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State Regulations for Buses

North Dakota

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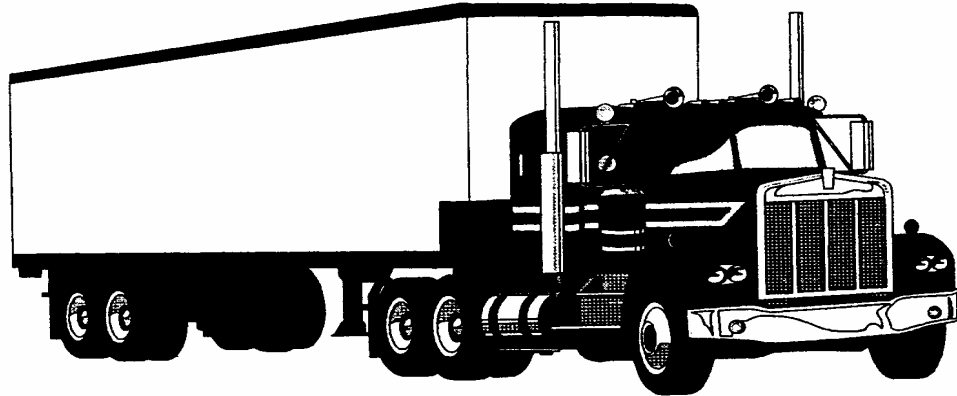
<https://www.dot.nd.gov>

This document is provided as a courtesy by TESCO and is not legal advice. State regulations may have changed since we last researched your state, or there may be regulations of which we are not aware. Please contact your state's bureau of motor vehicles or appropriate regulatory agency to obtain the most current information.



Trucker's Handbook

North Dakota Highway Patrol



Office of the Superintendent
600 E Boulevard Ave. Dept. 504
Bismarck, ND 58505-0240

North Dakota Telephone Numbers and Websites

Highway Patrol Headquarters (Capitol Grounds, Bismarck, ND) 701-328-2455
Vehicle Size and Weight/Permits (DOT Building, Capitol Grounds, Bismarck, ND)..... 701-328-2621
Website.....www.discovernd.com/ndhp/
Office Hours: 7:30 a.m. – 5:00 p.m. (CST), Monday - Friday

Weigh/Inspection Stations

Williston, Jct US 2 & US 85..... 701-774-4365
Joliette, Jct ND 5 & I-29..... 701-454-6544
Fargo, West of Jct I-29 on I-94 701-282-0203

Emergency Assistance 911

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.state.nd.us/dot/road.html

Reprinted February 2004

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

Motor Vehicle Division (vehicle license)..... 701-328-2725

Driver License Division (operator's license)..... 701-328-2601

Website..... www.state.nd.us/dot/

Office Hours: 7:45 a.m. – 4:50 p.m. (CST), Monday - Friday

Tourist Information..... 1-800-435-5663

Website..... www.ndtourism.com

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Mission Statement

The mission of the North Dakota Highway Patrol is to exemplify our values by providing the highest quality of law enforcement and service to the citizens, protecting their rights, predicting and responding to the changing needs of society, respecting and preserving the dignity of the individual, and educating toward safety, voluntary compliance, and a better quality of life. Through innovation and cooperation, we strive to promote and maintain the spirit of teamwork that is the tradition of the North Dakota Highway Patrol.

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	Vehicle combination in excess of 26,000 pounds with a trailer in excess of 10,000 pounds
Class B	Single unit in excess of 26,000 pounds, may pull a trailer of not more than 10,000 pounds
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 with a cargo tank of 1,001 or more gallons of liquid or gas
S	Authorizes the driver to operate a school bus

Farm Exemption

The holder of a Class D license may operate any vehicle in a farm-to-market operation within 150 miles of the farmer's farm. 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.

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

Interstate commercial motor vehicle (CMV) drivers must comply with the Federal Motor Carrier Safety Regulations (FMCSRs). Intrastate CMV drivers, to include farm operations, must comply with the FMCSR as excepted in North Dakota law. General information concerning hours of service is provided below. For specific information on your operation refer to the 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 7/1/01 through 7/14/01." 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 "7/1/01-7/2/01."

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
<u>7</u> (MONTH)	<u>1</u> (DAY)	<u>03</u> (YEAR)	 (TOTAL MILEAGE TODAY)	I certify these entries are true and correct:
<u>397</u> (TOTAL MILES DRIVING TODAY)				VEHICLE NUMBERS - (SHOW EACH UNIT) <u>451 45T</u>
<u>BENNY'S TRUCKING</u> (NAME OF CARRIER OR CARRIERS)				<u>[Signature]</u> (DRIVER'S SIGNATURE IN FULL)
<u>ST CLOUD MN</u> (MAIN OFFICE ADDRESS)				 (NAME OF CO-DRIVER) <u>ATLANTA GA</u> (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.

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

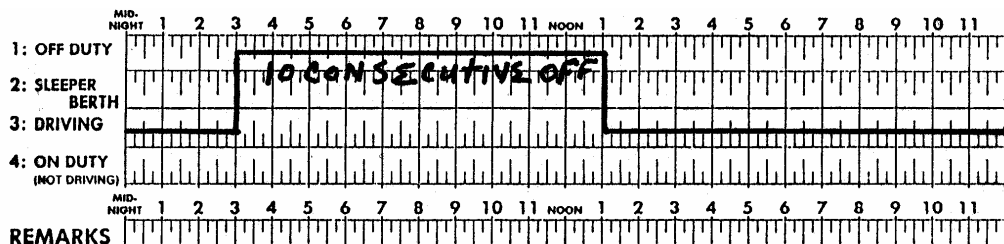
Line 3 is for Driving: All time spent at the driving controls of a commercial motor vehicle.

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.

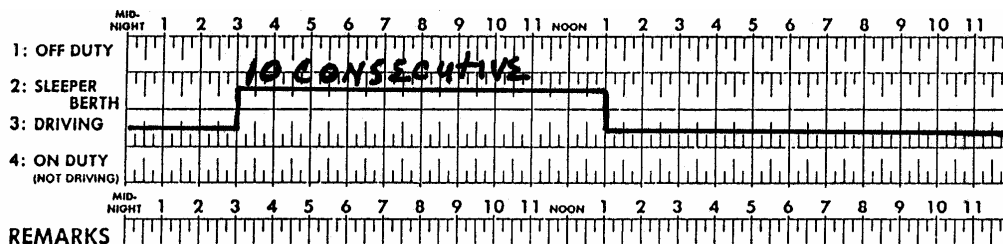
- c. The **bottom portion** is the remarks section. In the remarks section you should note the shipment information (manifest number or shipper and commodity). You also note the location (city and state) where changes of duty status occur. You can also note things such as delays which may impact your 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.
 - 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 count toward the 14 hour rule. An exception to the 14 hour rule exists for split sleeper berth operations and local hauling.
 - c. **The 60 hour rule.** Used by companies operating 5 days per week. No driver may drive more than 60 hours in any 7 consecutive days. If a driver has not violated the 60 hour rule, the driver may restart the 7 days by having 34 consecutive hours off duty. 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. If a driver has not violated the 70 hour rule, the driver may restart the 8 days by having 34 consecutive hours off duty. Time on lines 3 and 4 count toward the 70 hour rule.

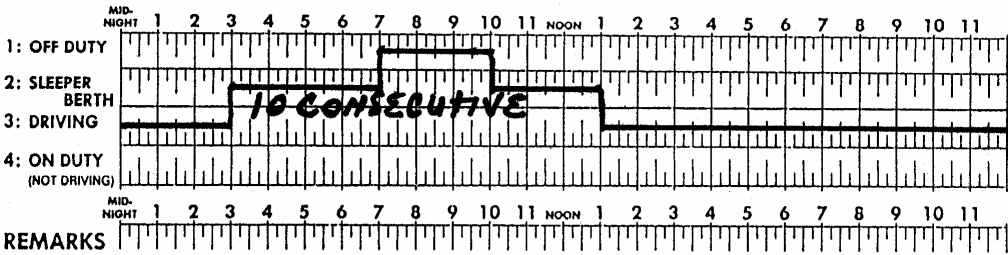
Rest can be obtained by having 10 consecutive hours off duty (graph 1), by having 10 consecutive hours in the sleeper berth (graph 2), by having 10 consecutive hours in the sleeper and off duty (graph 3), or by combining two periods in the sleeper which total 10 hours (graph 4):



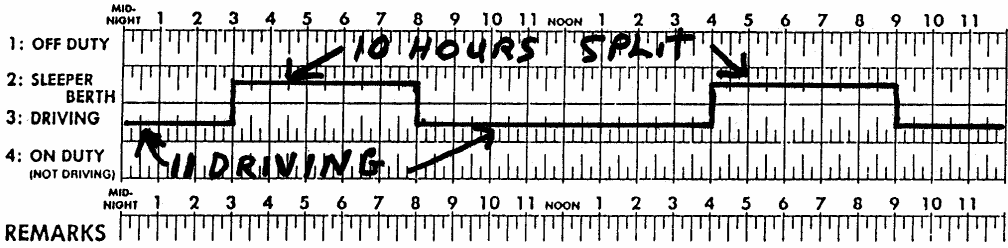
Graph 1



Graph 2



Graph 3



Graph 4

NOTE: When combining sleeper berth periods, you may only combine 2 periods; you may use any variation of hours (2/8, 3/7, 4/6, 5/5) but each period must be at least 2 hours in duration, and you must count the hours on each side of each sleeper berth when figuring the 11 hour and 14 hour rule.

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.

100 Air Mile Driving: 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.

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.

Intrastate Drivers

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 100 air-mile radius from the source of the commodities or the distribution point for the supplies.

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 8 consecutive hours off duty,
2. For any period after having been on duty for 15 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 8 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.

D. 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 drivers 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 Drivers 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 701-328-2455.

E. 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.

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's main office located in the Transportation Building on the Capitol Grounds in Bismarck (701-328-2725).

Limited service is available at the North Dakota Motor Vehicle Division's branch offices located at Dickinson, Fargo, Grand Forks, Minot, and Williston. 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, payment of supplemental billings, 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
Bowman	County Courthouse, 104 1 st Street NW	701-523-3665
Devils Lake	Chamber Office, Hwy. 2 East	701-662-8966
Dickinson	NDDOT Building, 1700 3 rd Avenue W	701-227-6540
Ellendale	67 Main Street	701-349-3633
Fargo	Westfield Business Park, 855 45 th 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	121 1 st Street W	701-252-0852
Linton	County Courthouse, 100 4 th Street NW	701-254-4802
Minot	Arrowhead Shopping Center, 1600 2 nd Avenue SW	701-857-8221
Rugby	140 Viking Drive	701-776-5734
Valley City	Chamber Office, 205 NE 2 nd Street	701-845-3812
Wahpeton	Town Center Square, 500 Dakota Avenue	701-642-2652
Watford City	County Courthouse, 201 5 th Street NW	701-444-3457
Williston	Chamber Office, 10 South Main	701-577-5065

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 Registration Plan and IFTA are available to interstate truckers.

- Contact the Motor Vehicle Division in Bismarck at 701-328-2725 for additional information or to determine the appropriate licensing for your operation.

F. Truck Clearance Procedure

1. All commercial trucks must stop at and clear each "open" North Dakota weigh/inspection station. Loaded vehicles will proceed to the scales for weighing.
2. All vehicles will be required to have their weight verified on the scale. Follow the directions on the signs and come to a complete stop when and where it is requested.
3. Vehicles and drivers are subject to random equipment and log book checks. 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 directed to park their vehicles outside the scale lane and return to the building. A fee will be charged for those permits not in the driver's possession and a receipt issued after all payments have been made to the weigh/inspection station officer.
5. Actual weight 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.discovernd.com/ndhp/.

II – Vehicle Size and Weight

Vehicles and load movements in North Dakota shall comply with the following dimensions: Nonreducible loads and/or vehicles that exceed the limits listed below shall obtain a special permit. The permit must be carried in the vehicle at the time of load movement (see Permits for Oversize and/or Overweight Vehicles, page 34).

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, overwidth self-propelled fertilizer spreaders, overwidth 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.

B. Legal Height

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 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.**

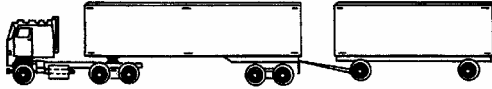
Clearances on State Highways					
Milepoint	Exit No.	Highway # -- Structure	Direction	Clearance FT IN	
157.458		ND #8 – BNRR Underpass – Stanley	Underpass	14	00
002.021		US10 – BNRR Underpass – Casselton	Underpass	13	09
115.006		ND #14 – BNRR Underpass – Towner	Underpass	13	07
070.826		ND #22 – BNRR Underpass – Dickinson	Underpass	13	10
060.457		Interstate 94 – State Ave. Separation	Underclearance	14	00

Clearances on City Streets				
Milepoint	City Street -- Structure	Direction	Clearance FT IN	
City	Minot – 3 rd St. NE/Viaduct	Underclearance	13	03
900.729	Bismarck – Bus. US 83/9 th St. – BNRR UP	Northbound	13	11
903.335	Bismarck – Bus. US 83/7 th St. – BNRR UP	Southbound	13	09
911.409	Grand Forks – Bus. 2/Demers Ave. Bridge	Overclearance	13	00
City	Jamestown – 4 th Ave. NE/BNRR UP	Underpass	12	11
926.783	Fargo – Bus. US 81/Main Ave. & BNRR UP	Northbound	13	09
927.215	Fargo – Bus. US 81/10 th St. BNRR UP	Northbound	14	00
927.254	Fargo – Bus. US 81/10 th St. – BNRR UP	Northbound	14	00
931.984	Fargo – Bus. US 81/University Dr. – BNRR UP	Southbound	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 nondesignated 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 (page 23).
 - 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

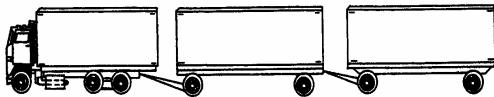
- a) Truck must be properly registered and designed to legally carry a gross weight of more than 24,000 pounds.
 - b) Both trailers and semitrailers must be designed to carry gross weights of more than 24,000 pounds.
- 5) Truck-tractor/semitrailer/trailer/trailer



TRUCK-TRACTOR, SEMI TRAILER AND TRAILER



TRUCK-TRACTOR, SEMI TRAILER AND SEMI TRAILER



TRUCK AND TWO TRAILERS



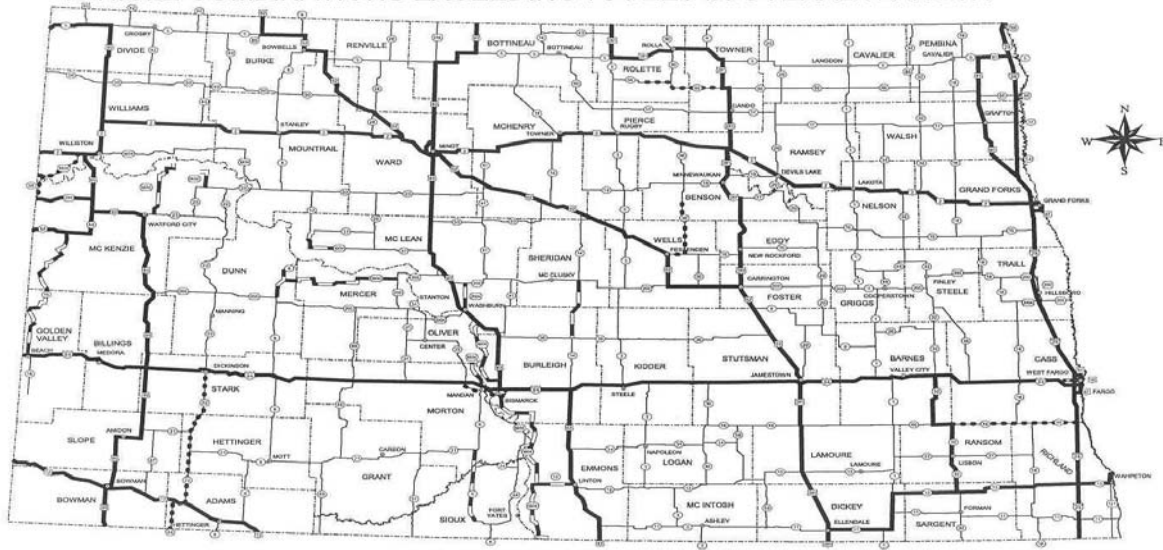
TRUCK-TRACTOR, SEMI TRAILER AND TWO TRAILERS OR TWO SEMI TRAILERS
(TRIPLE BOTTOM) CONVERTED TO TRAILERS WITH CONVERTER DOLLIES

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.

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



—•—•—•— 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 following vehicle combinations are exempt from overall length limitations as provided for in the Surface Transportation and Assistance Act of 1982: 1. A truck-tractor and semitrailer. 2. Truck-tractor, semitrailer and trailer, or semitrailer converted to a trailer by use of a converter dolly and fifth wheel.

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:

Ruth C. Magnus 10 Oct 02
on behalf of NDDOT DIRECTOR DATE

D. Legal Weight

North Dakota Weight Limitations Chart

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	41,500							
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						
15		47,500	52,000						
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	90,000	
32		60,000*	63,500	68,000	73,000	78,500	84,500	90,500	
33			64,000	68,500	74,000	79,500	85,000	91,000	
34			64,500	69,500	74,500	80,000	85,500	91,500	
35			65,500	70,000	75,000	80,500	86,000	91,500	
36	Two consecutive sets of								
37	tandem axles may carry a								
38	gross load of 34,000								
39	pounds each provided								
40	the overall distance								
	between the first and last								
	axles of such consecutive								
	sets of tandem axles is								
	36 feet or more.								
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	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	96,000	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	79,500	83,000	87,500	92,500	98,000	103,500
57		interstate. Gross weight	80,000*	83,500	88,000	93,500	98,500	104,000
58		limit on county and other		84,500	89,000	94,000	99,000	104,500
59		local highways unless		85,000	89,500	94,500	99,500	105,000
60		designated for more.		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*			

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.

*Maximum Gross Weight

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 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. 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.

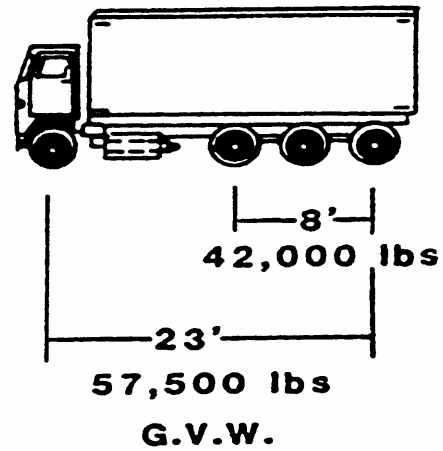
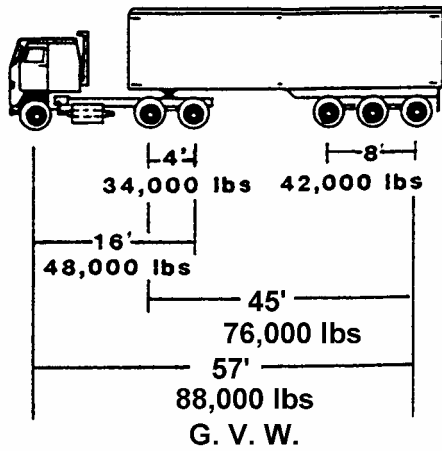
Tire Width	Single Axle (2 Tires)	Single Axle (4 Tires)	Tandem Axle (4 Tires)	Tandem Axle (8 Tires)	Triple Axle (6 Tires)	Triple Axle (12 Tires)
7:00	7,700	15,400	15,400	30,800	23,100	Determined by Weight Formula
7:50	8,250	16,500	16,500	33,000	24,750	
8:00	8,800	17,600	17,600	34,000	26,400	
8:25	9,075	18,150	18,150	34,000	27,225	
9:00	9,900	19,800	19,800	34,000	29,700	
10:00	11,000	20,000	22,000	34,000	33,000	
11:00	12,100	20,000	24,200	34,000	Determined by Weight Formula	
12:00	13,200	20,000	26,400	34,000		
13:00	14,300	20,000	28,600	34,000		
14:00	15,400	20,000	30,800	34,000		
15:00	16,500	20,000	33,000	34,000		
16:50	18,150	20,000	34,000	34,000		
17:50	19,250	20,000	34,000	34,000		
18:00	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

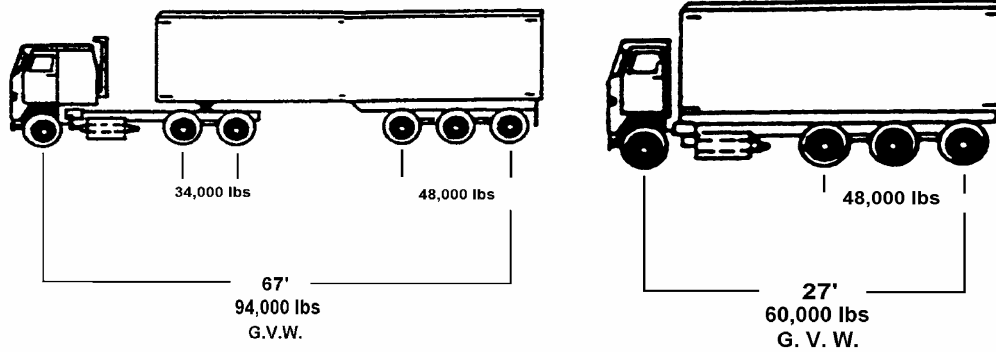
<u>Metric Tire Size</u>	<u>Tire Width in Inches</u>	<u>Metric Tire Size</u>	<u>Tire Width in Inches</u>
245/75R22.5	9.6 inches	295/75R22.5	11.6 inches
255/70R22.5	10.0 inches	315/75R22.5	12.4 inches
265/75R22.5	10.4 inches	385/65R22.5	15.2 inches
275/80R22.5	10.8 inches	425/65R22.5	16.7 inches
285/75R24.5	11.2 inches	445/65R22.5	17.5 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 of a vehicle or combination of vehicles.

Examples of Bridge Formula Application on the State Highway System

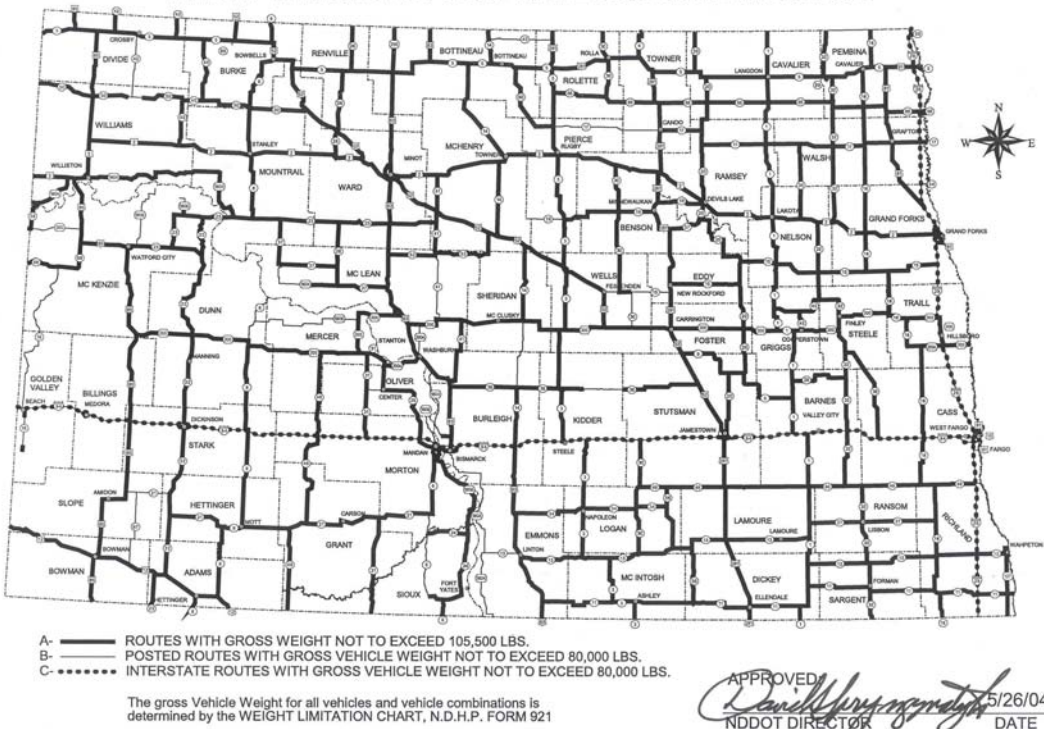


Note: On highways other than the Interstate System, only the exterior bridge measurement shall be used to determine the gross vehicle weight of a vehicle or combination of vehicles.

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.

NORTH DAKOTA STATE HIGHWAY SYSTEM
WEIGHT LIMITATIONS FOR VEHICLES ON STATE HIGHWAYS



E. Spring Load Restriction Weight Limit Classifications

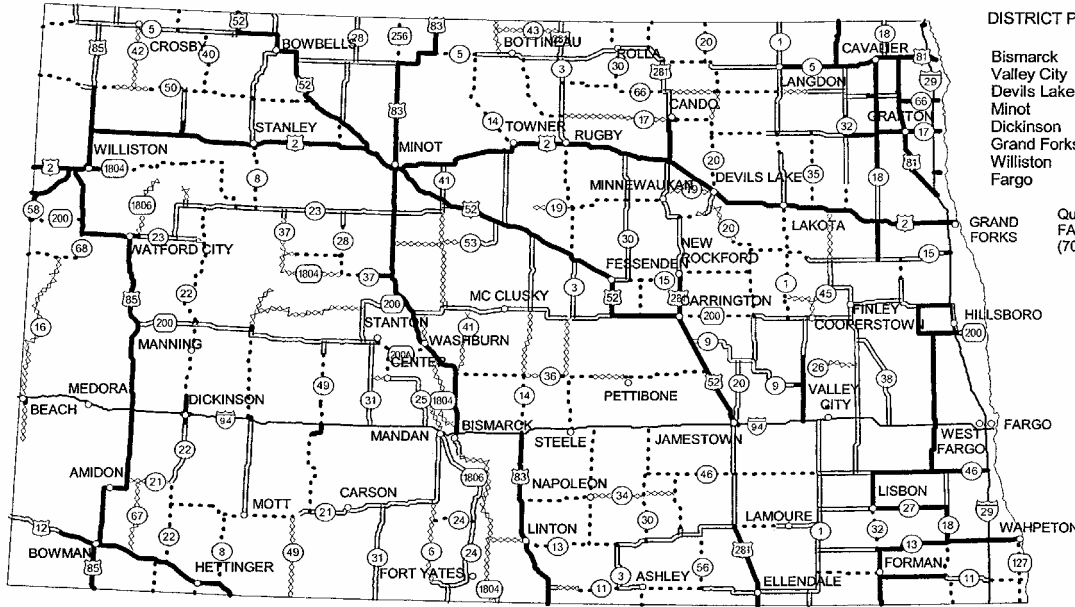
During the spring, certain highways may be restricted to lower axle weights. Signs will be erected and maintained indicating the restriction in place.

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	48,000 lbs. gross weight on an axle grouping	Not to exceed 105,500 lbs.
Class A	Not to exceed 18,000 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.
Number 1	Not to exceed 15,000 lbs.	Not to exceed 15,000 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 80,000 lbs.
Number 2	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 65,000 lbs.
Number 3	Cars and empty trucks only			

To receive a map indicating the restricted state highways, contact the North Dakota Department of Transportation's Maintenance Division at 701-328-2545 or visit their website at www.state.nd.us/dot/road.html. Weight limits may vary on local roads and on the interstate system.

NDDOT Proposed Load Restrictions

Central Office (701)328-2545



DISTRICT PHONE NOS.

Bismarck (701)328-6950
 Valley City (701)845-8800
 Devils Lake (701)665-5100
 Minot (701)837-7625
 Dickinson (701)227-6500
 Grand Forks (701)787-6500
 Williston (701)774-2700
 Fargo (701)239-8900

Questions regarding
 FAX distribution call
 (701) 328-2545

Class A Load Restrictions: Applicable to Axle and Gross Vehicle Loads
Single Axle: Not to exceed 18,000 lbs.
Tandem Axle: Not to exceed 16,000 lbs/axle
3 Axles or More Group: 14,000 lbs/axle.
 On divisible loads the gross weight of the axlegrouping may not exceed 42,000 lbs.
Gross Weight: Not to exceed 105,500 lbs.

No. 1 Load Restrictions: Applicable to Axle and Gross Vehicle Loads
Single Axle: Not to exceed 15,000 lbs.
Tandem Axle: Not to exceed 15,000 lbs/axle
3 Axles or More Group: 12,000 lbs/axle.
 On divisible loads the gross weight of the axlegrouping may not exceed 36,000 lbs.
Gross Weight: Not to exceed 80,000 lbs.

No. 2 Load Restrictions: Applicable to Axle and Gross Vehicle Loads
Single Axle: Not to exceed 12,000 lbs.
Tandem Axle: Not to exceed 12,000 lbs/axle
3 Axles or More Group: 10,000 lbs/axle.
 On divisible loads the gross weight of the axlegrouping may not exceed 30,000 lbs.
Gross Weight: Not to exceed 65,000 lbs.

Highways Restricted By Legal Weight

Highways restricted by legal weight will be subject to TON-MILE fees in accordance with road restriction permit policy.
 Does NOT include Interstate System.

Not Affected

III – Permits

A. Oversize and/or Overweight Vehicles or Load Movements

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 12"x12" 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 an 18"x84" OVERSIZE LOAD sign on the rear. All over-dimensional loads are restricted to traveling during daylight hours. There are also 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 (18" X 84") 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 must be on file with the NDHP in order 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 axle weight limits. Overweight permits will be issued for hauling ONLY single piece loads.

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, **overwidth** 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.

Axle Weight Limitations

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 permittable 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
8:25	9,900 lbs	19,800 lbs	19,800 lbs	39,600 lbs	54,450 lbs	*68,000 lbs
9:00	10,800 lbs	21,600 lbs	21,600 lbs	43,200 lbs	59,400 lbs	*68,000 lbs
10:00	12,000 lbs	*24,000 lbs	24,000 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs
11:00	13,200 lbs	*24,000 lbs	26,400 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs
12:00	14,400 lbs	*24,000 lbs	28,800 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs
13:00	15,600 lbs	*24,000 lbs	31,200 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs
14:00	16,800 lbs	*24,000 lbs	33,600 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs
15:00	18,000 lbs	*24,000 lbs	36,000 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs

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
16:50	19,800 lbs	*24,000 lbs	39,600 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs
18:00	21,600 lbs	*24,000 lbs	43,200 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs

*Maximums include all tolerances

2. Axle weight limitations for fixed load equipment mounted on truck-type chassis.
 - a. The following are the maximum permittable axle weights for fixed load equipment mounted on truck-type chassis such as truck cranes and workover rigs. (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.

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
8:25	10,725 lbs	21,450 lbs	21,450 lbs	42,900 lbs	27,225 lbs	54,450 lbs	*68,000 lbs
9:00	11,700 lbs	23,400 lbs	23,400 lbs	46,800 lbs	29,700 lbs	59,400 lbs	*68,000 lbs
10:00	13,000 lbs	26,000 lbs	26,000 lbs	*50,000 lbs	33,000 lbs	*60,000 lbs	*68,000 lbs
11:00	14,300 lbs	28,600 lbs	28,600 lbs	*50,000 lbs	36,300 lbs	*60,000 lbs	*68,000 lbs
12:00	15,600 lbs	*30,000 lbs	31,200 lbs	*50,000 lbs	39,600 lbs	*60,000 lbs	*68,000 lbs
13:00	16,900 lbs	30,000 lbs	33,800 lbs	*50,000 lbs	42,900 lbs	*60,000 lbs	*68,000 lbs
14:00	18,200 lbs	*30,000 lbs	36,400 lbs	*50,000 lbs	46,200 lbs	*60,000 lbs	*68,000 lbs
15:00	19,500 lbs	*30,000 lbs	39,000 lbs	*50,000 lbs	49,500 lbs	*60,000 lbs	*68,000 lbs
16:50	21,450 lbs	*30,000 lbs	42,900 lbs	*50,000 lbs	54,450 lbs	*60,000 lbs	*68,000 lbs

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
18:00	23,400 lbs	*30,000 lbs	*46,800 lbs	*50,000 lbs	59,400 lbs	*60,000 lbs	*68,000 lbs

*Maximums include all tolerances

- b. 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.
3. Routing is restricted by the Permit Bridge Load Limitations Map (page 40) and the Weight Limitations Map (page 31). The Weight Limitations Map shows those highways posted for 80,000 lbs. G.V.W.
 - a. Road construction may also restrict requested routes of travel. Contact the permit section to obtain width restrictions, or visit the NDDOT Road Construction Report website at www.state.nd.us/dot/road.html.
4. Permits must be in possession prior to starting any oversize/overweight load movement. The permits may be obtained from the Highway Patrol permit section, weigh/inspection stations, or highway patrol troopers. To obtain a permit via fax, contact the permit section at 701-328-2621.

5. You will need to have the following information available to complete the application procedure:
- Company name and address.
 - Description of power unit: year, make, capacity, serial number, license number and state, tire sizes, and number of axles.
 - Description of towed unit: type of unit, make, tire sizes, and number of axles.
 - Overall dimensions of vehicle and load.
 - Axle weights and gross weight of vehicles and load if overweight is requested.
 - Dates of travel, point of origin and destination, and desired route to be traveled.
 - Axle spacings are required on a vehicle combination when the GVW exceeds 150,000 pounds, and on special mobile equipment with a GVW in excess of 114,800 pounds. A bridge analysis shall be completed.

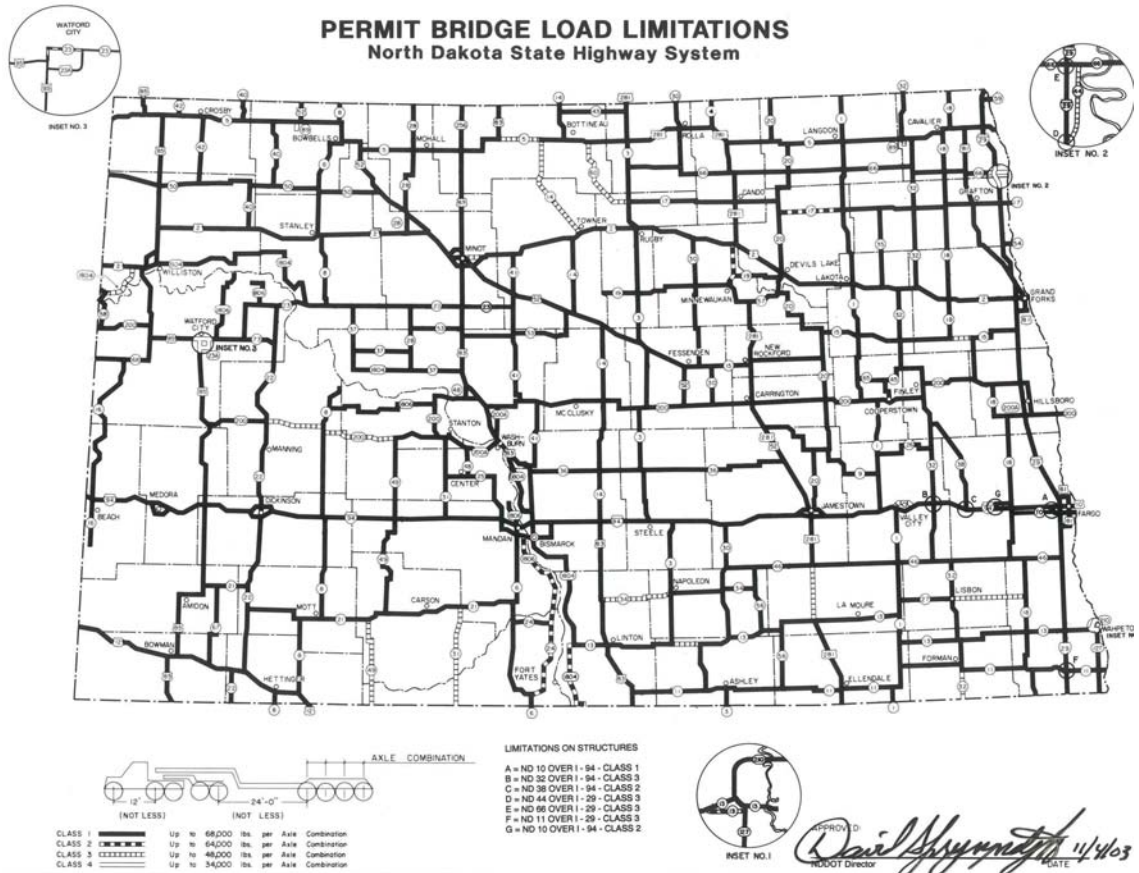
Permit Fees

- \$20 for each single trip permit (SFN 3507, Official Receipt/Permit) except for loads in excess of 150,000 pounds GVW self-propelled special mobile equipment.
- 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.
 4. \$10 for each Identification Supplement, SFN 3317 (SFN 3318 for manufactured housing).
 5. \$20 for each Single Trip Movement form, SFN 3540 (SFN 14242 for manufactured housing).
 6. \$25 for each Special Mobile Equipment Single Trip Movement Approval form (SFN 16320) that must be used to validate the special mobile equipment identification supplements.
 7. \$25 engineering fee for those movements that require approval by DOT engineers.
 8. \$.05 per ton per mile is assessed upon the portion of G.V.W. exceeding 200,000 pounds.
 9. Escort services provided by the NDHP are \$30 per hour and \$.30 per mile.
 10. Official or publicly owned vehicles shall not be required to pay charges for permits. (No fee to commercial hauler doing charity hauling.)
- Applications for identification supplements and single trip movement approval forms can be obtained from the North Dakota Highway Patrol, Motor Carrier Division, Capitol Grounds, 600 East Boulevard Avenue Dept. 504, Bismarck, ND 58505-0240. The telephone number is 701-328-2621.



B. Interstate Permit Policy

Single trip 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. All weights are restricted by the North Dakota Weight Limitations Chart and the North Dakota Axle Weight Limitations Chart.

The interstate permit must be in possession prior to traveling on the interstate system in North Dakota. The fee for a receipt issued "Interstate Only" permit is \$10. It can be purchased online at www.discovernd.com/ndhp/ or obtained from the Highway Patrol permit section, weigh/inspection stations, district offices, or highway patrol officers. The fee for a self-issue "Interstate Only" permit is \$5. It can also be purchased online at www.discovernd.com/ndhp/ or obtained from the Highway Patrol permit section.

C. Seasonal Permit Policy

Seasonal permits will be issued in lieu of single trip permits for commercial movement of overwidth haystacks, hay bales, forage harvesters, grain cleaners, hay grinders, fertilizer spreaders and chemical applicators transported by another vehicle, and for commercial movement of overwidth 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.discovernd.com/ndhp/ or obtained from the Highway Patrol permit section, weigh/inspection stations, or highway patrol troopers. You will need to have the following information available to complete the application procedure:

1. Applicant's name, address, and telephone number.
 2. Indicate whether application is new or renewal. If it is a renewal and there are no changes from the previous year, the application does not have to be filled out (write the previous year's number on the receipt).
 3. Check the type of power unit.
 4. Description of power unit: unit number, year, make, license number and state (when applicable), and serial number (VIN).
 5. Check the type of towed unit.
 6. Description of towed unit: make and serial number (VIN).
 7. Type of load.
 8. Overall dimensions of vehicle or vehicle combination.
 9. Number of axles.
 10. The axle spacings' dimensions, tire sizes, and number of tires per axle.
 11. The permit fee is \$50 per year.
 12. An insurance certificate showing a minimum \$300,000 liability and property damage insurance **must be submitted** with the application.
- Applications for seasonal permits can be obtained from the North Dakota Highway Patrol, Motor Carrier Division, Capitol Grounds, 600 East Boulevard Avenue Dept. 504, Bismarck, ND 58505-0240. The telephone number is 701-328-2621.

D. Electronic Permits

The following permits may be purchased online at www.discovernd.com/ndhp/:

- Trip
- Fuel
- Interstate
- LCV
- Seasonal
- 10% Weight Exemption
- Combine
- Self-issue Interstate

IV – Highway User Information

A. Speed Limit Laws

There are no exceptions for truck traffic speed as indicated in North Dakota Century Code section 39-09-02. The posted limits are the limits for all vehicles. All vehicles must 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 hauling 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. The “No Zone”

There is good news and bad news about highway safety concerning cars and big trucks.

First the bad news:

- More than 250,000 crashes involving at least one passenger car and one large truck happen each year.
- In more than 70 percent of all fatal crashes involving autos and big trucks, police report that the auto driver rather than the truck driver contributed to the cause of the crash.
- Most crashes involving automobiles and trucks occur in daylight on straight and dry pavement under good weather conditions.
- Because trucks are so much bigger and heavier than cars, the driver of the car—not the truck—is killed in a fatal car-truck collision four out of five times.

The good news:

Many of these crashes could be avoided if motorists knew about truck limitations and how to steer clear of unsafe situations involving trucks.

Remember that your truck is not a car and you have limitations in terms of maneuverability, stopping distances, and blind spots.

Know the “NO ZONES” of your vehicle

Passing

When cars 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 must swerve to miss a slowing vehicle that has just passed you.

Backing Up

When you are backing up, try to use a backer whenever possible. Sometimes cars will try to pass close behind you when you are performing this maneuver. A backer can control your movement as well as serve as a beacon to the auto driver. This is a definite blind spot for your vehicle.

Rear Blind Spots

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

Side Blind Spots

Watch for vehicles in the side blind spots of your vehicle 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 autos in your blind spots can take evasive action and allow you to complete your turn safely.

D. Studded Tire Law

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