



Wisconsin Trucker's Guide

Prepared by the National Center for Freight and Infrastructure Research and Education
University of Wisconsin - Madison

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Wisconsin Trucker's Guide 2007

The purpose of the Truck Driver's Guidebook is to provide general information about rules and regulations that directly relate to the Wisconsin trucking industry.

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The National Center for Freight and Infrastructure Research and Education (CFIRE),
University of Wisconsin-Madison



CFIRE

For:

The Wisconsin Department of Transportation



Free Distribution Only

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Due to frequent changes in federal and state regulations, the Wisconsin DOT cannot ensure the accuracy of the material contained in this book beyond the date of publication. This document is not intended for legal purposes.



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Drive Safe in Wisconsin

Dear Truck Drivers:

We're happy to have you in Wisconsin. More than 743 miles of Interstate highways and over 11,000 miles of US and state highways form the backbone of our state's economy. We do our best to make this network better serve you and the traveling public.

The trucking industry is vitally important to the Wisconsin economy. Jobs in the trucking industry account for just under 2 percent of the total employment in Wisconsin, supporting approximately 50,000 families. Each day, the trucking industry moves more than 175 million ton miles of goods originating in Wisconsin. Without your hard work, it would be impossible to efficiently ship any product into or out of Wisconsin.

Safety is our top priority in Wisconsin. On our busy corridors, trucks account for 20-30 percent of the total traffic in some sections, so your attention and careful driving matter. One of every 16 collisions in Wisconsin involves heavy trucks. It is important that we do everything possible to minimize them.

The first step towards safe and efficient travel is following Wisconsin's rules and regulations. This Wisconsin Trucker's Guide provides the basic information you will need to make your experience in the state successful and enjoyable. In addition to safety information, we have also included information on Wisconsin's commercial freight taxes, licensing, and other useful matters.

It is our pleasure to provide this guide to help you easily find much-needed information. I hope you enjoy your travels in our beautiful state.

Sincerely,

Frank J. Busalacchi
Secretary
Wisconsin Department of Transportation

1. General Information

1a. Wisconsin State Patrol

Region	Post	Address & Telephone	Safety and Weight Enforcement Facilities	Location	Telephone
Southwest	DeForest	911 W North Street P.O. Box 610 DeForest, WI 53532 Phone: (608) 846-8500	11 - Dickeyville SWEF	Hwy 11, 35 and 151	(608) 748-4536
			16 - Madison SWEF	I-90 MP 145.5, Southbound	(608) 838-7032
			17 - Utica SWEF	I-90 MP 147.8, Northbound	(608) 873-6949
	Tomah	I-90 Tomah Exit Hwy 131 23928 Lester McMullen Dr. Tomah, WI 54660 Phone: (608) 374-0513	53 - West Salem SWEF	I-90 MP 10.6, Eastbound	(608) 786-0275
Southeast	Waukesha	21115 Hwy 18 Waukesha, WI 53186 Phone: (262) 785-4700	21 - Kenosha SWEF	I-94 MP 349.8, Northbound	(262) 857-7360
			22 - Racine SWEF	I-94 MP 327.3, Southbound	(262) 835-4328
Northeast	Fond du Lac	851 S. Rolling Meadows Dr. PO Box 984 Fond du Lac, WI 54936 Phone: (920) 929-7666	34 - Wrightstown SWEF	Hwy 41, Brown and Outagamie County Line, Northbound	(920) 766-1424
			35 - Newton SWEF	I-43 MP 141 Southbound	(920) 726-4521

Region	Post	Address & Telephone	Safety and Weight Enforcement Facilities	Location	Telephone
			41 - Abrams SWEF	Hwy 41 & 141, 3 mi S. of Jct. 41 / 141, North and Southbound	(920) 826-5368
North Central	Wausau	2805 Martin Ave Wausau, WI 54401 Phone: (715) 845-1143	44 - Coloma SWEF	I-39/51, 1.5 mi N. of Coloma, North and Southbound	(715) 249-5920
Northwest	Spooner	7102 Green Valley Rd Spooner, WI 54801 Phone: (715) 635-2141	71 - Superior SWEF	Hwy 2 & 53, 6 mi E. of CT E, Westbound	(715) 398-6822
	Eau Claire	5005 STH 53 South Eau Claire, WI 54701 Phone: (715) 839-3800	61 - Hudson SWEF	I-94 MP 8, Eastbound	(715) 749-3744
			63 - Menomonie SWEF	I-94 MP 48.3, Westbound	(715) 235-4581

1b. State/Federal Agencies and Associations

State Agencies and Departments

Wisconsin Department of Transportation

Website: <http://www.dot.wisconsin.gov/>

Motor Carrier Services Section

4802 Sheboygan Avenue, Room 151
Madison, WI 53705

Motor Carrier Registration Unit (MCR)

P.O. Boxes 7979, 7955 and 7967
Madison, WI 53707
Telephone: (608) 269-9900
E-mail: irp-ifta@dot.state.wi.us

OSOW Permit Unit

P.O. Box 7980
Madison, WI 53707-7980
4802 Sheboygan Avenue
Madison, WI 53705
Telephone: (608) 266-7320
Email: oversize-permits.dmv@dot.state.wi.us

Registration for the Unified Carrier

Registration (UCR)
www.ucr.in.gov

Wisconsin State Patrol

Division Headquarters
P.O. Box 7912
Madison, WI 53707-7912
Telephone: (608) 266-3212
Fax: (608) 267-4495
<http://dot.state.wi.us/statepatrol/index.htm>
Motor Carrier Hotline: (608) 267-9762

Wisconsin Department of Justice

P.O. Box 7857
Madison, WI 53707-7857
Phone: 608-266-1221
Fax: 608-267-2779
Website: <http://www.doj.state.wi.us/>

Wisconsin Department of Agriculture, Trade and Consumer Protection

P.O. Box 8911
Madison, WI 53708-8911
General Department Contact Number: 608-224-5012
Division of Trade and Consumer Protection:
608-224-4949
Website: <http://www.datcp.state.wi.us/core/consumerprotection/consumerprotection.jsp>

Wisconsin Department of Natural Resources

101 S. Webster Street
PO Box 7921
Madison, Wisconsin 53707-7921
Phone: 608-266-2621
Hazardous Substance Spill: 1-800-943-0003
Website: <http://www.dnr.state.wi.us/>

Wisconsin Department of Revenue

2135 Rimrock Road
P.O. Box 8971, Mail Stop 6-97
Madison, WI 53708-8971
Phone: (608) 266-9758
Fax: (608) 264-6887
Website: <http://www.revenue.wi.gov/>

Federal Agencies

Internal Revenue Services

Highway User Tax
Phone: 800-829-1040
Website: <http://www.irs.gov/>

US DOT Federal Motor Carrier Safety Administration-Wisconsin Division

567 D'Onofrio Drive, Suite 101
Madison, WI 53719-2844
Phone: (608) 829-7530
Fax: (608) 829-7540
Website: www.fmcsa.dot.gov

Trade Associations

Wisconsin Motor Carriers Association

P.O. Box 44849
Madison, WI 53744-4849
Phone: 608-833-8200
Fax: 608-833-2875

Canadian Information

Ontario Ministry of Transportation

Driver Vehicle Licensing
Phone: 416-235-2999
800-387-3445

Canadian Council of Motor Transportation Administrators

Phone: 613-736-1003

1c. Useful Websites

Safety Organizations

- AAA Foundation for Traffic Safety www.aaafoundation.org
- American Trucking Associations www.truckline.com
- Commercial Vehicle Safety Alliance www.cvsa.org
- Wisconsin County Highway Association www.wcha.net
- Truck Safety Coalition www.trucksafety.org/index.php
- Wisconsin Motor Carriers Association www.witruck.org

Federal Government

- Federal Motor Carrier Safety Administration www.fmcsa.dot.gov
- FMCSA's Safety and Fitness Electronic Record (SAFER) System www.safer.fmcsa.dot.gov
- National Highway Traffic Safety Administration www.nhtsa.dot.gov
- Office of Drug and Alcohol Policy and Compliance www.dot.gov/ost/dapc
- US Department of Transportation (US DOT) www.dot.gov
- US DOT's Pipeline & Security (hazmat) <http://hazmat.dot.gov>
- US Government Printing Office www.access.gpo.gov

Rules and Regulations

- Federal Motor Carrier Safety Administration Regulations – 49 CFR Parts 300-399 www.fmcsa.dot.gov
- Wisconsin Administrative Codes for Transportation www.legis.state.wi.us/rsb/code/trans/trans.html
- Wisconsin Statutes www.legis.state.wi.us/rsb/stats.html
- Wisconsin Department of Transportation – Useful information for truckers in Wisconsin www.dot.wisconsin.gov/business/carriers/

Canadian Offices

- Canadian Council of Motor Transport Administrators (CCMTA) www.ccmta.ca
- Ontario Ministry of Transportation www.mto.gov.on.ca

2. Carrier Requirements

2a. Taxes and Fees

2a.1 Heavy Vehicle Use Tax

Heavy Vehicle Use Tax (HVUT) is an annual federal highway use tax paid to the federal Internal Revenue Service (IRS) on vehicles operating on public highways at a gross weight of 55,000 lbs. and greater. The federal government distributes revenues back to the states for highway construction and maintenance projects.

A carrier must send proof of payment of the HVUT to the Division of Motor Vehicles (DMV) along with its registration renewal.

Proof of compliance may be one of the following:

- Copy of a schedule 1 (from IRS form 2290) that has been stamped as received by the IRS
- Copy of a receipted schedule 1 (from IRS form 2290) with a copy, both sides, of the canceled check
- Copy of the IRS form 2290 with a copy of the electronic IRS payment confirmation screen

For vehicles exempted from the heavy vehicle use tax payment by the IRS, a statement of exemption must be submitted by the carrier with its registration renewal.

A carrier must send a copy of the IRS form 2290 showing its request for suspension from the HVUT payment with its registration renewal for vehicles that qualify for suspension.

HVUT information may be obtained by contacting: Department of Treasury, Internal Revenue Service (IRS) at (800) 829-3676. Form 2290 can be downloaded from the IRS Forms and Publications Web page.
<http://www.irs.gov/formspubs/index.html>

For Intrastate information:

Wisconsin Department of Transportation
Bureau of Vehicle Services
Madison, WI 53707
Telephone: (608) 266-1466 Email: bur-veh-services.dmv@dot.state.wi.us (allow 4 business days)

For Interstate information:

Wisconsin Department of Transportation
Motor Carrier Services
P.O. Box 7955
Madison WI 53707-7955
Telephone: (608) 266-9900

2a.2 International Fuel Tax Agreement (IFTA)

International fuel tax agreement (IFTA): <http://www.dot.wisconsin.gov/business/carriers/ifta.htm>

IFTA Manual Link: <http://www.dot.state.wi.us/business/carriers/docs/iftamanual.pdf>

IFTA license and decal information: <http://www.dot.wisconsin.gov/drivers/plateguide/credentials/ifta.htm>

IFTA is an agreement among all states (except Alaska and Hawaii) and Canadian provinces (except Northwestern Territories, Nunavut and Yukon) to simplify the reporting of fuel used by motor carriers operating in more than one jurisdiction. Persons who operate qualified motor vehicles are subject to IFTA licensing.

Qualified Motor Vehicle

A motor vehicle used, designed, or maintained for transportation of persons or property, not including recreational vehicles, and:

- Having two axles and a gross vehicle weight or registered gross vehicle weight exceeding 26,000 lbs. or 11,797 kilograms; or
- Having three or more axles regardless of weight; or
- Is used in combination, when the weight of such combination exceeds 26,000 lbs. or 11,797 kilograms gross vehicle or registered gross vehicle weight

Upon application, the carrier's base (home) jurisdiction will issue credentials that allow the IFTA licensee to travel in all IFTA member jurisdictions.

Wisconsin is your base jurisdiction for IFTA licensing and reporting if you:

- Have qualified motor vehicles based in Wisconsin for vehicle registration purposes
- Maintain operational control and operational records for qualified motor vehicles in Wisconsin or can make records available to Wisconsin DOT
- Have one or more qualified motor vehicles that actually travel on Wisconsin highways; and
- Operate in at least one other IFTA jurisdiction

The IFTA license offers several benefits to the interstate/inter-jurisdictional motor carrier. These benefits include one license, one set of decals, one quarterly fuel tax report that reflects the net tax or refund due. These advantages result in cost and timesavings for the carrier and the member jurisdictions.

IFTA information may be obtained by contacting:

Wisconsin Department of Transportation
Motor Carrier Registration
P.O. Box 7979
Madison WI 53707-7979
Telephone: (608) 266-9900
E-mail: irp-ifta@dot.state.wi.us

2b. Motor Carrier Fees

2b.1 72-Hour Trip Permit

Wisconsin's 72-hour trip permit is issued to out-of-state motor carriers into and out of Wisconsin, beyond the reciprocity zones between our border states, within 72 hours which do not have proper registration or fuel tax credentials in Wisconsin as set forth in Sec. 341.41(7), and 341.45 Stats. This permit is also issued for carriers who do not have proper registration or fuel tax credentials in the jurisdictions that belong to the international trip permit compact. Only applicants wishing to move vehicles into Wisconsin that are not registered in Wisconsin nor enrolled into either IRP or IFTA are eligible for 72-hour trip permits. Applicants who want to move unregistered vehicles within or out of Wisconsin are not eligible. The 72-hour trip permit may not be purchased to authorize movement of unregistered vehicles for trips beginning in Wisconsin.

The trip permit for Wisconsin is valid for 72 hours from the time and date on the permit. There may be different dates and times for each jurisdiction listed on the permit. Valid for only one round trip.

Fee: Varies with number of states listed on the trip permit. Wisconsin fee is \$15 for registration purposes and \$15 for fuel tax purposes.

To obtain 72-Hour Trip Permit Credential visit: <https://trust.dot.state.wi.us/StpPublicServlet>

2b.2 Reciprocity Distances/States

Reciprocity is an agreement between two states, or Canadian provinces, regarding license plates, registration fees, mileage or fuel taxes, in which each state agrees to give carriers from the other jurisdiction similar privileges. Simply stated, reciprocity means a jurisdiction may say, "If you let our trucks operate in your state without the payment of registration or fuel tax fees, we'll do the same for your trucks". Not all jurisdictions have reciprocity agreements with Wisconsin.

30-mile registration and fuel tax border agreement

Registration:

All vehicles that display intra-state registration from Wisconsin, Iowa, Minnesota and Michigan may operate interstate within a 30 air mile range of the Iowa-Wisconsin, Minnesota-Wisconsin and Michigan-Wisconsin boundary line respectively without carrying any additional registration credentials as set forth in the reciprocal agreement between Wisconsin and these jurisdictions. There is no interstate registration reciprocity with Illinois.

Fuel tax:

All qualified motor vehicles owned or leased and operated by a resident of:

- Wisconsin or Minnesota may operate within 30 miles of the Wisconsin and Minnesota state border without carrying any additional fuel tax credentials as set forth in the fuel tax reporting reciprocity agreement between Wisconsin and Minnesota.
- Wisconsin or Iowa may operate within 30 miles of the Wisconsin and Iowa state border without carrying any additional fuel tax credentials as set forth in the fuel tax reporting reciprocity agreement between Wisconsin and Iowa.

The following Minnesota and Iowa vehicles have statewide fuel reciprocity.

- A. All qualified motor vehicles owned or leased and operated by the state or any political subdivision of the state, while operated in official capacity and displaying tax exempt, municipal or state owned registration.
- B. All school buses owned or leased and operated by a Minnesota or Iowa school and used in the transportation of pupils to and from school related and/or school sponsored events.

Farm Plates:

For interstate operation, in most instances, Wisconsin has reciprocity with Iowa, Illinois and Michigan. There is no reciprocity agreement with Minnesota.

Reciprocity information may be obtained by contacting:

Wisconsin Department of Transportation
Motor Carrier Registration
P.O. Box 7955
Madison WI 53707-7955
Telephone: (608) 266-9900

2c. International Registration Plan (IRP)

IRP Manual Link - <http://www.dot.state.wi.us/business/carriers/docs/irp-manual.pdf>

IRP is a method of registering fleets of vehicles that travel in two or more member jurisdictions. Washington D.C. and all states (except Alaska and Hawaii), Washington D.C., and all Canadian provinces (except Northwestern Territories, Nunavut and Yukon) are members of the plan.

Motor carriers that qualify for IRP must register fleets of vehicles in their home or "base" jurisdiction. A fleet, for IRP purposes, is comprised of one or more vehicles that pay registration fees in multiple states. The base jurisdiction collects the appropriate registration fees and distributes them to the other jurisdictions in which the carrier requested IRP registration. IRP registration fees must be paid for each vehicle and are determined by the type of operation requested (private, for-hire, or rental) and by the:

- Percentage of miles traveled in each member jurisdiction
- Registered gross weight of each vehicle

IRP distributes the registration revenue among the member jurisdictions. Each member jurisdiction receives its proportional share of registration fees for each vehicle registered under the IRP fleet.

Carriers are issued one registration cab card and one license plate for each vehicle in their fleet. Vehicles registered under IRP are considered registered for vehicle registration purposes only, and are not exempt from any jurisdiction's requirements including:

- Operating authority requirements
- Vehicle size and weight requirements
- Motor fuel or road tax licensing and reporting
- Insurance filing requirements

Registration through IRP is required for vehicles that are used for transporting persons or property, travel in two or more IRP jurisdictions (including Wisconsin), and:

- Have a registered gross vehicle weight or actual weight in excess of 26,000 lbs. (property carrying vehicle);
or

- Are power units with three (3) or more axles regardless of weight, including buses; **or**
- Are used in combination and the actual weight of the combination exceeds 26,000 lbs.

Vehicles that are exempt from IRP registration include:

- Government-owned vehicles
- Trailers and semi-trailers
- Charter buses
- Vehicles displaying restricted plates such as equipment, dealer or farm plates (not including Minnesota farm plates)
- Recreational vehicles, such as motor homes, that are not used in connection with a business

IRP information may be obtained by contacting:

Wisconsin Department of Transportation
Motor Carrier Registration
P.O. Box 7955
Madison WI 53707-7955
Telephone: (608) 266-9900 Email: irp-ifta@dot.state.wi.us

2c.1 Motor Carrier Audit

Motor carriers licensing vehicles through the International Registration Plan (IRP) and Wisconsin Interstate Fuel Tax Agreement (IFTA) must maintain Individual Vehicle Distance Records (IVDRs) and supporting documents (drivers' daily logs, bills of lading, fuel receipts, etc.) to support the miles listed and fuel purchases claimed for these programs. These records are retained for five years and are subject to audit. Odometer readings at the trip origin and trip destination, as well as route of travel are required.

Records examinations verify the data reported.

- Billings or refunds are issued based on the audit findings and the program requirements for acceptable records.
- Other IRP and IFTA jurisdictions are informed of audit findings just as Wisconsin is informed of audits conducted by the other IRP and IFTA jurisdictions.

Carriers to be audited are picked randomly and also selected through information received from other sources.

Audit information may be obtained by contacting:

Wisconsin Department of Transportation
Motor Carrier Services
P.O. Box 7981
Madison WI 53707-7981
Telephone: (608)264-7239
Website: <http://www.dot.wisconsin.gov/business/carriers/audit.htm>

2c.2 Unified Carrier Registration UCR

Unified Carrier Registration is a program that was created to collect money from all motor carriers with commercial motor vehicles operating in interstate / international commerce. Currently all for-hire, private, exempt, leasing companies, freight forwarders, and brokers must register under this program.

The UCR definition of a commercial motor vehicle (as defined under 49 USC Section 31101) means a self-propelled or towed vehicle used on the highways in commerce principally to transport passengers or cargo, if the vehicle:

1. Has a gross vehicle weight rating or gross vehicle weight of at least 10,001 lbs., whichever is greater;
2. Is designed to transport more than 10 passengers including the driver; or
3. Is used to transport material found by the Secretary of Transportation to be hazardous under 49 USC Section 5103 in a quantity requiring placarding under regulations prescribed by the Secretary, also listed under Section 5103.

Once paid, there is no requirement to carry or display a credential.

For more information, or to register, visit <http://www.ucr.in.gov>, or contact:

Wisconsin Department of Transportation
Motor Carrier Registration
P.O. Box 7955
Madison, WI 53707-7955
Telephone: (608) 266-9900

2c.3 Intrastate Registration

Intrastate operation is defined as commerce conducted solely within the boundaries of a single state.

A permit fee is required when operating a vehicle for hire. The fee is paid when registering the vehicle for the first time in a calendar year if the vehicle is operated with an LC or PC authority. The permit fee is also required when supplemental applications are received for additional vehicles.

Registration Periods

Most license plates expire on an annual basis, but other valid registration periods are available for some license plates.

Any operation within a registration period requires the full registration period fee. No prorated fees or refunds are given to partial registration periods.

Quarterly

Registration is available on a quarterly basis (January/March, April/June, July/September, October/December) for vehicles registered with a gross weight over 8,000 lbs. (vehicles with special plates are not eligible). An extra fee of \$5 is charged per application.

Consecutive Monthly

Consecutive monthly registration is also available (with a minimum registration period of three months) for registration of a number of special use vehicles. The fee is 1/12 the annual fee, times the number of months of registration, plus a fee of \$15 per vehicle.

The following vehicles may be registered on a consecutive monthly basis:

- A motor truck, trailer, or a truck tractor used exclusively to transport:
 - Concrete pipe or block and related materials
 - Calcium chloride liquid
 - A weight transfer machine for purposes associated with truck or tractor pulling competitions or events
 - Recycled metal salvage materials, dirt, fill or aggregates
 - Perishable fresh fruits or vegetables for canning, freezing, dehydrating or storage prior to processing, including return of waste
 - Petroleum products.
 - Logs or pulpwood

- Fresh milk
- A motor truck, trailer, or a truck tractor equipped with a dump, box or other container used exclusively to transport:
 - Gravel, concrete or cement and bituminous road construction materials
 - Agricultural lime, feed, grain or fertilizer
 - Or is equipped with mechanical mixer used exclusively to mix and deliver concrete
- A motor truck or truck tractor that is owned or leased by a retail lumberyard and used exclusively to transport:
 - Building construction materials from retail lumberyards to building construction sites.
- Any motor vehicle used exclusively for towing operations of stalled or disabled vehicles
- Vehicles operated consecutive monthly on the highway must have evidence of current registration displayed or a telephone authorization issued
 - Exception is when system shows them updated, but they have not physically received plates/certificate of registration or appropriate validation stickers

Telephone Authorization

Telephone Authorization (TA) is a call-in procedure only for intrastate operation of motor carriers that allows them to operate on Wisconsin highways without displaying evidence of registration. The program allows for immediate operation of an unregistered or newly-acquired vehicle. Vehicles registered quarterly or consecutive monthly may obtain Telephone Authorization for a \$7.50 fee by calling (800) 422-6771.

2d. Motor Carrier Insurance

All carriers of passengers or property for-hire, rental companies, owners of buses that carry 16 or more passengers (including the driver), human service vehicles, driver education vehicles and dealer demonstration vehicles are required to file proof of insurance before operating in Wisconsin.

If you are a for-hire carrier you must file proof of liability insurance before operating on Wisconsin highways. Proof of insurance is a prerequisite for any for-hire carrier to obtain vehicle registration, vehicle registration trip permits, and Wisconsin operating authority.

Wisconsin's insurance minimums are a combined single limit of:

- \$300,000 for vehicles of 10,000 lbs. or less transporting non-hazardous substances
- \$750,000 for vehicles over 10,000 lbs. transporting non-hazardous substances
- \$1,000,000 to \$5,000,000 for vehicles transporting hazardous substances (the required amount depends upon the type of substances carried)

Insurance is required to promote public safety and insure fiscal responsibility of high-liability operations. Motor carriers must have their insurance companies file certificates of insurance with the Division of Motor Vehicles (DMV) as proof of insurance.

Insurance information may be obtained by contacting:

Wisconsin Department of Transportation

Motor Carrier Registration

P.O. Box 7967

Madison WI 53707-7967

Telephone: (608) 266-9900

Website: www.dot.wisconsin.gov/drivers/plateguide/credentials/insurance.htm

2e. Operating Authority

Intrastate operating authority is permission to haul a commodity or product for someone else. This is also known as being a "for-hire" carrier. If you are a Wisconsin-based carrier or an interstate for-hire carrier and wish to haul for hire on an intrastate basis, you must obtain operating authority from the Wisconsin DOT office of Motor Carrier Services. When authority to operate is granted, the motor carrier will receive a certificate. This certificate will indicate your intrastate authority number designated by the letters "LC" and followed by your account number.

Interstate authority for carriers hauling exempt commodities must be filed with the Wisconsin DOT office of Motor Carrier Services. You will receive an authority number designated by the letters "ICX."

Operating authority information may be obtained by contacting:

Wisconsin Department of Transportation
Motor Carrier Services
P.O. Box 7967
Madison, WI 53707-7067
Telephone: (608) 266-9900

Federal interstate authority for carriers hauling regulated commodities is done at the Federal level and authorized carriers receive an "MC" number.

US Department of Transportation
Federal Motor Carrier Safety Administration
Telephone: (866) 637-0635
Website: www.saferys.org/

2f. US DOT Number

Wisconsin companies that operate commercial vehicles transporting passengers or hauling cargo in interstate and intrastate commerce must be registered with the FMCSA and must have a US DOT number. Also, commercial intrastate hazardous materials carriers who haul quantities requiring a safety permit must register for a US DOT number. The US DOT number serves as a unique identifier when collecting and monitoring a company's safety information acquired during audits, compliance reviews, crash investigations, and inspections.

US DOT number information may be obtained by contacting:

US Department of Transportation
Federal Motor Carrier Safety Administration
Telephone: (800) 832-5660
Website: www.fmcsa.gov

3. Driver Requirements

3a. Commercial Driver License (CDL)

3a.1 Current Regulations

Commercial driver licenses (CDL) are required to operate vehicles that:

- Weigh over 26,000 lbs., determined by the highest of the following weights:
 - manufacturer's gross vehicle weight rating (GVWR)
 - manufacturer's gross combination weight rating (GCWR)
 - actual weight
 - registered weight
- Carry hazardous materials that require placarding under federal law—for current regulations, see www.myregs.com/dotrspa/
- Are designed or used to carry 16 or more persons including the driver (buses and some school buses)

There are federal and state regulations governing the operation of commercial motor vehicles. For federal CDL regulations and state and federal regulations governing the transport of hazardous materials, visit www.dot.wisconsin.gov/drivers/drivers/apply/types/hazmat.htm#Federal.

Wisconsin law requires:

- A classified licensing system—for information on license classes, see www.dot.wisconsin.gov/drivers/drivers/apply/types/cdl.htm#classes
- That no more than one license be issued to each driver.
- That commercial drivers pass knowledge and driving skills tests in the type of vehicles they drive—for more information about knowledge tests, visit www.dot.wisconsin.gov/drivers/drivers/apply/knowledge.htm
- That School bus drivers:
 - Pass a knowledge test, sign test and abbreviated driving skills test as well as provide proof of physical fitness in the form of a completed MV3030B or valid Federal Medical Certificate at each renewal
 - Pass a name-based background check to retain the S endorsement at renewal and every 4 years
 - Provide fingerprints and pass a national criminal background check at the time of initial application for S endorsement if they have not been a resident of Wisconsin for at least 2 years
 - Provide annual proof of physical fitness and take the school bus test every 2 years after reaching 70 years of age
- That Hazardous Materials (Hazmat) drivers:
 - Provide fingerprints and pass a Transportation Security Administration (TSA) threat assessment at renewal and every 4 years
 - Pass a hazardous materials knowledge test at each renewal
- Enforcement of the law through the Commercial Driver License Information System (CDLIS), a computer network that allows states to more easily exchange information about CMV drivers, traffic convictions, and disqualifications
- Enforcement of CDL disqualifications for alcohol and serious traffic violations such as a BAC of .04 in a commercial motor vehicle, and speeding in excess (15 mph or more) in a commercial motor vehicle—for specific regulations governing CDL disqualifications, see www.dot.wisconsin.gov/drivers/docs/cdl-disq.pdf

Disqualification

A disqualification is the withdrawal of a person's privilege to operate a commercial motor vehicle. For more information about CDL disqualifications, visit www.dot.wisconsin.gov/drivers/drivers/apply/types/disqualification.htm.

Operation of Farm Machinery

A driver license is not required to move non-registered farm machinery on a highway between fields or between a farm and a field. However, a Farm Service CDL is available for a person who is employed by a farm service industry for 180 days or less per calendar year. Application and study guide can be found at: www.dot.wisconsin.gov/drivers/docs/bds201.pdf

License Classes

Wisconsin has a classified licensing system. The classes are:

Class A:

For operation of a commercial motor vehicle. Any combination of vehicles with a Gross Vehicle Weight Rating (GVWR), actual weight, or registered weight over 26,000 lbs. provided the GVWR, actual weight, or registered weight of the towed vehicle(s) is more than 10,000 lbs.

Class B:

For operation of a commercial motor vehicle. Any single vehicle with a GVWR, actual weight, or registered weight over 26,000 lbs, or such vehicle towing a vehicle with a GVWR, actual weight, or registered weight of 10,000 lbs. or less.

Class C:

For operation of a commercial motor vehicle. Any single vehicle with a GVWR, actual weight, or registered weight of 26,000 lbs. or less, (or such vehicle towing a vehicle less than 10,000 lbs.) transporting hazardous materials requiring placarding or designed to carry 16 or more persons including the driver.

Class D:

For operation of automobiles, light trucks and mopeds.

Class M:

For operation of motorcycles.

Wisconsin Commercial Driver's Manual

The Wisconsin Commercial Driver's Manual provides information on driving rules and practices for operating commercial motor vehicles (Class A, B, or C licenses.)

General information, passenger transport, air brakes, combination vehicles, doubles and triples, and tanker information is included in Volume 1 (<http://www.dot.wisconsin.gov/drivers/docs/cdl-vol1.pdf>)

Hazardous materials and school bus information is covered in Volume 2 (<http://www.dot.wisconsin.gov/drivers/docs/cdl-vol2.pdf>)

Students with limited reading proficiency can e-mail dotdriverhandbooks@dot.state.wi.us for additional study information. For a hard copy version of a handbook, visit your local DMV service center.

If you have questions:

- E-mail: driverrecords.dmv@dot.state.wi.us
- Call: (608) 266-2353

3a.2 Patriot Act Regulations

A USA Patriot Act federal rule change adds fingerprint background checks for all drivers who are renewing a Wisconsin hazardous materials ("H") endorsement or transferring one from another state. Phase I, which was effective on January 31, 2005, applied only to new "H" endorsements. Phase II of the Patriot Act became effective May 31, 2005.

In addition to the standard application, drivers are required to submit the "H" application (MV3735). Drivers who renewed before May 31, 2005 do not have to submit fingerprints for up to four years. Drivers who have transferred from another state after May 31, 2005 are required to submit fingerprints.

Applicants must meet all state and federal requirements for an "H" endorsement at a DMV service center before making an appointment to have their fingerprints collected. Criminal background check responses from the Transportation Security Administration (TSA) may take up to 60 days, so drivers should not delay.

To obtain or maintain an "H" endorsement on a CDL, a driver must:

- Complete the Hazardous Materials "H" Endorsement Application
- Complete an Application for a Commercial License including the driver's Social Security Number
- Report to a Wisconsin DMV Customer Service Center (except Express Offices) - no appointment is necessary
- Provide proof of citizenship or immigration

Acceptable Proofs of Citizenship or Immigration	
Status	Proof of Status
US Citizen	<ul style="list-style-type: none"> • US Passport • Certificate of birth that bears an official seal and was issued by a state, county, municipal authority or outlying possession of the United States • Certificate of Birth Abroad issued by the US Department of State (form FS-545 or DS1350) • Certificate of Naturalization (form N-550 or N570) • Certificate of US Citizenship (form N560 or N561)
Lawful Permanent Resident	<ul style="list-style-type: none"> • Permanent Resident Card, Alien Registration Receipt Card (for I-551) • Temporary I-551 stamp in foreign passport • Temporary I-551 stamp on form I-94, Arrival/Departure Record, with photograph of the bearer • Reentry Permit (form I-327)

- Provide a valid federal medical card or examination report
- Original applications must provide proof of name, date of birth and residency
- Pass a vision screening and a hazardous materials knowledge test
- Pay any associated CDL fees
- Wait for TSA approval that could take up to 60 days
- Pay DOT license and testing fees and TSA threat assessment fees
- Schedule an appointment and go to Pearson VUE (Promissor/Integrated Biometric Technology), a private company authorized by the Wisconsin Department of Justice and the FBI, to have fingerprints collected
 - Drivers must complete all other CDL and "H" endorsement requirements prior to being fingerprinted
 - Pearson VUE has various locations throughout Wisconsin

- Pearson VUE will collect fees to cover fingerprinting and other costs associated with background checks
- Proof of identity is required; a valid Wisconsin photo driver license is considered proof
- Drivers must make an appointment for fingerprinting and in most cases they will be collected within 14 working days from the request for service
- Appointments can be made by phone or on the Web site: toll free (866) 416-4896 Monday – Friday, excluding holidays, between 8 a.m. - 4:30 p.m. CST or <https://www.wi.ibtfingerprint.com>

Information regarding these important changes has also been mailed directly to current "H" endorsement holders. For more information visit: www.dot.wisconsin.gov/drivers/drivers/apply/types/h-endorse.htm,

If you have questions regarding the application process please contact:

Wisconsin DMV at: driverrecords.dmv@dot.state.wi.us or call: (608)266-2353.

For information about what to expect at the DMV Service Center, contact: Bureau of Field Services at: bfs.dmv@dot.state.wi.us or call: (608)266-0428.

3b. Medical Card

3b.1 CDL Medical Requirements

To drive in intrastate or interstate commerce, you must have passed a medical examination, within the past 2 years, in accordance with Federal Motor Carrier Safety Regulations 49 CFR 391, Subpart E, as defined on page 2 of the Medical Examiner's Certificate, BDS199.

A waiver of certain physical impairments or diseases may be available. For federal exceptions or waivers see Federal Motor Carrier Safety Administration (FMCSA) Medical Reports (www.fmcsa.dot.gov/facts-research/research-technology/publications/medreports.htm).

Acceptable proof of examination for the Wisconsin Division of Motor Vehicles (DMV) is a Medical Examiner's Certificate, BDS199, completed by a medical examiner. A medical examiner is a person who is licensed, certified, and/or registered, in accordance with applicable state laws and regulations, to perform physical examinations. The term includes, but is not limited to, doctors of medicine, doctors of osteopathy, physician assistants, advanced practice nurses, registered nurses and doctors of chiropractic. You will need to carry the Federal Medical certificate in the commercial vehicle.

A medical examiner will need to complete a FMCSA Medical Examination Report for Commercial Driver Fitness Determination form.

If you do not hold a federal medical card or are not grandfathered, you will be issued a restricted commercial driver license. This license would only be good if you are a school bus driver or are employed by a municipality (village, town, state, etc.).

Refer to Chapter Trans 327 Motor Carrier Safety Frequently Asked Questions (<http://www.dot.wisconsin.gov/drivers/docs/bds218.pdf>) for answers to some of the most common questions about federal medical standards and grandfathering.

For more information visit: <http://www.dot.wisconsin.gov/drivers/drivers/apply/types/cdl-medical.htm>

If you have other questions regarding Federal Medical Standards, they should be directed to:

US DOT
Office of Motor Carriers
567 D'Onofrio Drive
Madison, WI 53719
Phone: (608)829-7530
Or visit: <http://www.fmcsa.dot.gov/>

If you have questions about your CDL:

Call: (608)266-2327
E-mail: dre.dmv@dot.state.wi.us

3b.2 Vision Standards

Drivers of commercial motor vehicles (CMV) operating in commerce must meet the federal vision standards and present a valid federal medical card when applying for a commercial driver license (CDL), unless they have been grandfathered or are exempt by federal or state law.

Drivers who are not grandfathered and do not qualify for the federal medical card would be issued a restricted commercial driver's license.

Wisconsin Standards

(Only apply to those drivers who are grandfathered or exempted by federal or state law; not applicable to passenger or school bus drivers.)

- 20/60 vision or better in at least one eye
- 70 degree field of vision from center in at least one eye

Federal Standards

- 20/40 vision or better in each eye
- 70 degree field of vision from center in each eye
- Ability to distinguish traffic signal colors

School Bus and Passenger Endorsements

- 20/40 vision or better in each eye
- 70 degree field of vision from center in each eye
- Ability to distinguish traffic signal colors

Progressive Eye Conditions

If you have a progressive eye condition such as cataracts, glaucoma, etc., you may be asked to provide vision reports before you renew your license. These conditions can cause a gradual worsening of vision and need to be rechecked to determine if your vision is still adequate for safe driving.

Depending upon your current vision level, a periodic vision report may be requested. The WisDOT medical review staff will notify you of this requirement by mail and send the vision report form. Failure to submit the required form will lead to cancellation of your driver's license.

If you have questions:

Wisconsin Department of Transportation
Medical Review Unit
P.O. Box 7918
Madison, WI 53707-7918
Telephone: (608) 266-2327 or (608) 267-7784
E-mail: dre.dmv@dot.state.wi.us
FAX: (608) 267-0518
TDD: (608) 266-0396

3b.3 Medical and Vision Requirement Waivers

Diabetes and Vision Waiver Program

Those drivers with diabetes requiring insulin, or who do not meet current vision standards, may apply for a waiver to operate a CMV in intrastate commerce. Drivers must provide written documentation from medical or vision specialists that their conditions meet the requirements for the waiver found in Trans 327.02 in addition to meeting the other listed qualifications.

More information and required forms may be obtained from: Wisconsin Department of Transportation, Medical Review Section, P.O. Box 7918, Madison, WI 53707-7918 or by calling (608) 266-2327.

3c. Hours of Service (HOS)

Intrastate regulations

The hours of service for intrastate drivers differ slightly from the federal hours of service regulations listed below. The intrastate hours of service apply to drivers of vehicles with a GVWR of 26,001 lb. or more, transporting hazardous materials requiring placards or 16 or more passengers including the driver.

The biggest difference is noted in the maximum driving hours. In general, a driver may not drive:

- More than 12 cumulative hours following 10 consecutive hours off duty.
- After being on duty 16 hours following 10 consecutive hours off duty.
- After having been on duty 70 hours in any period of 7 consecutive days if the motor carrier does not operate commercial motor vehicles every day of the week.
- After having been on duty 80 hours in any period of 8 consecutive days if the motor carrier operates commercial motor vehicles every day of the week.

The rest period options and the 34 hour restart provision are the same as the federal hours of service regulations.

A complete copy of Trans 327 can be viewed on the web at: <http://www.legis.state.wi.us/rsb/code/trans/trans327.pdf>

Interstate regulations

Wisconsin has adopted the federal hours of service regulations through Wisconsin Chapter Trans 325.02(5). These regulations apply to all motor carriers and drivers operating commercial motor vehicles (GVWR or GCWR of 10,001 lb. or more) involved in interstate commerce.

In general, a driver may **not** drive:

- More than 11 cumulative hours following 10 consecutive hours off duty

- After the 14th hour after having come on duty following 10 consecutive hours off duty
- After having been on duty 60 hours in any period of 7 consecutive days if the motor carrier does not operate commercial motor vehicles every day of the week
- After having been on duty 70 hours in any period of 8 consecutive days if the motor carrier operates commercial motor vehicles every day of the week

In addition:

- Local drivers who return to the normal work reporting location for the previous 5 duty tours may have one 16-hour duty tour in any 6 consecutive day period
- Any period of 6, 7 or 8 consecutive days may end with the beginning of any off duty period of 34 or more consecutive hours.

A driver may obtain the required 10 consecutive hours off duty in one of four ways:

- At least 10 consecutive hours off duty.
- At least 10 consecutive hours in the sleeper berth.
- A combination of consecutive sleeper berth and off duty time amounting to at least 10 hours.
- A period of at least 8 but less than 10 consecutive hours in the sleeper berth, and; a second period of at least 2 but less than 10 consecutive hours of either off duty, sleeper berth, or any combination thereof. Compliance with the 11 and 14-hour rules will be re-calculated from the end of the first of the two periods used.

The entire hours of service requirements (49 CFR Part 395) can be found on the Federal Motor Carrier Safety Administration website: <http://www.fmcsa.dot.gov/>

3d. Logbook (Record of Duty Status – RODS)

Intrastate regulations

Commercial vehicle operators involved in intrastate commerce must maintain a Record of Duty Status. This record may be on a standard logbook or any other form that records the driver's activities for each day. As with the federal regulations listed below, intrastate drivers who operate within a 150 air-mile radius are exempt from maintaining a record of duty status as long as they return to the normal work reporting location within 12 consecutive hours, have 10 consecutive hours off duty between duty tours, comply with the maximum driving hours and maintain time records. Drivers must have in their possession copies of the record of duty status for that day and the previous 7 days. Carriers must maintain copies of the record of duty status and all supporting documentation for a period of 6 months. Making false entries in a record of duty status may make the driver subject to penalties and being placed out-of-service.

In lieu of a paper record of duty status, motor carriers may choose to use Automatic On-board Recording Devices. Carriers choosing to use these devices must comply with the requirements found in 49 CFR 395.15.

Interstate regulations

All commercial vehicle drivers must complete a daily Record of Duty Status, more commonly known as a logbook. There are two exceptions to this regulation which are found in 49 CFR 395.1(e), one for 100 air-mile radius drivers and one for operators of commercial motor vehicles not requiring a commercial drivers license. To qualify for these exceptions motor carriers and drivers must do the following:

- 100 air-mile radius drivers must operate within 100 air-miles of the normal work reporting location, return to and be released from duty at that same work reporting location within 12 consecutive hours
- All drivers must have 10 consecutive hours off duty following each duty tour

- Motor carriers must maintain, and retain for 6 months, true and accurate time records showing the time the driver starts work, the time the driver is released from work and the total hours worked each day
- All drivers must comply with the 11, 60 or 70-hour rules
- Drivers of vehicles not requiring CDLs to operate may have up to two 16-hour duty tours in any 7 consecutive days, and may operate within a 150 air-mile radius

When completing a logbook certain information must be recorded, as specified in 49 CFR 395.8. The required information for each day includes the date, name and address of the employing motor carrier, unit numbers, total miles driven, total hours for each duty status line on the graph grid, city and state of each duty status change, and either shipping document number or name of shipper and commodity. The driver must sign the logbook at the end of each day certifying all entries are true and correct. Drivers must have in their possession copies of their logbook for that day and the previous 7 days, and it must be current to the last duty status change. Carriers must maintain copies of the logbook and all supporting documentation (fuel receipts, toll receipts, shipping documents, repair receipts, etc.) for a period of 6 months. Making false entries in a logbook may make the driver subject to penalties and being placed out-of-service.

In lieu of a paper logbook, motor carriers may choose to use Automatic On-board Recording Devices. Carriers choosing to use these devices must comply with the requirements found in 49 CFR 395.15. More information on federal regulations governing the use of Automatic On-board Recording Devices is available at: <http://www.fmcsa.dot.gov/>

3e. Out of Service Order

Drivers found to be in violation of the hours of service requirements are subject to penalties as well as being placed out-of-service. In accordance with the North American Uniform Out-of-Service Criteria, drivers may be placed out-of-service for up to 10 consecutive hours for violations of the 11 and 14-hour rules, not having a logbook when required, or for having a false logbook. Drivers violating the 60/70-hour rules can be placed out-of-service until coming in compliance with those rules or 34 hours, whichever comes first.

Any driver found to be driving in violation of an out-of-service order is subject to court action and being placed out-of-service again. Conviction for violation of an out-of-service order may result in disqualification of your commercial driver's license for a period of not less than 90 days and up to 5 years.

3f. License Withdrawals

The Motor Carrier Safety Improvement Act of 1999 contains a number of changes in regulations governing the revocation and suspension of Commercial Driver Licenses.

**Motor Carrier Safety Improvement Act (MCSIA) of 1999
May 2004**

Requirement/Criteria	Impact/Penalties	Date
CMV standards, penalties and requirements	Implements CDL license improvements and creates penalties for offenses committed by a CDL holder in a non-CMV.	9/30/05
Major and serious traffic violations count whether in a CMV or non-CMV	Disqualifications apply to CMV privileges for offenses committed in a CMV or non-CMV when the violation is classified as a major or serious traffic violation.	9/30/05
Adds two new major offenses with new disqualification periods: <ul style="list-style-type: none"> • Driving a CMV while disqualified, revoked, suspended or cancelled • Causing a fatality through negligent operation of a CMV 	New disqualification periods: <ul style="list-style-type: none"> • 1 year disqualification for first offense • 3 year disqualification for first offense if operating under "H" endorsement • Lifetime disqualification for second and subsequent offenses 	9/30/05
Adds three new serious traffic violations: <ul style="list-style-type: none"> • Driving a CMV without obtaining a CDL • Driving a CMV without a CDL in your possession <ul style="list-style-type: none"> ○ A person providing proof to the court of CDL licensing on date of violation shall not be guilty of this offense • Driving a CMV without the proper class of CDL or required endorsement 	Adds three new serious traffic violations.	9/30/05
Gives authority to the federal Secretary of DOT to disqualify a state's CDL driver if they pose an imminent hazard (Imminent hazard is defined as the existence of a condition that presents a substantial likelihood that death, serious illness, severe personal injury, or a substantial endangerment to health, property or the environment may occur before the reasonably foreseeable completion date of a formal proceeding.)	<ul style="list-style-type: none"> • Disqualify for 30 days without a hearing • Disqualification over 30 days requires a notice and a hearing 	9/30/05
Prohibits issuance of an occupational license for CDL operation	Prohibits issuance of an occupational license for CDL operation when: <ul style="list-style-type: none"> • the CMV privilege is disqualified • the non-CMV privilege/license is revoked, suspended or cancelled <p>States may continue to issue non-CMV occupational licenses.</p>	9/30/05

Requirement/Criteria	Impact/Penalties	Date
State notification process	Requires states to notify the CDL holder's home state: <ul style="list-style-type: none"> • within 30 days of any conviction for violation of traffic laws committed by the CDL holder in any vehicle (CMV or non-CMV) • within 10 days of any conviction for violation of traffic laws committed by the CDL holder in any vehicle (CMV or non-CMV) 	9/30/05 9/30/08
Prohibits conviction masking	<ul style="list-style-type: none"> • States must keep a complete driver record of all violations of traffic law (CMV and non-CMV.) • States must make a complete driving record available to persons and government with authorized access. 	9/30/05
Driver history	States must make driver history available to states, the federal Secretary of DOT, the driver, and motor carriers or prospective motor carriers.	9/30/05
CDLIS notification	States must notify CDLIS and the driver's home state within 10 days after disqualifying a CDL holder for at least 60 days, with the reason for the disqualification.	9/30/05
State requirements	States must: <ul style="list-style-type: none"> • request complete driving record from all states in which the driver was previously licensed to operate any motor vehicle over the last 10 years. • notate the driver record that this record check was completed. • perform this check for drivers renewing for the first time, only after 9/30/02, provided a notation is made on the record confirming the record check and date. 	9/30/05
Application process	Driver must provide the names of all states where he/she was previously licensed for any CDL during the past 10 years.	9/30/05
School bus endorsement	<ul style="list-style-type: none"> • Requires an "S" endorsement • Requires knowledge and skills tests NOTE: Wisconsin already does this.	9/30/05
Imposes new state sanctions for non-compliance	<ul style="list-style-type: none"> • Prohibited from issuing CDLs • Loss of all MCSAP funds • 5% loss of federal-aid highway funds, 1st year • 10% loss of federal-aid highway funds, 2nd and subsequent years 	9/30/05

For the complete list of offenses resulting in license withdrawal see:
<http://www.dot.wisconsin.gov/drivers/docs/withdrawals.pdf>

4. Vehicle Requirements

4a. Inspection, Repair and Maintenance

Intrastate

Maintenance, inspection and repair regulations for commercial vehicles operating only in Wisconsin are the same as the interstate regulations listed below.

Interstate

Wisconsin has adopted federal regulations governing maintenance, repair, and inspection of commercial motor vehicles (49 CFR 396.3) through Wisconsin Chapter Trans 325.02 (6).

For complete information, see: <http://www.fmcsa.dot.gov/>

General Requirements

Every motor carrier must ensure that all motor vehicles subject to its control are systematically inspected, repaired, and maintained. Specifically:

- Parts and accessories shall be in safe and proper operating condition at all times
- Pushout windows, emergency doors, and emergency door marking lights in buses shall be inspected at least every 90 days

Required Records

For vehicles controlled for 30 consecutive days or more, the motor carriers must maintain the following record for each vehicle:

- An identification of the vehicle including company number, make, serial number, year, and tire size. In addition, if the motor vehicle is not owned by the motor carrier, the record shall identify the name of the person furnishing the vehicle
- A schedule of the various inspection and maintenance operations to be performed
- A record of inspection, repairs, and maintenance indicating their date and nature
- A record of tests conducted on pushout windows, emergency doors, and emergency door marking lights on buses

Record Retention

The records required by this section shall be retained where the vehicle is either housed or maintained for a period of 1 year and for 6 months after the motor vehicle leaves the motor carrier's control.

Inspection (49 CFR 396.9)

Every special agent of the Federal Motor Carrier Safety Administration is authorized to enter upon and perform inspections of motor carrier's vehicles in operation.

- The Driver Vehicle Examination Report shall be used to record results of motor vehicle inspections conducted by authorized FMCSA personnel
- Motor vehicles declared "out of service"
 - Authorized personnel shall declare and mark "out of service" any motor vehicle which by reason of its mechanical condition or loading would likely cause an accident or a breakdown
 - An "Out of Service Vehicle" sticker shall be used to mark vehicles "out of service"

- No motor carrier shall require or permit any person to operate nor shall any person operate any "out of service" motor vehicle until all repairs required by the "out of service notice" have been satisfactorily completed
- No person shall remove the "Out of Service Vehicle" sticker from any motor vehicle prior to completion of all repairs required by the "out of service notice"
- The driver of any motor vehicle receiving an inspection report shall:
 - Deliver it to the motor carrier operating the vehicle upon his/her arrival at the next terminal or facility
 - If the driver is not scheduled to arrive at a terminal or facility of the motor carrier operating the vehicle within 24 hours, the driver must immediately mail the report to the motor carrier
- Motor carriers receiving such reports must immediately correct any violations or defects noted in the report
 - Within 15 days the motor carrier must certify that all violations noted have been corrected by completing the "Signature of Carrier Official, Title, and Date Signed" portions of the form
 - Return the completed roadside inspection form to the issuing agency at the address indicated on the form and retain a copy at the motor carrier's principal place of business or where the vehicle is housed for 12 months from the date of the inspection

Pre-driving Inspection Requirement (49 CFR 396.13)

Before driving a motor vehicle, the driver shall:

1. Be satisfied that the motor vehicle is in safe operating condition.
2. Review the last driver vehicle inspection report.
3. Sign the report, only if defects or deficiencies were noted by the driver who prepared the report, to acknowledge that the driver has reviewed it and that there is a certification that the required repairs have been performed. The signature requirement does not apply to listed defects on a towed unit which is no longer part of the vehicle combination.

Driver Vehicle Inspection Report Requirement (49 CFR 396.11)

Every driver shall prepare a report in writing at the completion of each day's work on each vehicle operated and the report shall cover at least the following parts and accessories:

- Service brakes including trailer brake connections
- Parking (hand) brake
- Steering mechanism
- Lighting devices and reflectors
- Tires
- Horn
- Windshield wipers
- Rear vision mirrors
- Coupling devices
- Wheels and rims
- Emergency equipment

Driver Vehicle Inspection Report Content (49 CFR 396.11)

The report shall identify the vehicle and list any defect or deficiency which would affect the safe operation of the vehicle or result in its mechanical breakdown. If there is no defect or deficiency, the driver should note this in his/her report. The driver must sign the report. On two-driver operations, only one driver needs to sign the driver vehicle inspection report, provided both drivers agree as to the defects or deficiencies identified. If a driver operates more than one vehicle during the day, a report shall be prepared for each vehicle operated.

Prior to requiring or permitting a driver to operate a vehicle, every motor carrier or its agent shall repair any defect or deficiency listed on the driver vehicle inspection report which would be likely to affect the safety of operation of the vehicle.

- The motor carrier must certify on the original driver vehicle inspection report that the defect/deficiency has been corrected or that the repair is unnecessary before the vehicle is operated again

- Every motor carrier shall maintain the original driver vehicle inspection report, the certification of repairs, and the certification of the driver's review for three months from the date the written report was prepared

Exceptions

The rules in this section shall not apply to a private motor carrier of passengers (non-business), a driveway-towaway operation, or any motor carrier operating only one commercial motor vehicle.

Periodic Inspection Requirement (49 CFR 396.17 and 396.23)

Motor carriers must have all of their commercial motor vehicles (i.e. each vehicle in a combination vehicle, including tractor, trailer and converter dolly, if present) inspected at least once every 12 months. A motor carrier shall not use a motor vehicle unless it has passed an inspection at least once during the preceding 12 months and documentation of such inspection is on the vehicle. Satisfactory documentation includes:

1. The inspection report prepared in accordance with 49 CFR 396.21(a)
2. Other forms of documentation, based on the inspection report, such as a sticker or decal, which contains the following information: the date of inspection, the name and address of the motor carrier or other entity where the inspection report is maintained, information uniquely identifying the vehicle inspected if not clearly marked on the vehicle and a certification that the vehicle has passed an inspection in accordance with 49 CFR 396.17.

Commercial motor vehicle inspections may be conducted by State personnel, at State authorized commercial facilities or by the motor carrier under the auspices of a State authorized self-inspection program (49 CFR 396.23). Other commercial businesses may perform the inspection as the agent of the motor carrier provided that they operate and maintain appropriate facilities for commercial motor vehicle inspections and employs qualified inspectors as required by 49 CFR 369.19.

Vehicles passing roadside or periodic inspections performed under the auspices of any State government or equivalent jurisdiction or the FMCSA will be considered to have met the requirements of annual inspection for a period of 12 months from the last day of the month in which the inspection was performed.

It is the responsibility of the motor carrier to ensure that all parts and accessories that do not meet minimum standards are promptly repaired. Failure to properly perform the annual inspection will cause the motor carrier to be subject to penalty provisions.

Inspector Qualifications (49 CFR 396.19)

It is the responsibility of motor carrier to ensure that any individual performing annual inspections is qualified as follows:

1. Understands inspection criteria as set forth in 49 CFR 393 and can identify defective components
2. Has mastered the methods, procedures, tools and equipment used when performing an inspection
3. Has demonstrated capacity to perform an inspection by either having:
 - Successfully completed a State or Federal-sponsored training program or has a certificate from a State or Canadian Province which qualifies the person to perform commercial motor vehicle safety inspections or
 - A combination of training and/or experience totaling at least 1 year consisting of:
 - Participation in a truck manufacturer-sponsored training program or similar commercial training program designed to train students in truck operation and maintenance
 - Experience as a mechanic or inspector in a motor carrier maintenance program
 - Experience as a mechanic or inspector in truck maintenance at a commercial garage, fleet leasing company or similar facility
 - Experience as a commercial vehicle inspector for a State, Provincial or Federal Government

Evidence of inspector qualifications must be retained by the motor carrier for the period during which that individual is performing annual motor vehicle inspections for the motor carrier and for one year thereafter.

Motor carriers do not have to maintain documentation of inspector qualifications for those inspections performed as part of a State periodic inspection program or at the roadside as part of a random roadside inspection program.

Recordkeeping Requirements for Periodic Inspections (49 CFR 396.21)

A qualified inspector performing an inspection shall prepare a report which:

1. Identifies the individual performing the inspection
2. Identifies the motor carrier operating the vehicle
3. Identifies the date of the inspection
4. Identifies the vehicle inspected
5. Identifies the vehicle components inspected and describes the results of the inspection
6. Certifies the accuracy and completeness of the inspections as complying with all requirements of 49 CFR 396

The original or a copy of the inspection report must be retained by the motor carrier or other entity responsible for the inspection for a period of 14 months from the date of the inspection report. The original or a copy of the inspection report must be retained where the vehicle is either housed or maintained. The report must be available for inspection upon demand of an authorized Federal, State or local official.

If the motor carrier operating the vehicle did not perform the vehicle's last annual inspection, the motor carrier is responsible for obtaining the original or a copy of the most recent annual inspection report upon demand of an authorized official.

Qualifications of Brake Inspectors (49 CFR 396.25)

Motor carriers must ensure that all inspections, maintenance, repairs or service to the brakes of its commercial vehicles are performed only by brake inspectors that meet the following requirements:

1. Understands and is capable of completing the brake service or inspection task
2. Has mastered the methods, procedures, tools and equipment used when performing an assigned brake service or inspection task
3. Is capable of performing the assigned brake service task by reason of having either:
 - Successfully completed an apprenticeship program sponsored by a State, a Canadian Province, a Federal agency or a labor union or an approved training program or has a certificate from a State or Canadian Province which qualifies the person to perform the assigned brake service or inspection task
 - A total of at least 1 year of brake-related training and/or experience consisting of:
 - Participation in a training program sponsored by a brake or vehicle manufacturer or similar commercial training program designed to train students in brake maintenance or inspection
 - Experience performing brake maintenance or inspection similar to the assigned brake service or inspection task in a motor carrier maintenance program
 - Experience performing brake maintenance or inspection similar to the assigned brake service or inspection task at a commercial garage, fleet, leasing company or similar facility

No motor carrier shall employ any person as a brake inspector unless the evidence of the inspector's qualifications is maintained at the motor carrier's principle place of business or at the location at which the brake inspector is employed. This evidence must be maintained by the motor carrier for a period of 1 year following the end of the brake inspector's employment.

Motor carriers do not have to maintain evidence of qualification to inspect air brake systems for such inspections performed by persons who have passed the air brake knowledge and skills test for a Commercial Driver's License.

4b. Safety

4b.1 Brakes

Intrastate

Wisconsin has adopted the regulations described below, 49 CFR 393, for commercial motor vehicles operating within the state. However, vehicles placed in operation before June 1, 1987 are exempted from the requirements of 49 CFR 393.42 and are not required to have brakes operating on all wheels.

Interstate

Wisconsin has adopted federal regulations brake systems on commercial motor vehicles (49 CFR 393) through Wisconsin Chapter Trans 325.02 (6). To access all regulations governing brake systems or for more specific information visit: <http://www.fmcsa.dot.gov/>

General Brake Requirements (49 CFR 393.40 (a))

All commercial motor vehicles must have adequate brakes so that they are able to stop and hold the vehicle or combination of vehicles. All motor vehicles must meet the applicable service, parking and emergency brake systems provided in this section.

Brakes On All Wheels (49 CFR 393.42 (a) & (b))

Every commercial motor vehicle shall be equipped with brakes acting on all wheels. Exceptions to this rule are as follows (however all braking systems must meet the performance requirements specified in 49 CFR 393.52):

- Trucks or truck tractors having 3 or more axles and manufactured before July 25, 1980, are not required to have brakes on the front wheels
- Motor vehicles being towed in a driveaway-towaway operation are not required to have operative brakes, however this exception does not apply to:
 - Motor vehicles towed by means of a tow-bar when another motor vehicle is full-mounted on the towed vehicle
 - Any combination of motor vehicles utilizing 3 or more saddle mounts
- Any semitrailer or pole trailer with a gross weight of 3,000 lbs. or less is not required to be equipped with brakes if its axle weight is no greater than 40% of the sum of the axle weights of the towing vehicle
- Any full trailer or four-wheeled pole trailer with a gross weight of 3,000 lbs. or less is not required to be equipped with brakes if its combined axle weight is no greater than 40% of the sum of the axle weights of the towing vehicle
- Brakes are not required on the steering axle of a three-axle dolly which is steered by a co-driver
- Loaded housemoving dollies, specialized trailers and dollies used to transport industrial furnaces, reactors, and similar motor vehicles are not required to be equipped with brakes provided the speed at which the combination of vehicles will be operated does not exceed 20 mph and brakes on the combination of vehicles are capable of stopping the combination within 40 feet

Breakaway and Emergency Braking (49 CFR 393.43)

1. Towing vehicle protection system: Every motor vehicle that is used to tow a trailer equipped with brakes must be equipped with service brakes that, in case of a breakaway of the trailer, are capable of stopping the towing vehicle. For air-braked vehicles, the tractor protection valve or similar device shall operate automatically when the air pressure on the towing vehicle is between 20 psi and 45 psi.
2. Emergency brake requirements – air brakes: Every truck or truck tractor equipped with air brakes that is being used to tow other vehicles equipped with air brakes, must be equipped with two means of activating the emergency features of the trailer brakes. One of these means shall operate automatically in the event of reduction of the towing vehicle air supply to a fixed pressure which shall be between 20 psi and 45 psi. The other means must be a manually controlled device which can be easily operated by the driver and operating

instructions must be clearly indicated. The use of manual means must not prevent the operation of the automatic means. The automatic and manual emergency air brake systems may be either separate or combined.

3. Emergency brake requirements – vacuum brakes: Every truck tractor and truck, when used for other vehicles equipped with vacuum brakes, must have both a control to operate all brakes of the combination as well as a second manual control device which can be used to operate the brakes of the towed vehicle in case of emergency. If the second brake control uses brake air or hydraulic pressure, it must be arranged so that a loss of pressure will cause vehicle brakes to be applied automatically.
4. Breakaway braking requirements for trailers: Every trailer required to be equipped with brakes must have brakes which are automatically applied upon breakaway from the towing vehicle. Automatically applied brakes must remain in the applied position for at least 15 minutes.
5. Emergency valves: Air brake systems on towed vehicles must be designed so that the supply reservoir used to provide air for brakes is safeguarded against the backflow of air to the towing vehicle upon reduction of air pressure in the brake system of the towing vehicle.
6. Exception: Requirements 2, 3 and 4 of this section do not apply to commercial motor vehicles being transported in a driveaway-towaway operation.

4b.2 Safety Devices

Intrastate

Wisconsin adopted the federal interstate regulations listed below, 49 CFR Part 393, for commercial vehicles in Chapter Trans 327.03(4). However, there are several additional requirements as well.

Specific Requirements for Coupling Devices and Towing Methods (Wisconsin Statute 347.47)

See www.legis.state.wi.us/statutes/Stat0347.pdf for complete statute.

1. It is unlawful to operate any combination of vehicles where the drawbar or other connection between any 2 vehicles exceeds 12 feet.
2. Any towed vehicle must follow the towing vehicle in a direct line without dangerous side swing or wobble and all connections must be of sufficient strength to prevent failure under all conditions of operation.
3. In addition to the required hitch and coupling, every towed vehicle must be connected to the towing vehicle by means of safety chains, leveling bars or cables. This requirement does not apply to semitrailers having a connecting device composed of a 5th wheel and kingpin assembly or a pole or pipe dolly. Safety chains, leveling bars or cables must have no more than the necessary slack for proper turning and should be connected to the towed and towing vehicles so as to prevent the drawbar from dropping to the ground if the coupling disengages.
4. All couplings, safety chains, leveling bars and cables must be of at least the minimum strength, design and type as established by the Wisconsin Department of Transportation.

Interstate

Wisconsin adopted the federal regulations of 49 CFR Part 393 in Chapter Trans 325.02(4).

For complete regulations regarding safety devices for commercial vehicles, see: <http://www.fmcsa.dot.gov/>

Requirements for Towing Methods and Coupling Devices (49 CFR 393.70)

1. Tracking: When 2 or more vehicles are operated in combination, the path of the towed vehicle must not deviate more than 3 inches to either side of the path of the vehicle that tows it.
2. Fifth wheel assemblies:
 - *Mounting:* The fifth wheel must be securely fastened to the frame of the truck tractor or converter dolly in such a way that the lower half of the fifth wheel is prevented from shifting and the installation does not cause cracking or deformation of the frame
 - *Locking:* Every fifth wheel assembly must have a locking mechanism

- *Location:* The fifth wheel shall be located so that, regardless of the condition of loading, the relationship between the kingpin and the rear axle(s) of the towing vehicle will properly distribute the gross weight of both vehicles on the axles of those vehicles, will not cause or contribute to the unsafe operation of the combination
- 3. Towing of full trailers: A full trailer must be equipped with a tow-bar and a means of attaching the tow-bar to the towing and towed vehicles securely, without excessive slack and with a locking device that prevents accidental separation.
- 4. Safety devices in case of tow-bar failure or disconnection: Every full trailer and all converter dollies used to convert a semitrailer to a full trailer must be coupled to the frame of the vehicle that tows it using one or more safety devices to prevent the towed vehicle from breaking loose in the event that the tow-bar fails or becomes disconnected.

4b.3 Inspections

Inspection requirements are covered under 4a.

4b.4 Parking

Intrastate

Chapter Trans 327.03(6) of the Wisconsin Administrative Code adopted federal regulations 49 CFR Part 397 outlined in the Interstate section below. There are also specific state regulations that prohibit parking and stopping in certain places. Wisconsin statute 346: <http://www.legis.state.wi.us/statutes/Stat0346.pdf>

Prohibited Stopping Places (Wisconsin Statute 346.52)

Stopping and standing are prohibited under all circumstances in the following places:

1. Within an intersection
2. On a crosswalk
3. Between a safety zone and the adjacent curb, or within 15 feet of a point on the curb immediately opposite the end of a safety zone unless a different distance is clearly indicated by an official traffic sign or marker or parking meter
4. On a sidewalk or sidewalk area, except when parking on the sidewalk or sidewalk area is clearly indicated by official traffic signs or markers or parking meters
5. Alongside or opposite any highway excavation or obstruction when stopping or standing at that place would obstruct traffic or when pedestrian traffic would be required to stop in the roadway
6. On the roadway side of any parked vehicle unless double parking is clearly indicated by official traffic signs or markers
7. Within 15 feet of the driveway entrance to a fire station or directly across the highway from the fire station entrance
8. Upon any portion of the highway where, and at the time when, stopping or standing is prohibited by official signs indicating the prohibition of any stopping or standing
9. Within 25 feet of the nearest rail at a railroad crossing

Exception to 1 and 2 above:

If snow accumulation at usual bus passenger loading area makes it difficult to load or discharge passengers, the bus driver may load and discharge passengers at a crosswalk without a traffic signal.

During the hours of 7:30 a.m. to 4:30 p.m. during school days, no person may stop or leave any vehicle standing, whether temporarily or otherwise, upon the near side of a through highway adjacent to a schoolhouse used for any children below the 9th grade. If the highway adjacent to the schoolhouse is not a through highway, the operator of a vehicle may stop upon the near side thereof during such hours, provided such stopping is temporary and only for the purpose of receiving or discharging passengers.

This subsection shall not apply to villages, towns or cities when the village or town board or common council thereof by ordinance permits parking of any vehicle or of school buses only on the near side of specified highways adjacent to schoolhouses during specified hours, or to the parking of vehicles on the near side of highways adjacent to schoolhouses authorized by section 349.13 (1j).

Prohibited Parking Places (Wisconsin Statute 346.53)

It is unlawful to stop or leave any vehicle standing in any of the following places except temporarily for the purpose of loading or unloading or in receiving or discharging passengers and while the vehicle is attended by a licensed operator so that it may be promptly moved in case of an emergency or to avoid obstruction of traffic:

1. In a loading zone
2. In an alley in a business district
3. Within 10 feet of a fire hydrant, unless a greater distance is indicated by an official traffic sign
4. Within 4 feet of the entrance to an alley or private road or driveway
5. Closer than 15 feet to the limits of a crosswalk
6. Upon any portion of a highway where and at the time when parking is prohibited, limited or restricted by official traffic signs
- 7.

Interstate

Chapter Trans 325.02(7) of the Wisconsin Administrative Code adopted federal regulations 49 CFR Part 397
<http://www.fmcsa.dot.gov/>

Parking Hazmat Vehicles (49 CFR 397.7)

1. A motor vehicle which contains Division 1.1, 1.2, or 1.3 materials must not be parked under any of the following circumstances:
 - On or within 5 feet of the traveled portion of a public street or highway
 - On private property (including premises of fueling or eating facility) without the knowledge and consent of the person who is in charge of the property and who is aware of the nature of the hazardous materials the vehicle contains
 - Within 300 feet of a bridge, tunnel, dwelling, or place where people work, congregate, or assemble, except for brief periods when the necessities of operation require the vehicle to be parked and make it impracticable to park the vehicle in any other place
2. A motor vehicle which contains hazardous materials other than Division 1.1, 1.2, or 1.3 materials must not be parked on or within five feet of the traveled portion of public street or highway except for brief periods when the necessities of operation require the vehicle to be parked and make it impracticable to park the vehicle in any other place.

4c. Markings

Intrastate

Wisconsin requires the empty weight of Commercial Motor Vehicles to be marked on the vehicle but otherwise state rules governing required markings are consistent with federal regulations listed in the Interstate section below.

Empty Weight (Wisconsin statute 348.185)

<http://nxt.legis.state.wi.us/>

The following must have its empty weight attached or lettered on the left side:

- Motor truck
- Truck tractor
- Road tractor or motor bus
- Trailer or semitrailer

Interstate

Wisconsin has adopted 49 CFR Part 390 through Chapter Trans 325.02(1) of the Wisconsin Administrative Code.

Each motor carrier that conducts operations in interstate commerce must file a Motor Carrier Identification report, Form MCS-150 before it begins operations and every 24 months. <http://www.fmcsa.dot.gov/>

General (49 CFR 390.21 (a))

Every self-propelled CMV, as defined in (§390.5) must be marked as specified below.

Nature of Marking (49 CFR 390.21 (b))

The marking must display the following information (§390.21):

- The legal name or a single trade name of the motor carrier operating the self-propelled CMV, as listed on the motor carrier identification report (Form MCS-150)
- The motor carrier identification number issued by the FMCSA, preceded by the letters "USDOT".
- If the name of any person other than the operating carrier appears on the CMV, the name of the operating carrier must be followed by the information required above and be preceded by the words "operated by."
- Other identifying information may be displayed on the vehicle if it is not inconsistent with the information required by this paragraph.

Size, Shape, Location, and Color of Marking (49 CFR 390.21 (c))

The marking must:

- Appear on both sides of the self-propelled CMV;
- Be in letters that contrast sharply in color with the background on which the letters are placed;
- Be readily legible, during daylight hours, from a distance of 50 feet while the CMV is stationary; and
- Be kept and maintained in a manner that retains the legibility required by this section.

Construction and Durability (49 CFR 390.21 (d))

The marking may be painted on the CMV or may consist of a removable device.

Rented CMVs (49 CFR 390.21 (d))

A motor carrier operating a self-propelled CMV under a rental agreement having a term not in excess of 30 calendar days meets the requirements of this section if the CMV is in accordance with the aforementioned provisions of this section or the CMV is marked with:

- The legal name or a single trade name of the lessor is displayed;
- The lessor's identification number preceded by the letters "USDOT" is displayed; and
- The rental agreement entered into by the lessor and the renting motor carrier conspicuously contains the following information:
 - The name and complete physical address of the principal place of business of the renting motor carrier;
 - The identification number issued the renting motor carrier by the FMCSA, preceded by the letters "USDOT," if the motor carrier has been issued such a number. In lieu of the identification number required in this paragraph, the following may be shown in the rental agreement:
 - Information which indicates whether the motor carrier is engaged in "interstate" or "intrastate" commerce; and
 - Information which indicates whether the renting motor carrier is transporting hazardous materials in the rented CMV;

- The sentence: "This lessor cooperates with all Federal, State, and local law enforcement officials nationwide to provide the identity of customers who operate this rental CMV"; and
- The rental agreement entered into by the lessor and the renting motor carrier is carried on the rental CMV during the full term of the rental agreement. See the leasing regulations at 49 CFR 376 for information that should be included in all leasing documents.

Driveaway Services (49 CFR 390.21 (f))

In driveaway services, a removable device may be affixed on both sides or at the rear of a single driven vehicle. In a combination driveaway operation, the device may be affixed on both sides of any one unit or at the rear of the last unit. The removable device must display the legal name or a single trade name of the motor carrier and the motor carrier's US DOT number.

4d. Vehicle Equipment

Intrastate

Chapter Trans 327.03(4) of the Wisconsin Administrative Code adopted federal regulations 49 CFR Part 393 which are referenced in the interstate section below.

Special Limitations on Load (Wisconsin Statutes 348.10)

A permit is required to operate a vehicle with any load extending more than 3 feet in front of the foremost vehicle except as provided in Wisconsin Statutes 348.07 (2) (j), or if that vehicle is carrying another vehicle equipped with a crane or boom that extends more than 3 feet beyond the front of the foremost vehicle. In this case, it may be operated without a permit if the total length of the vehicle or combination of vehicles does not exceed statutory length limitations from the front to back.

Other provisions include:

- The vehicle must be constructed and loaded to prevent the contents from dropping, sifting, leaking or otherwise escaping
- Logs must be transported within the cargo body and securely fastened by chains, steel cables, or other attachment devices of equivalent strength whose safety is approved by the department
- Junk or scrapped vehicles must be securely fastened to the vehicle carrying the load by chains, steel cables or other attachment devices of equivalent strength whose safety is approved by the department. "Securely fastened" means that each tier of junk or scrapped vehicles is secured by at least 2 chains, steel cables or other attachment devices across the axis of its width. The vehicle carrying the load must be equipped with stakes which are securely fastened by chains, steel cables or other attachment devices of equivalent strength whose safety is approved by the department and the top of the load is lower than the top of the stakes. In addition, the must be equipped with sides, sideboards or side stakes and with a rear endgate, endboard or rear stakes. These devices shall be of sufficient strength and height to prevent the cargo from shifting upon or falling from the vehicle. No device may have any aperture large enough to permit cargo in contact with one or more of the devices to pass through the aperture
- All other provisions notwithstanding, no person shall operate on a highway any trailer or semitrailer when the gross weight of the trailer or semitrailer exceeds the empty weight of the towing vehicle, unless the trailer or semitrailer is equipped with brakes as provided in s. 347.35 (3) (a) and (b)
- The load imposed upon trailers, semitrailers, recreational vehicles, or mobile homes shall:
 - Be distributed in a manner that will prevent side sway under all conditions of operation and secured to prevent shifting while being drawn by the towing vehicle
 - Be so positioned that a weight of not less than 35 lbs. is imposed at the center of the point of attachment to the towing vehicle when parked on a level surface

- Boats of any type transported on a trailer or semitrailer being drawn by a towing vehicle shall be secured in position at bow and stern by attachments of such strength and design as to prevent the boat from shifting its position on the trailer or becoming separated from the trailer while being transported

For further information see: <http://nxt.legis.state.wi.us/>

Interstate

The following vehicle equipment regulations are contained in 49 CFR Part 393.100.

Applicable Commercial Vehicles (49 CFR 393.100 (a))

Applicable commercial vehicles include:

- Trucks
- Truck tractors
- Semitrailers
- Full trailers
- Pole trailers

Prevention Against Loss of Load (49 CFR 393.100 (b))

Each commercial motor vehicle must, when transporting cargo on public roads, be loaded and equipped, and the cargo secured, in accordance with this subpart to prevent the cargo from leaking, spilling, blowing or falling from the motor vehicle.

Prevention Against Shifting of Load (49 CFR 393.100 (c))

Cargo must be contained, immobilized or secured to prevent shifting upon or within the vehicle to such an extent that the vehicle's stability or maneuverability is adversely affected.

For regulations for securing specific commodities please use the following as reference: <http://www.fmcsa.dot.gov/>

1. Logs (CFR 393.118)
2. Metal coils (CFR 393.120)
3. Paper rolls (CFR 393.122)
4. Concrete pipe (CFR 393.124)
5. Intermodal containers (CFR 393.126)
6. Automobiles, light trucks and vans (CFR 393.128)
7. Heavy vehicles, equipment and machinery (CFR 393.130)
8. Flattened or crushed vehicles (CFR 393.132)
9. Roll-on/roll-off or hook lift containers (CFR 393.134)
10. Large Boulders (CFR 393.136)

5. Size/Weight Requirements

5a. Oversize and Overweight Permits

Most single trip permits for oversize/overweight (O/O) vehicles are issued by the maintenance authority for the class of roadway on which the O/O vehicle proposes to travel. With some exceptions, multi-use permits for operation on State, US, Interstate and local highways are issued by the Permit Unit of the Motor Carrier Services Section of the Division of Motor Vehicles. Go to: www.dot.wisconsin.gov/business/carriers/osowgeneral.htm for information regarding types of permits, permit requirements, forms needed for oversize-overweight operation and routing aids. Applications may be submitted in several ways:

- Online through a secured extranet application. Popular multi-use permits, and single-trip permits up to 12 ft wide, 125 ft long, legal height, and 120,000 GVW, may be automatically analyzed and self-issued. Information regarding bridges is available on-line at: https://trust.dot.state.wi.us/extntgtwy/dtid_bos/extranet/structures/. For information, call (608) 266-7320. Once you are enrolled, these applications are available to you 24/7.
- In person or by overnight mail to WisDOT Permits, 4802 Sheboygan Ave., Room 151, Madison, WI 53705. Office hours are 7:45 a.m. to 4:30 p.m. Monday through Friday.
- By mail to WisDOT Permits, PO Box 7980, Madison, WI 53707-7980.

5b. Motor Vehicle Size Regulation Summary

SP4415 4/2007 Corresponding Wisconsin Statute numbers in brackets [].

General Maximum Size Restrictions

Width - Vehicle & Load [348.05(1)].....	8 feet, 6 inches
Height - Vehicle & Load [348.06(1)].....	13 feet, 6 inches
Length - Single Vehicle & Load [348.07(1)].....	40 feet
Length - Combination of 2 Vehicles & Load [348.07(1)].....	65 feet
Length - Combination of Tractor and Semi-trailer Operated on State Trunk Highway System [348.07(2fs)].....	75 feet
Drawbar Length [347.47(1)].....	12 feet

Note: Loads shall not extend:

1. Beyond the left fender line of the vehicle [348.09(1)]
2. More than 6 inches beyond the right fender line [348.09(1)]
3. More than 3 feet beyond the front bumper [348.10(1)]

Safety Devices [348.05(2m)]

1. The following safety devices are not included in the calculation of width: rear view mirrors, turn signal lamps, hand holds for cab entry and egress, splash and spray suppressant devices, and load induced tire bulge Ch. Trans 276.03(1) Wis. Admin. Rules.
2. The following safety devices are not to be included in the calculation of width providing such devices do not extend beyond 3 inches on each side of a vehicle: door hardware (including door handles and locking devices), load tie down devices, and toe holds or retractable steps (Ch. Trans 276.03(2) Wis. Admin. Rules).

Measuring

The length of the semi-trailer or trailer shall be measured from the front thereof to the rear of the semi-trailer or trailer or cargo, whichever is longer, excluding: bumpers, stake pockets, air deflectors, and refrigeration units [348.07(3)(b)].

The distance between a kingpin and semi-trailer axle shall be measured as follows:

1. On a semi-trailer having a tandem axle: from the kingpin to a point midway between the first and last axles of the tandem axle [348.07(3)(c)(1)]
2. On a semi-trailer not having a tandem axle: from the kingpin to the center of the rear-most axle [348.07(3)(c)(2)]

Some Exceptions to Width

1. No limitation for implements of husbandry temporarily operated upon a highway in the course of performance of its work [348.05(2)(a)]
2. 12 feet for farm tractors, except that the total outside width of a farm tractor shall not exceed 9 feet when operated on any Wisconsin highways, which are part of the national system of interstate and defense highways [348.05(2)(c)]
3. 9 feet for loads of tie logs, tie slabs, and veneer logs on single and tandem axle trucks (not applicable on highways designated as part of the national system of interstate and defense highways) [348.05(2)(k)]
4. 12 feet for loads of hay in bales if the total outside width of the loads does not exceed the width of a single traffic lane of any highway over which the loads are carried (not applicable to vehicles on highways designated as part of the national system of interstate and defense highways) [348.05(2)(1)]

Overheight Husbandry Implements:

There is no height limitation for implements of husbandry operated temporarily upon a highway [348.06(2)](a)].

Overwidth Farm Machinery

Farm tractors exceeding 12 feet in width and all other farm machinery and implements of husbandry exceeding 8 feet, 6 inches in width, not being operated in the course of performance of its work may be moved, towed or hauled over the highways without special permit between one-half hour before sunrise and sunset on Mondays to Thursdays and from one-half hour before sunrise to 2 PM on Fridays. Such overwidth machinery shall not be moved on any Wisconsin highway which is part of the national system of interstate highways without special permit [348.05(3)]

Some Exceptions to Length

1. No limitation for implements of husbandry temporarily operated upon a highway [348.07(2)(e)]
2. No overall length limitation for a tractor-semi-trailer combination, a double bottom, or an automobile haul-away when operated on a designated highway under sub (4m) [348.07(2)(f)]
3. 48 feet for a semi-trailer or trailer operated as part of a 2-vehicle combination [348.07(2)(g)]
4. 28 feet 6 inches for a semi-trailer or trailer operated as part of a double bottom [348.07(2)(gm)]
5. 53 feet for a semi-trailer whose length from kingpin to axle does not exceed 43 feet and which is operated as part of a 2-vehicle combination on a designated highway [348.07(2)(gr)]
6. 53 feet for a semi-trailer whose length from kingpin to axle does not exceed 43 feet and which is operated as part of a 2-vehicle combination on any part of the state trunk highway system, except as provided in par. (gr) or sub. (4m) [348.07(2)(gv)]
7. The Secretary shall, by rule, designate those parts of the state trunk highway system to which sub. (2)(fs) and (gv) do not apply [348.07(4m)]
8. 66 feet for an automobile haul-away plus an additional overhang of 4 feet to the front of the vehicle and 5 feet to the rear of the vehicle [348.07(2)(j)]

The limitations on length and number of vehicles in combination shall not apply to a combination of vehicles in an emergency towing operation in which:

1. The towing vehicle is being used to remove a stalled or disabled vehicle or combination of vehicles from the highway to the nearest adequate place for repairs; OR
2. The towing vehicle is an emergency truck tractor temporarily substituted for a stalled or disabled truck tractor.

For more information regarding maximum size restrictions contact:

Division of State Patrol

Motor Carrier Information Service

608) 267-9762.

5c. Maximum Weight Limitations Summary

On Class "A" Highways [348.15(1)(b)]

SP4075 3/2007 Corresponding Wisconsin Statute numbers in brackets [].

General Maximum Weight Restrictions

Although there is the possibility of increased weight on a particular wheel or axle or group of axles due to practical operating problems, including, but not limited to, accumulation of snow, ice, mud or dirt, the use of tire chains or minor shifting of load, the following maximum weights include absolutely all weights allowable [348.15(4)]. Class "B" highway weight limitations are 60 per cent of class "A" highway weight limitations [348.16(2)].

Table with 2 columns: Restriction type and weight limit. Includes rows for 'Any one wheel or wheels supporting one end of an axle', '* Truck Tractor Steering Axle', '** Single Axle (See Note)', and 'Maximum Gross Vehicle Weight of all Axles'.

* Truck tractor steering axle may exceed 13,000 lbs. if the manufacturer's rated capacity of the axle and the tires are sufficient to carry the weight, but not to exceed 20,000 lbs. [348.15(3)(b)].

** 21,000 lbs. in the case of a vehicle or combination of vehicles transporting exclusively milk from the point of production to the primary market and the return of dairy supplies and dairy products from such primary market to the farm (not applicable to the National System of Interstate and Defense Highways) [348.15(3)(bg)].

** 21,500 lbs. in the case of a vehicle or combination of vehicles transporting exclusively peeled or unpeeled forest products cut crosswise or exclusively scrap metal (not applicable to the National System of Interstate and Defense Highways)[348.15(3)(br)].

Measuring

The distances between the foremost and rearmost of a group of axles shall be measured between axle centers to the nearest even foot, and when a fraction is exactly one-half foot, the nearest larger whole number shall be used [348.15(5m)]. Note:

"Axle" includes all wheels of a vehicle imposing weight on the highway, the centers of which are included between 2 parallel transverse vertical planes less than 42 inches apart, extending across the full width of vehicle and load. Therefore, two axles less than 42 inches apart are considered to be one axle and can carry no more than a single axle [348.01(2)(a)].

"Tandem axle" means any 2 or more consecutive axles whose centers are 42 or more inches apart and which are individually attached to or articulated from, or both, a common attachment to the vehicle including a connecting mechanism designed to equalize the load between axles [348.01(2)(c)].

Any axle of a vehicle or combination of vehicles that does not impose on the highway at least 8 percent of the gross weight of the vehicle or combination of vehicles may not be counted as an axle [348.15(8)].

Request form SP4370 when hauling under the provisions of 348.15(3)(br), exclusively peeled or unpeeled forest products cut crosswise OR exclusively scrap metal.

Request form SP4415 for the motor vehicle size regulation summary.

Request form SP4416 when hauling under permits issued pursuant to 348.27(9m)(a)1, raw forest and agricultural products.

Request form SP4417 when hauling under the provisions of 348.15(3)(bg), transporting exclusively milk from point of production to primary market and return of dairy supplies and dairy products from such primary market to the farm.

Maximum Weight Limitations

Vehicle Not In Combination

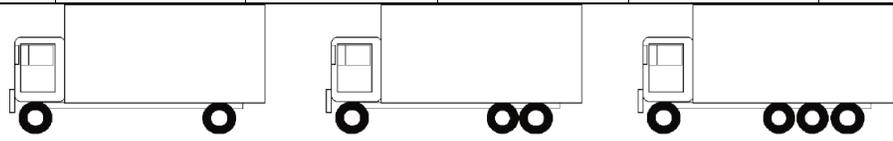
- Column A - Distance in feet between foremost and rearmost axles of a group
- Column B - 2 consecutive axles: of a 2-axle vehicle; OR of any vehicle having a total of 3 or more axles
- Column C - 3 consecutive axles: of a 3-axle vehicle; OR of any vehicle having a total of 4 or more axles
- Column D - 4 consecutive axles: of a 4-axle vehicle; OR of any vehicle having a total of 5 or more axles
- Column E - 5 consecutive axles: of a 5-axle vehicle; OR of any vehicle having a total of 6 or more axles
- Column F - 6 consecutive axles: of any vehicle having a total of 6 or more axles
- Column G - 7 consecutive axles: of a 7-axle vehicle; OR of any vehicle having a total of 7 or more axles
- Column H - 8 consecutive axles: of an 8-axle vehicle; OR of any vehicle having a total of 8 or more axles

Maximum Gross Weight in Pounds on a Group of Axles (20,000 lbs. for a single axle)

A- Feet	B- 2 axles	C- 3 axles	D- 4 axles	E- 5 axles	F- 6 axles	G- 7 axles	H- 8 axles
4	34,000						
5	34,000						
6	34,000						
7	34,000	37,000					
7.5-8	35,000	38,500					
8.1-8.4	38,000	42,000					
9	39,000	43,000					
10	40,000*	43,500					
11		44,500					
12		45,000	55,500				
13		46,000	60,000				
14		46,500	60,500				
15		47,500	61,500				
16		48,000	62,000	64,200			
17		49,000	63,000	71,700			
18		49,500	63,500	72,200			
19		50,500	64,500	73,000			
20		51,500	65,000	73,000	73,000		
21		52,200	66,000	73,000	73,000	73,000	
22		52,900	66,500	73,000	73,000	73,000	
23		53,600	67,500	73,000	73,000	73,500	
24		54,300	68,500	73,000	73,000	74,000	
25		55,000	69,000	73,000	73,000	74,500	80,000
26		55,700	69,500	73,000	73,000	75,000	80,000
27		56,500	70,500	73,000	73,000	76,000	80,000
28		57,100	71,300	73,000	73,000	76,500	80,000
29		58,000	72,000	73,000	73,000	77,000	80,000
30		58,500	72,700	73,000	73,000	77,500	80,000
31		59,500	73,000	73,000	73,000	78,000	80,000
32		60,000**	73,000**	73,000**	73,000**	78,500	80,000**
33						79,500	
34						80,000***	

Instructions: Use this chart to determine maximum gross weight in lbs., on a group of axles for a vehicle not in combination, on Class "A" highways. See examples of vehicles below.

- * Maximum at 10 or more feet between axles
- ** Maximum at 32 or more feet between axles
- *** Maximum at 34 or more feet between axles



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Maximum Weight Limitations

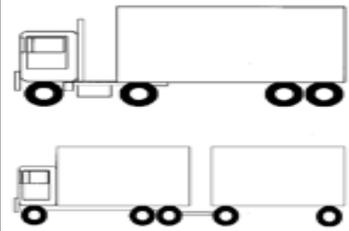
Combination of Vehicles

Maximum Gross Weight in Pounds on a Group of Axles

A - Feet	B- 2 axles	C- 3 axles	D- 4 axles	E- 5 axles	F- 6 axles	G- 7 axles	H- 8 axles
4	34,000						
5	34,000						
6	34,000						
7	34,000	37,000					
7.5-8	35,000	38,500					
8.1-8.4	38,000	42,000					
9	39,000	43,000					
10	40,000*	43,500	48,500				
11		44,500	49,500				
12		45,000	50,000				
13		46,000	50,500	62,500			
14		46,500	51,500	62,500			
15		47,500	52,000	62,500			
16		48,000	52,500	62,500			
17		49,000	53,500	63,200	64,000		
18		49,500	54,100	64,400	65,000		
19		50,500	55,100	65,000	65,500		
20		51,500	56,000	65,700	66,000		
21		52,200	56,800	66,900	66,900	73,000	
22		52,900	57,600	67,700	67,700	73,000	
23		53,600	58,400	68,900	68,900	73,500	
24		54,300	59,200	70,000	70,000	74,000	
25		55,000	60,000	71,000	71,000	74,500	80,000
26		55,700	60,800	72,000	72,000	75,000	80,000
27		56,500	61,600	72,800	72,800	76,000	80,000
28		57,100	62,400	73,000	73,000	76,500	80,000
29		58,000	63,200	73,000	73,000	77,000	80,000
30		58,500	64,000	73,000	73,000	77,500	80,000
31		59,500	64,000	73,000	73,000	78,000	80,000
32		60,000**	64,000	73,000	73,000	78,500	80,000**
33			64,000	73,000	74,000	79,500	
34			64,500	73,000	74,500	80,000***	
35			65,500	73,000	75,000		
36			66,000	73,000	75,500		
37			66,500	73,000	76,000		
38			67,500	73,000	77,000		
39			68,000	73,000	77,500		
40			68,500	73,000	78,000		
41			69,500	73,500	78,500		
42			70,000	74,500	79,000		
43			70,500	75,000	80,000		
44			71,500	75,500	80,000		
45			72,000	76,000	80,000		
46			72,500	77,000	80,000		
47			73,500	77,500	80,000		
48			74,000	78,000	80,000		
49			74,500	78,500	80,000		
50			75,500	79,500	80,000		
51			76,000****	80,000****	80,000****		

Instructions: Use this chart to determine maximum gross weight in lbs., on a group of axles for a **combination of vehicles**, on Class "A" highways. See examples of combination of vehicles below.

- * Maximum at 10 or more feet between axles
- ** Maximum at 32 or more feet between axles
- *** Maximum at 34 or more feet between axles
- **** Maximum at 51 or more feet between axles



2 consecutive sets of tandem axles may impose on the highway a gross load of 34,000 lbs. each if the overall distance between the first and last axle of such consecutive sets of tandem axles is 36 feet or more [348.15(3)(d)]

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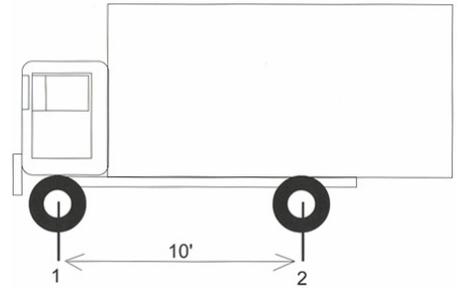
Examples of Maximum Weight that may be imposed on Class "A" Highways By axle, axle groups and gross weight of various vehicles

Measuring: [348.15(5m)]

The distances between the foremost and rearmost of a group of axles shall be measured between axle **CENTERS** to the nearest even foot, and when a fraction is exactly one-half foot, the nearest larger whole number shall be used. Example: 50 feet 5 inches = 50 feet; 50 feet 6 inches = 51 feet.

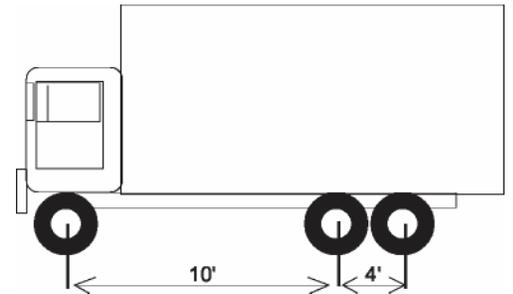
Example No. 1

1. Maximum weight that may be imposed by any axle of this vehicle is 20,000 lbs.
2. Maximum weight by the group of axles 1 and 2 when 10 feet or more apart is 40,000 lbs.



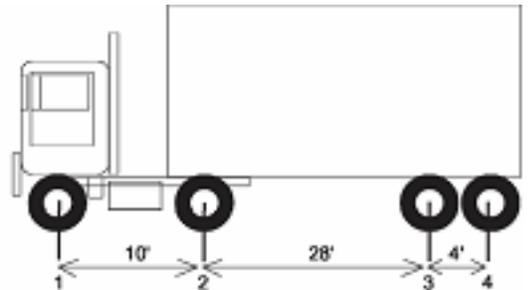
Example No. 2

1. Maximum weight that may be imposed by any axle of this vehicle is 20,000 lbs.
2. Maximum weight by the group of axles 1 and 2 with 10 feet spacing is 40,000 lbs.
3. Maximum weight by the group of axles 2 and 3 with 4 feet spacing is 34,000 lbs.
4. Maximum weight by the group of axles 1, 2 and 3 with a total spacing of 14 feet is 46,500 lbs.



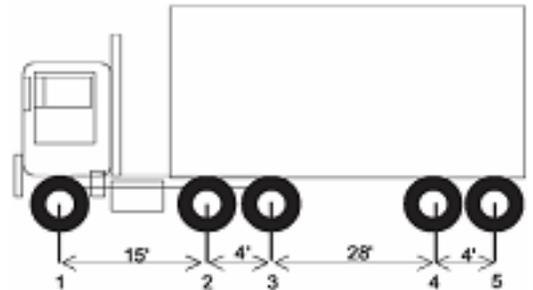
Example No. 3

1. Maximum weight that may be imposed by a truck tractor steering axle is 13,000 lbs. By any other axle, 20,000 lbs.
2. Maximum weight by the group of axles 1 and 2 is 33,000 lbs.
3. Maximum weight by the group of axles 2 and 3 with 28 feet spacing is 40,000 lbs.
4. Maximum weight by the group of axles 3 and 4 with 4 feet spacing is 34,000 lbs.
5. Maximum weight by the group of axles 1, 2 and 3 is 53,000 lbs.
6. Maximum weight by the group of axles 2, 3 and 4 is 54,000 lbs.



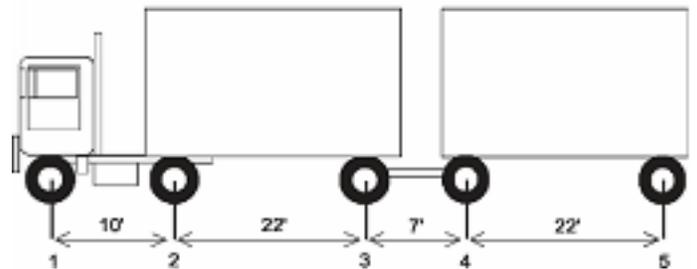
Example No. 4

1. Maximum weight that may be imposed by a truck tractor steering axle is 13,000 lbs. By any other axle, 20,000 lbs.
2. Maximum weight by the group of axles 1 and 2 is 33,000 lbs.
3. Maximum weight by the group of axles 2 and 3 with 4 feet spacing is 34,000 lbs.
4. Maximum weight by the group of axles 4 and 5 with 4 feet spacing is 34,000 lbs.
5. Since there is 36 feet between the group of axles 2, 3, 4 and 5 each consecutive set of tandem axles may impose 34,000 lbs. To attain 80,000 lbs., the remaining 12,000 lbs. may be imposed only by axle no. 1.
6. Maximum weight that this vehicle may impose is 80,000 lbs. See chart on previous page (axles 1 to 5 have 51 feet spacing).



Example No. 5

1. Maximum weight that may be imposed by a truck tractor steering axle is 13,000 lbs. By any other axle, 20,000 lbs.
2. Maximum weight by the group of axles 1 and 2 is 33,000 lbs.
3. Maximum weight by the group of axles 2 and 3 with 22 feet spacing is 40,000 lbs.
4. Maximum weight by the group of axles 3 and 4 with 7 feet spacing is 34,000 lbs.
5. Maximum weight by the group of axles 4 and 5 is 40,000 lbs.
6. Maximum weight by the group of axles 2, 3 and 4 OR 3, 4, and 5 is 58,000 lbs.
7. Maximum weight by the group of axles 2, 3, 4 and 5 is 76,000 lbs.
8. Maximum weight is 80,000 lbs.



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6. Hazardous Materials

6a. Driver Requirements

Hazardous Materials Driver Requirements are covered in section 3a.2.

6b. Vehicle Requirements

Lists of regulated products:

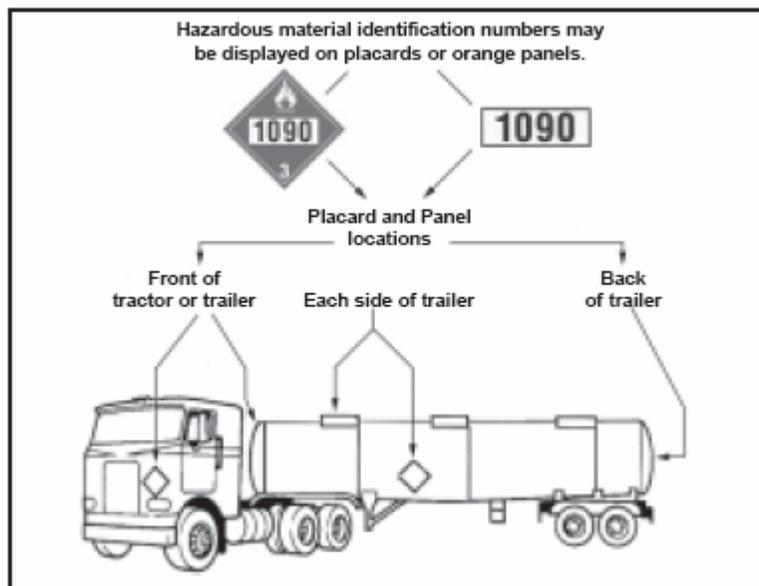
Before transporting a material, always look for its name in the following lists:

- (49 CFR 172.101) - Hazardous Materials Table
- (40 CFR 302.4) Appendix A – List of Hazardous Substances and Reportable Quantities
- (49 CFR 172.101) Appendix B – List of Marine Pollutants

Lists can be reached through the US DOT Pipeline and Hazardous Materials Safety Administration website:

<http://www.phmsa.dot.gov/>

All vehicles transporting hazardous materials must have appropriate placards affixed at the front, rear, and both sides of the vehicle and clearly state the correct hazardous material identification number.



Always review specific regulations before transporting hazardous materials.

See the Federal Motor Carrier Safety Administration guidelines governing the transport of hazardous materials for detailed regulations: <http://www.fmcsa.dot.gov/>