NDHP website or contacting the Permit Office at (701)328-2621.

D. Seasonal Permit Policy

Seasonal permits will be issued in lieu of single trip permits for commercial movement of over width haystacks, hay bales, forage harvesters, grain cleaners, hay grinders, fertilizer spreaders and chemical applicators transported by another vehicle, and for commercial movement of over width and overweight self-propelled fertilizer spreaders and self-propelled agricultural chemical applicators. The seasonal permits are regulated under authority of section 39-12-04 and 39-12-05.3 of the North Dakota Century Code.

The permits can be purchased online at www.nd.gov/ndhp/motor-carrier/e-permits or obtained from the Highway Patrol Permit Office, highway patrol troopers or motor carrier inspectors. You will need to have the following information to obtain a permit:

1. Company or individual's name, address, city, state, zip code, telephone number, e-mail address.
2. Description of power unit: type, unit number, year, make, license number and state (when applicable), and serial number (VIN – minimum 8 digits), ND registered gross vehicle weight (when applicable).
3. Overall dimensions of vehicle or vehicle combination (width, height, length – whichever is applicable)
4. Total number of axles for the power unit and towed unit (when applicable.)
5. Number of tires per axle, tire width, and axle spacing.
6. Insurance information, insurance company name, policy number, amounts of coverage, and expiration date.
7. The permit fee is $50 per year.

A. SPEED LIMIT LAWS

There are no differential speed limits in North Dakota so the posted limits are the limits for all vehicles. All vehicles must also follow North Dakota Century Code sections 39-09-01 (Basic Rule - Penalty for Violation) and 39-09-01.1 (Care Required in Operating a Vehicle). Speed limits throughout the state of North Dakota are:

Gravel, dirt, or loose surface highways	55 mph
Paved 2 lane highways not otherwise posted	55 mph
Paved 2 lane highways when posted	65 mph
Paved and divided multilane highways	70 mph
Interstate highways not otherwise posted	75 mph
Construction zones	as posted
All roads within urban areas	as posted

There is no minimum speed limit on any highway in the state of North Dakota.

B. HAZARDOUS MATERIALS

Hazardous material transportation must comply with the Federal Hazardous Material Regulations. North Dakota does not require a state permit for hazardous material transportation. Transporters of hazardous waste must have a permit from the Health Department.

C. Cell Phone Restrictions for Commercial Motor Vehicle Drivers

Commercial Motor Vehicle (CMV) drivers are restricted from holding a mobile telephone to conduct voice communication and dialing a mobile telephone by pressing more than a single button. Hands-free use is allowed via either an earpiece or speakerphone function. CMV drivers are restricted from texting while driving. Texting while driving includes emailing, instant messaging or accessing an internet page. In addition to Federal Regulation, North Dakota law prohibits texting while driving for all drivers except in emergency situations.

These restrictions apply to drivers of all CMVs in interstate commerce (operating across state lines), drivers of CMVs over 26,000 pounds in intrastate commerce (operating within ND), and all drivers of CMVs transporting a quantity of hazardous material that requires placarding.

D. Know the "NO ZONES" of your Vehicle

One third of all crashes between large trucks and cars take place in the No Zone. Be vigilant in watching out for vehicles entering the No Zone. The No Zone represents the danger areas, or blind spots, around trucks and buses where crashes are more likely to occur. Other drivers may not be aware of the size of your truck's blind spots.

Passing

When vehicles cut in too soon after passing, then abruptly slow down, you may be forced to compensate with little time or room to spare. Always look for escape routes as you drive if you need to swerve to miss a slowing vehicle that has just passed you.

Backing Up

When you are backing up, try to use a spotter whenever possible. Sometimes vehicles will try to pass close behind you when you are performing this maneuver. A spotter can control your movement as well as serve as a beacon to the other driver.

Rear Blind Spots

Trucks have a deep blind spot behind them. Watch for vehicles that are travelling too close and try to let them pass, if it is possible and safe.

Side Blind Spots

Watch for vehicles moving into your side blind spots and make sure you take a second look before changing lanes to avoid a collision.

Wide Turns

Signal your turn as early as possible so that other vehicles know your intentions and allow you to complete your turn safely.

E. Remember To:

Take Care of Yourself

The most important part of a moving truck or bus is the driver! Get plenty of rest before getting behind the wheel. Eat well and stay fit. Remember, hours of service violations are serious and can threaten your livelihood or even your life. Stay healthy and well rested, or don't drive.

Always Maintain Your Vehicle

Inspect your vehicle before each trip and check your brakes regularly. Learn how to inspect your brakes, identify safety defects, and get them repaired before risking your life and others on the highway.

Slow Down in Work Zones

Watch out for highway construction. Stay alert. Work zone crashes are more likely to happen during the day. Almost one-third of fatal crashes in work zones involve large trucks. Take your time going through work zones and give yourself plenty of room. Expect the unexpected!

Always Keep Your Distance

Always leave enough space between you and the vehicle in front of you. If you hit someone from behind, you are typically considered "at fault," regardless of the situation. Large trucks require more stopping distances than other vehicles. Take advantage of your driving height and anticipate braking situations.

Fasten Your Seat Belt

Buckle up for safety and control. If you are in a crash, a seat belt can save your life and those around you. It will keep you in your seat and allow you to maintain control of your truck or bus. A major cause of truck and bus driver fatalities involves being ejected from the vehicle. Wearing seat belts is still the single most effective thing all drivers can do to save lives and reduce injuries on our roadways.

Always Drive Defensively

Avoid aggressive drivers! It's estimated that each year two-thirds of all traffic fatalities are caused by aggressive driving behaviors. Keep your distance and maintain a safe speed. The only thing speed will increase is your chance for a crash.

Work to Help Yourselves

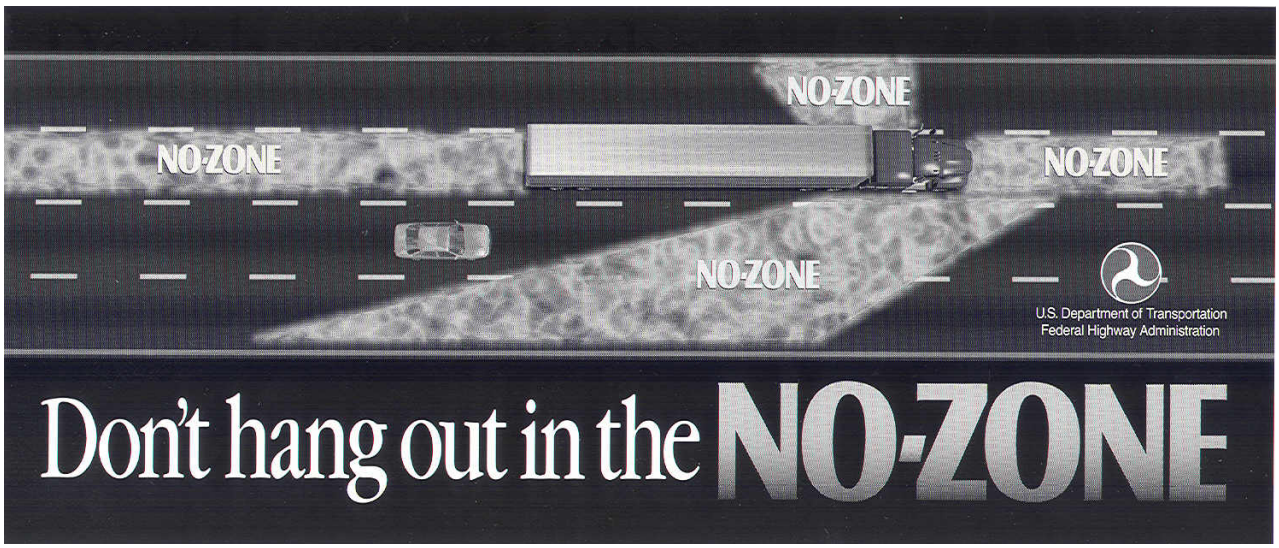
Be the professional on the highway! Help stranded motorists; notify the ND Highway Patrol of crashes, unsafe drivers, unsafe roadway conditions, and other situations that can lead to crashes. Your performance on the highway can portray a positive image for your industry!

Tell Us What is Wrong

If you know of unsafe situations, tell us about it. This includes unsafe companies, unsafe drivers, unsafe roadways, and unsafe vehicles. Please call us to help make the roads safer.

F. Studded Tire/Chain Laws

Studded tires are permitted in North Dakota from October 15 to April 15. There is no mandatory chain law in North Dakota.


NO-ZONE
NO-ZONE
NO-ZONE
NO-ZONE
U.S. Department of Transportation
Federal Highway Administration
Don't hang out in the NO-ZONE