

2024 Montana Commercial Vehicle Size and Weight and Safety Trucker's Handbook



**MONTANA DEPARTMENT OF TRANSPORTATION
MOTOR CARRIER SERVICES DIVISION (MCS)**

EIGHTH EDITION - October 2024 (online only)

Contents

MISSION STATEMENTS	1
GOALS	1
MCS ORGANIZATIONAL STRUCTURE	1
Administration Section	2
Commercial Vehicle Operations Bureau	2
Enforcement Bureau	4
PHONE NUMBER LISTINGS	5
MCS Division Weigh Stations (Permanently Staffed, variable hours).....	5
MCS Division - Patrol Program Areas	5
MCS Division – MCSAP.....	5
COMPLAINT / DISPUTE RESOLUTION PROCESS	6
MONTANA SPEED LIMIT LAWS	7
CONSTRUCTION ZONE SPEED LIMITS POSTED FOR ALL VEHICLES	8
TRAVELER INFORMATION - 511 INFORMATION IN MONTANA	8
CUSTOMIZE YOUR EXPERIENCE	9
COMMERCIAL DRIVER’S LICENSE AND MEDICAL CARD QUESTIONS	9
COMPRESSION BRAKE REQUIREMENTS IN MONTANA	9
CHAIN REQUIREMENTS IN MONTANA	9
SEASONAL WEIGHT RESTRICTIONS	9
VEHICLES REQUIRED TO STOP AT OPEN WEIGH STATIONS	10
Exemptions 61-10-141 MCA.....	11
WEIGH STATION BYPASS IN MONTANA	12
MONTANA BRIDGE FORMULA	14
GROSS VEHICLE WEIGHT CHART	14
LICENSING AND REGISTRATION	17
IRP Registration Qualification.....	17
What the Apportioned Registration Will Not Do	17
Trailer Registration	17
HEAVY VEHICLE HIGHWAY USE TAX (HVUT) FORM 2290	17
INTERNATIONAL FUEL TAX AGREEMENT (IFTA)	18
UNIFIED CARRIER REGISTRATION (UCR)	18
GROSS VEHICLE WEIGHT (GVW) FEES	19
Schedule II 35% GVW Fees	19
Farm Exemptions	19
CUSTOM COMBINE PERMITS	21
Non-Resident Permit.....	21

Resident Permit	21
Permit Expiration Date	21
LEGAL DIMENSIONS (NO PERMIT REQUIRED).....	22
TERM OVER-DIMENSIONAL PERMITS	22
Term Over-Dimensional Permit Fees	22
Maximum Term Permit Dimensions	23
Term Permit Expiration Dates	24
SINGLE TRIP OVER-DIMENSIONAL PERMITS.....	25
GENERAL OVERSIZE PERMIT REQUIREMENTS	25
SUPERLOAD APPLICATION (PREVIOUSLY KNOWN AS 32J)	26
HEIGHT CLEARANCE FOR BRIDGES AND/OR OTHER STRUCTURES	26
WINTER WEIGHT TERM PERMIT	26
TERM OVERWEIGHT PERMITS.....	27
NON-DIVISIBLE LOADS.....	27
OVERWEIGHT ON BRIDGE - LEGAL AXLE WEIGHTS - NON-DIVISIBLE LOADS	28
OVERWEIGHT AXLE PERMIT FOR NON-DIVISIBLE LOADS	28
CANADIAN WEIGHT INFORMATION IN MT	29
BRIDGE CENTERLINE CONDITION FOR EXCESSIVE OVERWEIGHT VEHICLES	29
PERMIT RESTRICTIONS (APPLICABLE FOR ALL PERMIT TYPES).....	30
VEHICLE ANALYSIS.....	30
SELF-ISSUING PERMITS	30
PASSENGER VEHICLE COMBINATIONS	31
MOTOR CARRIER SAFETY ASSISTANCE PROGRAM (MCSAP)	32
DATAQ'S SYSTEM.....	33
Compliance Reviews (CR's) and Safety Audits (SA's):	33
Out-of-Service.....	33
TRANSPORTATION OF HAZARDOUS MATERIALS.....	34
Hazardous Materials Table	35
Hazardous Materials (HAZMAT) Regulations	36
COMMERCIAL DRIVER'S LICENSE CLASSIFICATION	37
Medical Requirements	39
Commercial Motor Vehicle Hours of Service (HOS).....	40
GETTING STARTED.....	40
LIMITING THE USE OF ELECTRONIC DEVICES	41
DYED FUEL USE	41
INTERNET RESOURCE LIST	42
COMMON TERMS / DEFINITIONS	43

Mission Statements

MDT Mission Statement

MDT's mission is to serve the public by providing a transportation system and services emphasizing 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 divided into two Bureaus. The Commercial Vehicle Operations Bureau includes the Licensing and Permitting, and Operations sections. The Enforcement Bureau oversees the compliance with Montana’s size, weight and safety regulations, rules, and laws.

The MCS Headquarters office is open 7:30 am to 5:00 pm Monday through Friday, except holidays.

Contact information for MCS can be found at
<https://www.mdt.mt.gov/mdt/organization/mcs.shtml>

MCS’ phone queue information can be found at
<https://directory.mt.gov/govt/state-dir/agency/mdt>

Administration Section

Motor Carrier Safety Assistance Program (MCSAP)

- Provides information on USDOT numbers for Montana-based commercial motor carriers operating interstate or intrastate.
- MCSAP personnel provides information on how to comply with Montana statutes, Federal Motor Carrier Safety, and Hazardous Materials Regulations.
- MCSAP staff 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.
- MCSAP can be reached at 406-444-3300 regarding these services or see the MCSAP section for more information.

Accounting Section

The Accounting Section of the Motor Carrier's Services Division is responsible for ensuring all revenue is processed in accordance with the established accounting principles of the State of Montana as well as any federal laws and regulations.

This section is also responsible for processing refunds to customers, monitoring escrow balances, assisting License and Permit Technicians to resolve problem transactions, and reconciling the internal systems.

Commercial Vehicle Operations Bureau

MCS Licensing & Permitting Section (L&P)

The Licensing Section can be reached at 406-444-2998 <https://www.mdt.mt.gov/business/mcs/licenses.shtml> and <https://www.mdt.mt.gov/publications/forms.shtml#com> Click on the Motor Carrier Services wording at the top of the page.

Licensing delivers a variety of services to the commercial motor carrier industry that are required by the industry to operate legally in the State of Montana. These services include 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 L&P Section is responsible in Montana for:

- The Unified Carried Registration (UCR) Plan and Agreement are part of a Federally mandated, State-administered program. Under this program, States collect fees from motor carriers, motor private carriers, freight forwarders, brokers, and leasing

companies, based on the number of qualifying commercial motor vehicles (CMVs) in their fleets. <https://www.ucr.gov/>

- The International Registration Plan (IRP) requiring member jurisdictions to operate under uniform commercial vehicle registration and licensing procedures. <http://www.irponline.org/>
- The International Fuel Tax Agreement (IFTA) is an agreement between the lower 48 states of the United States and the Canadian provinces, to simplify the reporting of fuel use by motor carriers that operate in more than one jurisdiction. <https://www.iftach.org/>
- Does the company need to obtain a USDOT Number <https://www.fmcsa.dot.gov/registration>
- 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. <https://www.irs.gov/uac/e-file-form-2290>

The Permitting Section can be reached at 406-444-7262

Permitting services such as trip and term for size and weight, gross vehicle weight fees, custom combine operations, temporary fuel permits, and temporary registrations.

<https://www.mdt.mt.gov/business/mcs/permits.shtml>

Operations Section

The Operations Bureau manages Montana's Intelligent Transportation Systems / Commercial Vehicle Operations (ITS/CVO) and Innovative Technology Deployment (ITD) 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.

We ensure compliance with all federal grant programs.

Enforcement Bureau

The Enforcement Bureau can be reached at 406-444-6130.

The Enforcement Bureau (EB) is comprised of Montana Peace Officers who 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 Bureau is divided into five districts.

MCS District 1 in Missoula includes the western part of the state
Captain: Office phone: 406-523-5814, Cell phone: 406-544-3736
Lieutenant: Cell phone: 406-249-7680
Lieutenant: Cell phone: 406-531-2934
Sergeant: Cell phone: 406-274-2074

MCS District 2 in Butte includes the lower central part of the State.
Captain: Office phone: 406-533-3692; Cell phone: 406-490-1658
Lieutenant: Cell phone: 406-531-2934
Sergeant: Cell phone: 406-579-3441

MCS District 3 in Great Falls includes the upper central part of the State.
Captain: Office phone: 406-455-8330; Cell phone: 406-431-0806
Lieutenant: Cell phone: 406-249-7680

MCS District 4 in Miles City includes the eastern part of the State.
Captain: Office phone: 406-233-3629; Cell phone: 406-670-0349
Lieutenant: Office phone: 406-345-8249; Cell phone: 406-633-5876

MCS District 5 in Billings includes the lower eastern part of the State.
Captain: Office phone: 406-657-0201; Cell phone: 406-670-0348
Lieutenant: Office phone: 406-345-8249; Cell phone: 406-633-5876
Sergeant: Cell phone: 406-633-1426

Phone Number Listings

Montana Department of Transportation

Motor Carrier Services Division(406) 444-6130 Helena Headquarters 7:30 - 5:00 M-F

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

<http://www.mdt.mt.gov/business/mcs/default.shtml>

MCS Division Weigh Stations (Permanently Staffed, variable hours)

Armington Junction (406) 738-4261	Coutts, Alberta Canada (403) 344-5063
Billings (West Bound) (406) 657-0203	Culbertson (406) 787-5323
Billings (East Bound) (406) 657-0204	Haugan..... (406) 678-4257
Billings Inspection Facility .. (406) 657-0202	Havre..... (406) 265-9033
Broadus..... (406) 436-2531	Kalispell (406) 257-2684
Butte (West Bound) (406) 565-6509	Lima (406) 276-3429
Butte (West Bound) (406) 565-6515	Wibaux (406) 795-9972
Clearwater (406) 244-5460	

MCS Division - Patrol Program Areas

Billings area (406) 860-3648	Great Falls area (406) 750-2713
Billings area (406) 471-6283	Great Falls/Shelby area (406) 390-3020
Billings area (406) 670-1619	Helena area (406) 431-6069
Bozeman area..... (406) 431-6479	Kalispell area (406) 249-3929
Bozeman area..... (406) 581-9712	Kalispell area (406) 249-7680
Broadus area (406) 852-3509	Lewistown area..... (406) 366-0635
Butte area (406) 579-3441	Libby area..... (406) 531-2933
Colstrip area..... (406) 670-0350	Missoula area (406) 531-2934
Culbertson area (406) 744-4022	Missoula area (406) 670-0351
Ennis-area..... (406) 291-3188	Plains area..... (406) 871-6032
Glasgow area..... (406) 465-6351	Shelby area (406) 450-2501
Glendive area (406) 839-3966	Shelby / Chinook area... (406) 399-0562
Great Falls area (406) 788-0258	Wibaux area (406) 250-2066

MCS Division – MCSAP

Commercial Vehicle Safety Compliance Regional Office Phone Numbers

Billings area (406) 255-0120	Kalispell area (406) 751-2051
Billings area (406) 255-0120	Lima / Dillon area (406) 498-5785
Great Falls area (406) 455-8326	Miles City area (406) 233-3630
Helena area (406) 444-3015	Missoula area..... (406) 523-5850

Complaint / Dispute Resolution Process

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, contact information, 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.

Montana Speed Limit Laws

<https://www.mdt.mt.gov/visionzero/roads/speed-limits.aspx>

Trucks 1 ton (907 kg) and overrated capacity maximum speed limits (manufacturer's rated capacity" 1)

Daytime and Nighttime

Interstate	70 mph (112 km/hr)
Primary and Secondary	65 mph (105 km/hr)

Triple Truck Combination and 100' Doubles

Day and Night, Interstate Only	65 mph (105 km/hr)
--------------------------------	--------------------

Per ARM [18.8.517 \(11\)](#) states "No person may operate any special vehicle combination under [61-10-124\(4\)](#), MCA, at a speed greater than the posted speed limit. Violation of this restriction shall result in confiscation of permits."

All other vehicles (Cars and Light Trucks)

Daytime

Interstate	80 mph (128 km/hr)
Interstate (population 50,000 or more)	65 mph (105 km/hr)
Primary and Secondary	70 mph (112 km/hr)

Nighttime

Interstate	80 mph (128 km/hr)
Interstate (population 50,000 or more)	65 mph (105 km/hr)
Primary and Secondary	65 mph (105 km/hr)

Notes: 1. Manufacturer's rated capacity is defined in the Common Terms section. The manufacturer's rated capacity is labeled on the vehicle ID plate located on the door frame of the driver's door or inside the glove box, along with other technical specifications.

Examples

Examples of the vehicles that are required to comply with the truck speed limit

Below is an image of a Truck with the manufacturer's rated capacity greater than 1 ton.



Below is an image of a Pickup with a Gooseneck Trailer and is over one ton



Below is an image of an Oversize Loads



Below is an image of a Truck-Trailer-Trailer Combination



Heavy Vehicles

Buses and vehicles with a manufacturer's rated capacity towing a trailer are not subject to the "truck" speed limit.

Construction Zone Speed Limits posted for all Vehicles

For information on the construction zone activity please call 511 or 800-226-7623 or see <https://www.mdt.mt.gov/travinfo/>

Traveler Information - 511 Information in Montana

Truckers may access Montana highway conditions including weather, construction, and surface conditions by dialing 511 or see <https://www.mdt.mt.gov/travinfo/>

Customize Your Experience

Using the 511 link <https://www.511mt.net/> you can create an account, login and sign up for texts and/or emails or alerts and changing conditions. Simply click on the Login area to get started.

Commercial Driver's License and Medical Card Questions

Contact the Montana Department of Justice, Field Operations Bureau at (406) 444-3244 or visit www.doj.mt.gov/cdl

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 Requirements in Montana

The Department of Transportation has areas signed and designated as [chain up location](#) areas. Montana law requires chains when "chains are required" signs are posted. When posted chains are required on the drive wheels of one axle of a vehicle. Studded tires are only allowed between October 1st and May 31st. Further tire information can be found at: <https://www.mdt.mt.gov/travinfo/tire-restrictions.aspx>

Chains are required to be carried by tractor-trailers.

October 1 through April 30 motor trucks of 26,001 GVW or greater towing a trailer must carry approved traction control devices when traveling anywhere chains may be required. *Note: This does not apply to a vehicle with four-wheel drive.*

Seasonal Weight Restrictions

During the warming spring temperatures some road surfaces tend to breakup. The highways most affected may be restricted to lower axle weights and/or speed restrictions. Signs indicating that a road is posted for lower weights are erected at the beginning of a posted road. For information on legal weights for posted roads or to check on a route of travel, contact please visit the MT web page at <https://www.mdt.mt.gov/travinfo/restrictions.shtml>

For Statewide Road Conditions 511 or 1-800-226-7623 or 1-800-335-7592 (TTY) <https://www.mdt.mt.gov/travinfo/>

Vehicles required to Stop at Open Weigh Stations

Per [61-10-141 MCA](#)

- All vehicles or vehicle combinations with gross vehicle weight (GVW) of 26,000 lbs. or more must stop at all weigh stations.
- All vehicles or vehicle combinations with GVW less than 26,000 lbs. but over 10,000 lbs. may be stopped and weighed by the portable scale crews.

Examples of vehicles that must stop at a weight station:

Below is an image of a Tandem Dump Truck



Below is an image of a Pickup with a loaded trailer



Exemptions [61-10-141 MCA](#)

Vehicles that are exempted from the weigh station rules include: recreation vehicles (travel trailers and motor homes)-- new or used-- that are not traveling into or through Montana for delivery to a distributor or dealer unless the vehicle is over 26,000 GVW and operating in commerce.

- Intrastate/Interstate: CDL license is required for RVs weighing 26,001 lbs. or greater and used in commerce.
- Interstate: RVs weighing 10,001 lbs. or greater and used in commerce must follow commercial motor vehicle safety regulations.

Below is an image of a Recreational Vehicles (RVs)



Below is an image of a Travel Trailer



Below is an image of Motor Homes



Weigh Station Bypass in Montana

Montana allows carriers who are enrolled with PrePass and DriveWyze to bypass participating weigh stations in Montana. Drivers operating vehicles for these electronic bypass programs may follow in-cab signals at equipped weigh stations sites which signals shall indicate whether the vehicle must stop, subject to bypass restrictions.

Bypass Restrictions

Bypass restrictions require that regardless of receiving a bypass signal, a driver must enter an open weighing location when any of the following conditions apply:

- Overweight (including permitted loads)
- Overwidth greater than 10 feet(including permitted loads)
- Overheight greater than 15' 6"(including permitted loads)
- Overlength greater than 110 feet (including permitted loads)
- Oversize in excess of legal dimensions without a valid permit

<https://prepass.com/resource-library/> go to Bypass Restriction by State documentation
<https://drivewyze.com/bypass-restrictions/>

Montana maintains PrePass at the following locations:

- Armington Junction on Montana Highway 200 east of Great Falls (eastbound and westbound)
- I-90 between Billings and Laurel (eastbound and westbound)
- US-212 at Broadus (eastbound and westbound)
- I-15 at the Butte Weigh Station (westbound)
- I-90 at Haugan, Montana near the Montana/Idaho border (eastbound and westbound)
- I-15 at Lima, Montana near the Montana/Idaho border (northbound only)
- Clearwater Junction (eastbound, southbound, and westbound)
- Culbertson (eastbound, southbound, and westbound)
- Havre (eastbound and northbound)
- Wibaux (westbound)

For more information contact PrePass at 1-800-PREPASS or 1-800-773-7277 on the Web at <https://prepass.com/>

Montana maintains DriveWyze at the following locations:

- I-90 at the Billings Weigh Station between Billings and Laurel (eastbound and westbound)
- I-90 at Haugan Weigh Station (eastbound and westbound)
- I-15 at the Butte Weigh Station (westbound)
- I-15 at Lima, Montana near the Montana/Idaho border (northbound)
- MT-200 at the Clearwater Junction Weigh Station (eastbound, southbound, and westbound)
- I-94 at the Wibaux Weigh Station (westbound)
- US-287 at the Cameron intermittent Weigh Station

For more information contact DriveWyze at 1-888-988-1590 or on the Web at <https://drivewyze.com/>

Montana Bridge Formula

$W = 500((LN/(N-1))+12N+36)$ where L= length in feet and N= number of axles

The formula limits the weight on groups of axles minimizing damage to highway bridges. The allowable weight depends on the number of axles and the distance between those axles. However, single-or-tandem-axle weight limits supersede the Bridge Formula limits for all axles not more than 96 inches apart.

Single-Axle Weight—The total weight on one or more axles whose centers are not more than 40 inches apart may not exceed 20,000 pounds without an overweight permit. The federal single-axle weight limit on the Interstate System is 20,000 pounds.
NOTE: Steering axles are limited to the Manufacturers Rated Capacity stamped on the sidewall of the tires not to exceed 20,000 pounds.

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

Gross Vehicle Weight Chart

[61-10-107](#) MCA

Gross Vehicle Weight Chart											State of Montana		
Formula: $W = 500 ((LN/ (N-1)) + 12N+36)$ 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. 61-10-107 MCA 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	12	13	14
	Axles	Axles	Axles	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								

FT	2	3	4	5	6	7	8	9	10	11	12	13	14
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	Exception on 4 axles for 36, 37 and 38 FT		68000	70500	75600	81000	86570	92250	98000	103800			
37			68000	71120	76200	81580	87140	92810	98550	104350			
38			68000	71750	76800	82160	87710	93370	99110	104900			
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		

FT	2	3	4	5	6	7	8	9	10	11	12	13	14
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			
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							

Licensing and Registration

If you have a commercial trucking business based in Montana and you travel to at least one other jurisdiction, you may be eligible to license under the International Registration Plan (IRP). IRP is a reciprocity agreement among States and Provinces providing for payment of license fees based on the total distance operated in each jurisdiction.

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 license plate and one cab card is issued for each fleet vehicle when registered under the Plan. A fleet vehicle is known as an apportioned vehicle and may be operated both inter-jurisdictionally and intra-jurisdictionally.

IRP Registration Qualification

Carriers must meet the requirements of the Base Jurisdiction Established Place of Business or residency requirements to participate in 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 power units registered through IRP.

If a trailer is registered through a MT county and not through IRP, carriers may see other states charging permit fees upon entering those states, e.g., temporary trailer.

Heavy Vehicle Highway Use Tax (HVUT) Form 2290

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. Federal regulations require states to verify the form 2290 has been filed with the Internal Revenue Service prior to issuing or renewing vehicle registrations at 55,000 pounds or more. The owner must provide proof of filing at the time of registration with the county or MCS. Carriers may file their Form 2290 electronically at [e-file Form 2290 | Internal Revenue Service \(irs.gov\)](#). The IRS may take up to 45 days to process a form 2290 received through the mail.

International Fuel Tax Agreement (IFTA)

IFTA is an agreement between 48 US States and 10 Canadian Provinces to standardize fuel use tax reporting by Interstate Motor Carriers. A commercial trucking business based in Montana which travels to at least one other Jurisdiction may be eligible to license under the IFTA.

To Qualify for 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.

Unified Carrier Registration (UCR)

- The Unified Carrier Registration (UCR) program requires individuals and companies that operate commercial motor vehicles in interstate or international commerce to register their business with Montana and pay an annual fee based on the number of vehicles in their fleet.
- A "commercial motor vehicle" is defined as a self-propelled or towed vehicle used on the highways in commerce principally to transport passengers or cargo, if the vehicle:
 - has a gross vehicle weight of 10,001 pounds or more;
 - is designed to transport 11 or more passengers (including the driver); or
 - is used in transporting hazardous materials in a quantity requiring placarding.
- The fee brackets information for motor carriers can be found at <https://plan.ucr.gov/registration/>
 - Example: A motor carrier operating four tractors, nine straight trucks, and eight trailers has a fleet size of thirteen commercial motor vehicles as trailers are not charged for UCR and would pay \$351.00.
- To avoid delays, it is highly recommended that you register on-line. Go to <https://www.ucr.gov/> and *follow the step-by-step instructions*. Payments may be made on-line using MasterCard, Visa, or e-Check.

Gross Vehicle Weight (GVW) Fees

The GVW fees provided in Sections [61-10-201 MCA](#) (Schedule I) and Section [61-10-206 MCA](#) (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 MCA](#) through 61-10-148, MCA. GVW fees may be purchased for a full year, a single month, or multiple months. However, quarterly, or monthly fees are not available to vehicles with a registered gross weight of less than 24,001 lbs which may only do half or annual registration.

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). Also, carriers may elect to self-issue their own fees on-line through a Montana online ePART account. Application can be accessed through the following link <http://www.mdt.mt.gov/business/mcs/online-carriers.shtml>

Schedule II 35% GVW 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."

- Farmers or Ranchers hauling timber harvested on their own farm or ranch.
- Soil Conservation and Land Leveling Contractors engaged exclusively in soil conservation and land leveling work resulting in direct benefit to agriculture may register one tractor and one lowboy trailer at 35% fees.
- Nurseries and Sod Farms.

Farm Exemptions

Definitions ([61-1-101 MCA](#), [61-10-154 MCA](#), and [ARM 18.8.1501](#))

"Farm vehicle" means a commercial motor vehicle that is:

- Controlled by a farmer and operated by the farmer or a person employed by the farmer as a private motor carrier of property.
- Being used to transport either: Agricultural products; or farm machinery, farm supplies, or both, to or from a farm.
- Not being used in the operation of a for-hire motor carrier; and
- Not carrying hazardous materials of a type or quantity that requires the commercial motor vehicle to be placarded in accordance with [49 CFR 177.823](#)

"Farmer" means any person who operates a farm or is directly involved in the cultivation of land, crops, or livestock which are: Owned by that person; or under the direct control of that person.

An interstate farm vehicle may be exempted from the FMCSA regulations regarding CDL, medical card, logbook, or annual inspection depending on the vehicle weight and how far the vehicle travels from the farm/ranch [MAP-21](#), as shown below.

Farm vehicle exemptions

Air Miles from Farm	Farm Vehicle GVWR, GCWR, GVW, or GCW, whichever is greater	Farm vehicle drives in state only or crosses state line.	CDL Needed	Federal Motor Carrier Safety Administration (FMCSA) Regulations
Less than 150 miles	>10,001lbs	Crosses state line	No	MAP 21 exemptions apply
		Does not cross state line	No	FMCSA Regulations do not apply
Greater than 151 miles	>10,000lbs	Crosses state line	No	FMCSA Regulations apply
		Does not cross state line	No	FMCSA Regulations do not apply
Less than 150 miles	>26,000lbs	Crosses state line	No	MAP 21 exemptions apply
		Does not cross state line	No	FMCSA Regulations do not apply
Greater than 151 miles	>26,000lbs	Crosses state line	Yes	FMCSA Regulations apply
		Does not cross state line	No	FMCSA Regulations do not apply

Custom Combine Permits

Non-Resident Permit

[15-24-301 MCA](#), [61-10-130 MCA](#), and [ARM 18.8.426](#)

In lieu of taxes and motor vehicle license fees, gross vehicle weight fees, and oversize permits, a nonresident custom combine operation may pay a special permit fee of \$40 for each unit.

A unit includes:

- (a) one truck suitable for hauling grain;
 - (b) one header trailer or one combine trailer; and
 - © pickup trucks and all other equipment, except combines, used by a nonresident and brought into the state as part of the nonresident's business of custom combining.
- \$30.00 Fuel Permit (per unit)

Note: A fuel permit is not required if the non-resident has IFTA or if only using non-diesel vehicles/equipment operated on public roadways.

\$35.00 Per Combine

Example: Custom combine operation not licensed for Montana, without IFTA, has 1 unit, an oversized header trailer, and 3 combines. The total charge would be \$175. (\$40 non-resident permit/ \$30 fuel permit / \$105.00 Combine Fee {\$35 x 3})

Resident Permit

[15-24-301 MCA](#), [61-10-130 MCA](#), and [ARM 18.8.426](#)

In lieu of gross vehicle weight fees and oversize permits, Montana residents engaged in custom combining may pay 35% GVW fees and a special permit fee of \$20 for each unit.

A unit includes:

- (a) one truck suitable for hauling grain;
- (b) one header trailer or one combine trailer; and
- (c) pickup trucks and all other equipment used in the business of custom combining.

The \$35.00 combine fee and \$30.00 fuel permit will not be charged to residents.

Permit Expiration Date

Custom combine permits are valid for the calendar year, and expire on December 31st, and are not transferable.

Legal Dimensions (no permit required)

- Width: 8'6" (102") (See also "Farmer Exemptions")
- Height: 14'0"
- Length:
 - Single Power Unit: 55' (including an articulated bus & dromedary truck-tractor) without trailers.
 - Tractor/Trailer: 53' trailer; or an extendable trailer that when contracted does not exceed 53' 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' trailer with extensions used for carrying a portion of the load and exceeds 53' (Moving vans, hay trailers) require permits.
 - Vehicles with loads extending beyond the carrying portion of trailer are limited to an overall length of 75' without permit required.
- Tractor/Doubles:
 - No length limit, providing neither trailer exceeds 28'6" in length and 61' of combined trailer length.

Term Over-Dimensional Permits

A Special permit may be issued if width, length, height and/or weight exceeding the legal statutory limits. The term permits may be issued to power units 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' long, 15' wide, 15'6" high \$75.00
- 16' wide, 110 feet long for Mobile or Manufactured home \$75.00
- 100' long (interstate only permit) \$125.00
- 120' long non-divisible length \$125.00 (Width and height are NOT included)
- Triples Permit \$200.00

Maximum Term Permit Dimensions

- **Width:** 15' for non-reducible loads
9'6" for small, baled hay and large square
12' for large round hay bales and hay racks
9' for all other reducible loads
16' wide for Mobile Home or Manufactured home
- **Height:** 15'6"
- **Length:**

Single power unit:

A single unit (non-reducible) may operate on a term permit; maximum length is 120'. This is for length only and a separate permit must be purchased if exceeding legal width or height.

Single semi-trailer: Maximum length of a term permit is 57'

Truck - Trailer: 95' (all highways) this is a truck and a full trailer.

Mobile Home or Manufactured home: 110' long

Non-divisible Loads: 120' (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' combined trailer length.

Combined trailer length is the total length of a combination of trailers (tip-to-tail) measured from the front of the first trailer, or the front bunk on a pole trailer, to the back of the last trailer, including the connecting tongues and rear overhang but excluding safety equipment such as ladders, cat walks, and tarp roll-up units.

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

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.

Double Hay Trailers: 88' of combined trailer length.

Combined trailer length is the total length of a combination of trailers (tip-to-tail)

measured from the front of the 1st 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' measurement, the maximum combination length of 95' does not apply. If the combined trailer length exceeds 88' and the total combination does not exceed 95', a permit may be issued for a combination length of 95'.

Double Pole Trailers: (eff 10/01/2021 – HB77, [61-10-104 MCA](#))

Combined trailer length means the total length of a combination of trailers measured from the front of the first trailer or the front bunk on a pole trailer, to the back of the last trailer, including the connecting tongues and rear overhang.

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

100' Combination Doubles: 100' (interstate only)

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

Travel is allowed on interstate highways only and within a 2-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.

Combination of vehicle length without overhang: 95' (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 only)

A combination of vehicles powered by a Cab-Over or Tilt-Cab truck-tractor or a truck not to exceed an overall length of 105' or a Conventional Truck-Tractor not to exceed an overall length of 110', either inclusive of front and rear bumpers and overhang. Travel is allowed on interstate highways only and within a 2-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.

Term Permit Expiration Dates

Term permits issued for a calendar year expire on December 31st with no grace period
Term permits issued for 95' double combinations on a Montana IRP Cab Card are issued for a yearly period, expiring on the last day of the period showing on the cab card with no grace period.

Single Trip Over-Dimensional Permits

For loads exceeding 8' 6" wide, 75' long, 14' high; Single unit 55' long.

Permit Fees

Trip Oversize \$ 10.00

Triples Permit \$ 20.00

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.

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.

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 the protection of the public using the highway shall be assumed by the permittee.

When movement requires pilot vehicles, the permittee must not delay traffic in excess of 15 minutes.

Superload Application (previously known as 32J)

See Application for Moving Large Objects (Superload) Scroll down to the permit section. <https://www.mdt.mt.gov/publications/forms.shtml#com> Click on Motor Carrier Services in the filter section.

See the superload instructions:

<https://www.mdt.mt.gov/other/webdata/external/mcs/Superload-Instructions.pdf>

See Restrictions document for standard Superload restrictions.

Height Clearance for Bridges and/or Other Structures

- Permittees are responsible for checking the routes for clearance of bridges and/or other structures.
- **Any signs depicting structure heights are advisory only. The department does not warrant or guarantee 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 configuration before passing under or through a structure. MDT is not responsible for damage to vehicles or loads exceeding the actual structure height. Permittees will be held responsible for any damage to state owned facilities from over height loads.**

Winter Weight Term Permit

- The winter weight permit allows 10% excess weight to be hauled on non-Interstate highways from December 1st through March 7th.
- The permit can be purchased for 30 days at \$50.00 or the duration at \$150.00.
- Winter weight permits can be suspended due to early thawing of Montana roads.
- The winter weight permit cannot be used in conjunction with other overweight permits and is not valid on posted bridges or roads.

Term Overweight Permits

Term overweight permits are issued for non-reducible loads in accordance with the following tables.

Any relevant term overweight permit (5,000 to 40,000 lbs.) is valid when hauling legal axle weights but exceeding bridge weight(s). Term permits may be purchased annually, semi-annually, or quarterly. Purchases less than annual are assessed a \$10.00 admin fee per permit. There is no grace period.

Term Permit	Amount 3 month	Amount 6 month	Amount 9 month	Annual Amount	Special Requirements
5,000	\$60.00	\$110.00	\$160.00	\$200.00	
10,000	\$135.00	\$260.00	\$385.00	\$500.00	No single axle exceeds 5,000 lbs excess
15,000	\$197.50	\$385.00	\$572.50	\$750.00	Req. vehicle analysis / No single axle exceeds 5,000 lbs excess
20,000	\$260.00	\$510.00	\$760.00	\$1,000.00	Req. vehicle analysis / No single axle exceeds 5,000 lbs excess / no tandem exceeds 15,000 lbs excess
25,000	\$385.00	\$760.00	\$1,135.00	\$1,500.00	Requires a vehicle analysis
30,000	\$510.00	\$1,010.00	\$1,510.00	\$2,000.00	Requires a vehicle analysis
35,000	\$760.00	\$1,510.00	\$2,260.00	\$3,000.00	Requires a vehicle analysis
40,000	\$1010.00	\$2010.00	\$3010.00	\$4000.00	Requires a vehicle analysis

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 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:

- Compromise the intended use of the vehicle, i.e., make it unable to perform the function for which it was intended; or
- Destroy the value of the load or vehicle making it unusable for its intended purpose; or
- 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.
- Emergency response vehicles and casks designed and used for the transport of spent nuclear materials may be considered non-divisible vehicles or loads.

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

A vehicle or vehicles with load which exceeds the Bridge Formula [61-10-107 MCA](#) 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 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 with fees based on the "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	25 Mile Cost
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				
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

Canadian Weight Information in MT

Information regarding Canadian Weight can be found at

<https://www.mdt.mt.gov/other/webdata/external/mcs/Canadian-Weight-Information-in-MT.PDF>

Bridge Centerline Condition for Excessive Overweight Vehicles

- 10 MPH Condition- Loads may not exceed 55 MPH or posted speed limit whichever less, only 1 overweight vehicle allowed on a bridge at a time, stopping or shifting gears on any bridge prohibited. Non-Interstate must reduce speed to 10 MPH while crossing bridges.
- Bridge Centerline (BCL)- Bridge Centerline: Loads may not exceed 55 MPH or posted speed limit whichever less, only 1 overweight vehicle allowed on a bridge at a time, stopping or shifting gears on any bridge prohibited. Daylight travel only unless otherwise authorized. Interstate: No pilot vehicles required unless additionally added restrictions specify. Non-Interstate: must reduce speed to 10 MPH before & centerline bridges. Must maintain at least 2' from the shoulder. A minimum of two pilot vehicles are required 1 front & 1 rear. No simultaneous vehicles on the bridge with overweight load.

Permit Restrictions (applicable for all permit types)

<https://www.mdt.mt.gov/other/webdata/external/mcs/MT-PERMIT-RESTRICTIONS-New.PDF>

Please see the Permit Restrictions document for any of the following:

- General Restrictions
- Sign & Lighting Requirements
- Regulations and Equipment for Flag Vehicles
- Travel Restrictions
- Hazardous Weather Conditions

Vehicle Analysis

Vehicle analyses are based on the axle spacings and the weight they are allowed to haul. The amount of weight will determine travel Restrictions (i.e., BCL)

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. A vehicle analysis is combination specific, not unit specific. While most routine vehicle analysis may be auto generated from ePART by the carrier, those without access or requiring Bridge Bureau analysis may submit the form from the following link.

http://www.mdt.mt.gov/other/webdata/external/mcs/forms/MDT-MCS-002_VEHICLE_ANALYSIS.PDF

Self-Issuing Permits

Carriers wishing to purchase a basic Montana oversize/overweight permit or GVW Fee may do so over the Internet. An Electronic Check; Visa, MasterCard, American Express, and Discover are accepted as online payment types.

- Electronic Checks has a \$1.19 transaction fee added onto the price of the transaction.
- The transaction fee of \$1.19 plus the credit card fee of 3% is being passed onto the carrier along with the price of the permit / credentials. This is noticed at the time of processing the payment.

The Internet self-issuing permit program is available, on-line, 365 days per year, and provides a particularly useful alternative for carriers needing to travel on weekends, after hours or on holidays when traditional State of Montana phone and personal permit services are generally not available.

Out-of-state carriers are encouraged to buy permits in advance online before entering the

state.

Any carrier interested in becoming an Internet Permit user may apply via the website at <https://app.mt.gov/ipermits/>. The process takes only a couple of days providing the information is correct and the company has an updated MCS150. This can be done by visiting <https://www.fmcsa.dot.gov/registration/updates-your-registration>. For more information regarding MT permitting, visit [Online Carriers](#).

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', except as provided in [61-10-124 MCA](#).

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', except as provided in [61-10-124 MCA](#). Each trailer exceeding 3,000 pounds must be equipped with brakes and breakaway brakes, as required in [61-9-304 MCA](#) and [61-9-305 MCA](#). 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](#).

The 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	<u>-4,500 lbs.</u>
Meets requirement of law	2,000 lbs.
Manufacturer's Maximum GVW	4,800 lbs.
Shipping Weight of Truck	<u>-3,000 lbs.</u>
<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 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	<u>+2,000 lbs.</u>
Total, Both Trailers	6,500 lbs.
Weight of Towing Unit	4,500 lbs.

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 vehicle crashes.

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 as resources allow .
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 (FMCSA).

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; information regarding Federal safety regulation and State Laws and how they apply to commercial motor carriers and vehicles. For more information, visit <https://www.mdt.mt.gov/visionzero/plans/mcs.shtml>.

Further web sites to obtain additional information are:

fmcsa.dot.gov to get carrier forms

mdtmcscontact@mt.gov MDT E-mail contact address

www.fmcas/safer Copy of Carrier Profile

dataqs.fmcsa.dot.gov Federal system for all vehicle inspection disputes

DATAQ's System

The DataQ's system is an electronic means for submitting 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 submittal.

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 please visit: FMCSA Safety

Compliance Reviews (CR's) and Safety Audits (SA's):

MCSAP performs on and off-site Compliance investigation on established Montana-based Motor Carriers to assure compliance with Federal Motor Carrier Safety Regulations, Hazardous Materials Regulations or Montana safety laws, as applicable. MCSAP also conducts on-site and off-site Safety Audits on Montana-based Interstate new entrant Motor Carriers to assure the business has the appropriate safety programs in place as required by federal regulations. Investigations and SA's could include an investigation 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 stopped at a weigh station or roadside inspections site, the driver and/or vehicle may receive a safety inspection. Driver inspections include commercial driver's license, medical certificate, driver fitness and a record of hours of service worked (Electronic logs or logbook) checks. Vehicle inspections include examination of brakes, tires, exhaust systems, coupling devices, and turn signals, etc. Driver and Vehicle inspections must meet requirements of the North American Driver/Vehicle Inspection Criteria established by the Commercial Vehicle Safety Alliance (CVSA). The CVSA inspection criteria also apply to the truck driver, including a Commercial Driver's License (CDL) requirements. If the driver or vehicle fail to meet the requirements of the CVSA 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.

Transportation of Hazardous Materials

A commercial motor vehicle or motor carrier subject to regulation by the department under [61-10-1 MCA](#) shall comply with and the department adopts by reference the following federal regulations of the U.S. Department of Transportation concerning the transportation of hazardous materials.

The regulations adopted by reference are [49 CFR part 107](#), [49 CFR part 172](#), [49 CFR part 173](#), [49 CFR part 177](#), [49 CFR part 178](#), and [49 CFR part 180](#). The Hazardous Materials Regulations (HMR) are found in parts [171-180 of title 49 of the Code of Federal Regulations](#). The common reference for these regulations is [49 CFR 171-180](#).

Hazardous materials are products which pose a risk to health, safety, and property during transportation. Many hazardous materials can kill or injure on contact. Therefore, in order to protect the health and safety of both drivers and the traveling public from exposure to hazardous materials, many precautions must be followed. This section will discuss regulations which will help drivers transport these hazardous materials in as safe of a way as possible. Drivers must be able to recognize hazardous materials and know whether or not it can be transported without having a hazardous materials endorsement on your CDL license. If unsure about whether a material is defined as hazardous, please consult the table shown below. If the material is not listed in the hazardous materials table, consult the table in [49 CFR 172.101](#). There are rules in place to minimize the danger during transportation of hazardous materials. These rules are intended to contain the material, communicate the risk, and assure qualified, safe drivers and safe equipment.

Contain the Material: Transporting hazardous materials can be risky. The regulations are intended to protect you, those around you, and the environment. They tell shippers how to package the materials safely and drivers how to load, transport, and unload the material. These are called "containment rules."

Communicate the Risk: To communicate the risk, shippers must warn drivers and others about the material's hazards. The regulations require shippers to put hazard warning labels on packages, provide proper shipping papers, emergency response information, and placards. These steps communicate the hazard to the shipper, the carrier, and the driver.

Assure Safe Drivers and Equipment: In order to get hazardous materials endorsement on a CDL, you must pass a written test about transporting hazardous materials. To pass the test, you must know how to:

- Identify what are hazardous materials.
- Safely load shipments.
- Properly placard your vehicle in accordance with the rules.
- Safely transport shipments

- Learn the rules and follow them. Following the rules reduces the risk of injury from hazardous materials. Taking shortcuts by breaking rules is unsafe. Non-compliance with regulations can result in fines and jail. Inspect your vehicle before and during each trip. Law enforcement officers may stop and inspect your vehicle. When stopped, they may check your shipping papers, vehicle placards, and the hazardous materials endorsement on your driver license, and your knowledge of hazardous materials.

Hazardous Materials Table			
Class	Division	Class Name	Example
1	1.1	Mass Explosives	Dynamite
	1.2	Projection Hazard	Flares
	1.3	Fire Hazard	Display Fireworks
	1.4	Minor Explosion	Ammunition
	1.5	Very Insensitive	Blasting Agents
	1.6	Extreme Insensitive	Explosive Devices
2	2.1	Flammable Gases	Propane
	2.2	Non-Flammable Gases	Helium
	2.3	Poison/Toxic Gases	Fluorine Compressed
3	—	Flammable liquids	Gasoline
4	4.1	Flammable Gases	Ammonium Picrate
	4.2	Spontaneously Combustible	Wetted
	4.3	Dangerous When Wet	White Phosphorous Sodium
5	5.1	Oxidizers	Ammonium Nitrate
	5.2	Organic Peroxides	Methyl Ethyl Ketone Peroxide
6	6.1	Poison (Toxic Material)	Potassium Cyanide
	6.2	Infectious Substances	Anthrax Virus
7	—	Radioactive	Uranium
8	—	Corrosives	Battery Fluid
9	—	Miscellaneous Hazardous Materials	Polychlorinated Biphenyls (PCB)
None	—	ORM-D (Other Regulated Materials- Domestic)	Food Flavorings, Medicines
None	—	Combustible Liquids	Fuel Oils

Hazardous Materials (HAZMAT) Regulations

General Rule ([49 CFR 107.601](#))

HAZMAT registration is required to carry the following types and quantities of HAZMAT.

- Any highway route controlled quantity of a Class 7 (radioactive) material.
- More than 55 lbs. of a Division 1.1, 1.2, or 1.3 (explosive) material in a motor vehicle, rail car or freight container.
- More than 1 liter per package of a material extremely poisonous by inhalation.
- A hazardous material in a bulk packaging having a capacity of 3,500 gallons for liquids or gases, or more than 468 cubic feet for solids.
- A shipment in other than bulk packaging of 5,000 pounds gross weight or more than one class of hazardous material for which the transport vehicles require placarding.
- Any quantity of materials requiring placarding.
 - NOTE: A Hazardous Materials endorsement is required on a CDL for any CMV requiring placarding.

More details about HAZMAT endorsement are available at Section 9 of the [MT CDL Manual](#).

Registration can be completed online on PHMSA’s website. The following information must be provided before paying the registration fee:

- Information of the driver
- Information of the employing company,
- The registrants USDOT number, and
- Information on the mode(s) used to transport HAZMAT.

Shipping Papers: HAZMAT carriers and drivers must prepare a shipping paper with the necessary information as shown below.

Item Description ¹	Shipping name ²
	Hazardous material class and division
	Packing group
	Identification number
	Total quantity and units of measure
Emergency response information	How to safely handle incidents
	Shipping name of HAZMAT
	List risks to health
	List methods for handling spills, fires, or leaks

Emergency contact information
Shipper certification
Notes: 1. Must include information for all hazardous and non-hazardous items in the shipment 2. Shipping name must be properly determined using the Hazardous Materials Table in 49 CFR 172.101

Details on what needs to include in shipping papers and how long the drivers and carriers must retain the shipping papers are available in PHMSA’s guide book “Guide for Preparing Shipping Papers”.

A motor carrier must retain the shipping paper for three years after the material is accepted by the initial carrier for hazardous waste (e.g., used motor oil, batteries, etc.), or for two years if transporting any other hazardous materials.

For more clarification contact MCS at (406)431-0806 or (406)523-2689.

Refer to [49 CFR Part 172](#) for applicable placarding. A general guidance is also provided in the PHMSA’s guide titled “HAZMAT Markings, Labeling and Placarding Guide.”

Commercial Driver’s License Classification ([MT Department of Justice](#))

Three types of license are available (Class A, Class B, and Class C).

Classification of CDL

Class A	A vehicle exceeding 26,000 lbs. GVW, GVWR, GCW, or GCWR that is towing a trailer over 10,000 lbs. GVWR. <ul style="list-style-type: none"> Any vehicle authorized to be driven under Class B, C or D
Class B	A straight vehicle exceeding 26,000 lbs. GVW, GVWR, GCW, or GCWR or any such vehicle that is towing a trailer/vehicle not in excess of 10,000 lbs. GVWR. <ul style="list-style-type: none"> All vehicles under Class C or D
Class C	A single vehicle under 26,000 lbs. GVW, GVWR, GCW, or GCWR or any such vehicle that is towing another vehicle or trailer and meets any of the following conditions: <ul style="list-style-type: none"> A vehicle that hauls hazardous materials in an amount sufficient to require placarding under 49 CFR Part 172 A school bus, or any vehicle that hauls 16 or more passengers, including the driver All vehicles under Class D

Examples of these three classes of vehicles are illustrated in the images below.

Class A



Class B



Class C



Note: Commercial motor vehicle safety rules apply. Refer to the [MDT Getting Started Guidebook](#).

Medical Requirements

All commercial motor vehicle drivers need to be medically fit to operate a CMV. Most of the drivers are required to have a valid medical certificate; very few exceptions exist (see “interstate excepted” on the [MT Department of Justice website](#)). Details about medical requirements and exceptions for operating a CMV can be found at [MT Department of Justice website](#) or the [MT CDL Manual](#).

Commercial Motor Vehicle Hours of Service (HOS)

General Rule ([Getting Started Guidebook](#) pages 23 & 32)

Maximum Hours that a Driver Can Drive ([49 CFR 395 sections .3 and .5](#))

Hours of service limitations are shown in the table below.

	Property-Carrying	Passenger-Carrying
On-Duty	Maximum 14 consecutive hours on-duty following 10 consecutive hours off-duty	Maximum 15 hours on-duty following 8 consecutive hours off-duty
Driving Time	Maximum 11 hours of driving during the 14 hour on-duty period	Maximum 10 hours of driving following 8 consecutive hours off-duty
Rest Break	At least 8 hours have passed since the end of the drivers' last off-duty/sleeper period of at least 30 minutes	N/A
If the motor carrier does not operate every day of the week	Maximum 60 hours on-duty in any period of 7 consecutive days	Maximum 60 hours on-duty in any period of 7 consecutive days.
If the motor carrier operates every day of the week	Maximum 70 hours on-duty in any period of 8 consecutive days	Maximum 70 hours on-duty in any period of 8 consecutive days

Getting Started

The "Getting Started" booklet, a how to guide on getting your motor carrier company in compliance with the transportation safety regulations may be accessed at the following link: [Getting Started Guidebook](#)

Limiting the Use of Electronic Devices

[49 CFR 392.80](#) Prohibition Against Texting:

(a) Prohibition. No driver shall engage in texting while driving.

(b) Motor carriers. No motor carrier shall allow or require its drivers to engage in texting while driving.

(c) Definition. driving means operating a commercial motor vehicle, with the motor running, including while temporarily stationary because of traffic, a traffic control device, or other momentary delays. Driving does not include operating a commercial motor vehicle with or without the motor running when the driver moved the vehicle to the side of, or off, a highway, as defined in [49 CFR 390.5](#), and halted in a location where the vehicle can safely remain stationary.

(d) Exceptions —

(1) School bus operations and vehicles designed or used to transport 9 to 15 passengers, including the driver, not for direct compensation. The provisions of [49 CFR 390.3 \(f\)\(1\) and \(6\)](#) are not applicable to this section.

(2) Emergency use. Texting while driving is permissible by drivers of a commercial motor vehicle when necessary to communicate with law enforcement officials or other emergency services.

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) 444-0806.

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 the fuel has dye added, you may receive a citation when results of the analysis have been reported to the Officer.

Internet Resource List

American Association of Motor Vehicle Administrators www.aamva.org
Code of Federal Regulations ecfr.gov
Commercial Vehicle Safety Alliance www.cvsa.org
Federal Highway Administration www.fhwa.dot.gov
Federal Motor Carrier Safety Administration www.fmcsa.dot.gov
Federal Motor Carrier Safety Regulations www.fmcsa.dot.gov
First Gov | The U.S. Government's Office Web Portal www.usa.gov
Hazardous Materials Regulations www.phmsa.dot.gov
International Fuel Tax Agreement (IFTA) www.iftach.org
International Registration Plan (IRP) <https://www.irponline.org>
Montana Administrative Rules www.mtrules.org
Montana Code leg.mt.gov
Montana Department of Justice / CDL www.doj.mt.gov/cdl
Montana Department of Justice / MHP www.doj.mt.gov
Montana Department of Transportation www.mdt.mt.gov
Montana Department of Transportation / MCS <https://www.mdt.mt.gov/business/mcs/>
National Highway Traffic Safety Administration www.nhtsa.gov
Transportation Security Administration www.tsa.gov
Unified Carrier Registration (UCR) <https://www.ucr.gov/> and
<https://plan.ucr.gov/registration/>
U.S. Code www.uscode.house.gov
U.S. Department of Transportation www.dot.gov

Common Terms / Definitions

Commercial Motor Vehicles ([ARM 18.8.101](#), [61-10-101 MCA](#), [61-10-154 MCA](#), [49 CFR 383.5](#), and [49 CFR 390.5](#))

For purpose of safety regulations ([49 CFR 390.5](#)), “a commercial motor vehicle (CMV) means any self-propelled or towed motor vehicle used on a highway in interstate commerce to transport passengers or property when the vehicle—

- (1) Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of 4,536 kg (10,001 pounds) or more, whichever is greater; or
- (2) Is designed or used to transport more than 8 passengers (including the driver) for compensation; or
- (3) Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
- (4) Is used in transporting material found by the Secretary of Transportation to be hazardous under [49 USC 5103](#) and transported in a quantity requiring placarding under regulations prescribed by the Secretary under [49 CFR, subtitle B, chapter I, subchapter C](#).”

For purpose of Commercial Driver’s License (CDL), ([49 CFR 383.5](#)), a CMV is “a motor vehicle or combination of motor vehicles used in commerce to transport passengers or property if the motor vehicle—

- (1) Has a gross combination weight rating or gross combination weight of 11,794 kilograms or more (26,001 pounds or more), whichever is greater, inclusive of a towed unit(s) with a gross vehicle weight rating or gross vehicle weight of more than 4,536 kilograms (10,000 pounds), whichever is greater; or
- (2) Has a gross vehicle weight rating or gross vehicle weight of 11,794 or more kilograms (26,001 pounds or more), whichever is greater; or
- (3) Is designed to transport 16 or more passengers, including the driver; or
- (4) Is of any size and is used in the transportation of hazardous materials as defined in this section.”

The [61-10-101 MCA](#) provision is identical to the [49 CFR 383.5](#) definition, except that the MCA provision also lists school bus as a CMV. The definition provided by [ARM 18.8.101](#) is identical to the [49 CFR 390.5](#).

The [61-10-154 MCA](#) describes the commercial motor vehicle for which department of transportation can adopt safety standards. According to this provision, “The department of transportation shall adopt, by rule, standards for safety of operations of:

- any for-hire motor carrier or any private motor carrier;
- any motor vehicle or vehicle combination used in interstate commerce that has a gross vehicle weight rating, gross combination weight rating, gross vehicle weight, or gross combination weight, whichever is greater, of 10,001 pounds or more;
- any motor vehicle or vehicle combination used in intrastate commerce that has a gross vehicle weight rating, gross combination weight rating, gross vehicle weight, or gross

combination weight, whichever is greater, of 26,001 pounds or more and that is not a farm vehicle operating solely in Montana;
any motor vehicle that is designed or used to transport at least 16 passengers, including the driver, and that is not used to transport passengers for compensation;
any motor vehicle that is designed or used to transport at least nine passengers, including the driver, for compensation; or
any motor vehicle that is used to transport hazardous materials of a type or quantity that requires the vehicle to be marked or placarded in accordance with federal hazardous materials regulations in [49 CFR Part 172](#).”

Critical Violation:

A critical violation is a violation of a critical regulation. A critical regulation is a regulation within the Federal Motor Carrier Safety Regulations (FMCSR) and Hazardous Materials Regulations (HMR) where noncompliance would indicate a breakdown in the motor carrier’s management and/or operational controls. For example, requiring a property carrying CMV operator to driver more than 11 hours.

Declared Weight ([ARM 23.3.801](#) and [61-10-101 MCA](#)):

Declared weight means the total unladen weight of a bus, heavy truck, truck tractor or trailer plus the weight of the maximum load to be carried on the vehicle as provided by the applicant in an original or prior registration application submitted to the department. Note: “department” refers to the Montana Department of Justice or its designated agencies.

Driving Time ([49 CFR 395.2](#)):

Driving time includes all of the time that a driver spends at the driving controls of a CMV in operation.

Gross Vehicle Weight ([61-10-101 MCA](#)):

Gross vehicle weight means the weight of a vehicle without load plus the weight of any load on the vehicle.

Gross Vehicle Weight Rating ([61-10-101 MCA](#)):

Gross vehicle weight rating (GVWR) means the value specified by the manufacturer as the loaded weight of a single vehicle.

Gross Combination Weight ([ARM 18.8.1501](#))

Gross combination weight (GCW)" means the loaded weight of a combination of vehicles. In the absence of a readily available means to determine the weight of a vehicle combination, GCW will be deemed to equal the declared weight of the power unit or the aggregate value of the tire rating in pounds for each tire on a vehicle missing a manufacturer's rating certification plate, whichever is greater.

Gross Combination Weight Rating ([61-10-101 MCA](#)):

Gross combination weight rating (GCWR) means the value specified by the manufacturer as the loaded weight of a combination or articulated vehicle.

The Gross Combination Weight Rating (GCWR) is the maximum allowable weight for a truck and trailer combination including the tare weight of the truck; any cargo being carried on the truck; the weight of the trailer, the driver, passengers, and fuel (basically everything that moves with the vehicle). According to [ARM 18.8.431](#) the maximum allowable weight can be found from the federal bridge formula as described in [61-10-107 MCA](#).

Hazardous Material (HAZMAT) ([49 CFR 171.8](#)):

A hazardous material or HAZMAT is a substance or material that the Secretary of Transportation has determined is capable of posing an unreasonable risk to the health, safety, and property when transported in commerce.

Heavy Trucks ([ARM 23.3.801](#)):

Heavy truck means a truck that has a manufacturer's rated capacity of more than 1 ton. The term also includes a van or sport utility vehicle that has a manufacturer's rated capacity of more than 1 ton.

Light Vehicle ([ARM 23.3.801](#) and [61-10-101 MCA](#)):

Light vehicle means a motor vehicle commonly referred to as an automobile, van, sport utility vehicle, or truck having a manufacturer's rated capacity of 1 ton or less.

Manufacturer's Rated Capacity ([ARM 23.3.801](#)):

Rated capacity means the manufacturer's rated gross vehicle weight for a bus or heavy truck or the manufacturer's rated gross combination weight for a truck tractor, excluding the allowable load.

Manufacturer's Rated Gross Combination Weight ([ARM 23.3.801](#) and [61-10-101 MCA](#)):

Manufacturer's rated gross combination weight means the manufacturer's published weight of the allowable load for a truck tractor and trailer combined and includes the weight of the truck tractor and the trailer. It is also known as the gross combination weight rating (GCWR).

Manufacturer's Rated Gross Vehicle Weight ([ARM 23.3.801](#) and [61-10-101 MCA](#)):

Manufacturer's rated gross vehicle weight means the manufacturer's published weight of the allowable load for a truck and includes the weight of the truck. It is also known as the gross vehicle weight rating (GVWR).

On-duty Time ([49 CFR 395.2](#)):

On-duty time is the time includes all of the time from when a driver begins work until the time that the driver is relieved from work and all responsibilities of performing work.

Review ([49 CFR 385.3](#)):

A review is an on-site investigation of a motor carrier's operations, such as maintenance and inspection, driver qualifications, hazardous materials, drivers' hours of service, CDL requirements, and other safety and transportation records to determine if a motor carrier meets the safety fitness standard. A review may be conducted in response to potential violations or complaints or in response to a motor carrier requesting to change their safety rating.

Roadside Inspection:

A roadside inspection is an examination of a CMV and/or the CMV operator by a Motor Carrier Safety Assistance Program (MCSAP) inspector. A roadside inspection is conducted to ensure that both the CMV and the operator are in compliance with the Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations (if applicable). If a serious violation is found during a roadside inspection, the driver will be issued a driver or vehicle out-of-service order. The violation must be corrected before the driver or vehicle can return to service.

Shipping Paper ([49 CFR 171.8](#)):

A shipping paper is the shipping order, bill of lading, shipping manifest or other shipping document service a similar purpose. The shipping paper must contain information required by [49 CFR 172.202](#), [49 CFR 172.203](#), and [49 CFR 172.204](#).

Trucks ([ARM 23.3.801](#) and [61-10-101 MCA](#)):

Truck means a motor vehicle designed to carry an entire load. The truck may consist of a chassis and body or a chassis-cab and body or it may be of unitized construction so that the body and cab appear to be a single unit.

Truck Tractor ([ARM 23.3.801](#)):

Truck tractor means a motor vehicle designed and used primarily for drawing other vehicles and not constructed to carry a load other than a part of the weight of the vehicle and load drawn.

Commercial Use- means vehicles registered to a business, company, co-op, or corporation and are used in these businesses.

Personal Use- vehicles registered to a private individual for his own personal use.

Quarter or Calendar Quarter- a period of three consecutive months ending March 31, June 30, September 30, or December 31.

"F.O.B. factory list price" and "F.O.B. port-of-entry list price"- manufacturer's suggested retail price (MSRP) , as determined by the Montana Department of Justice under ARM [23.3.802](#) for light vehicles, motor homes, motorcycles, quadricycles and amphibious vehicles (if they are issued a license plate for highway use). For all vehicles over one ton, "F.O.B. factory list price" and "F.O.B. port-of-entry list price" mean manufacturer's suggested retail price or acquired cost, whichever is less.

Overhang- the part of a load that extends beyond the rear of a vehicle. Rear overhang is measured from the end of the vehicle or underride protection device.

Special Permit- is a written or electronic document which may be issued for either width, height, length, or weight in excess of the statutory limits, or a combination of width, height, length, and weight. A special permit shall be issued for a nonreducible load only, except when otherwise expressly set forth in the rules. The duration of a special permit may be either a single trip or a term permit.

Convoy- a group of two to five vehicles or vehicle combinations traveling together.

Route Analysis- a route-specific approval issued by the department for an overweight vehicle configuration to be issued an overweight permit under the requirements of [61-10-125](#) MCA, and [subchapter 6 of ARM Title 18, chapter 8](#).

The Department of Transportation attempts to provide reasonable accommodations for any known disability that may interfere with a person from participating in any service, program, or activity of the Department. Alternative accessible formats of this document will be provided upon request. For further information call (406) 444-2998 – voice, or (406) 444-7696 – TDD.

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.

This is only being offered online due to the number of weblinks that are referenced.