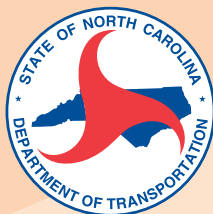


Be Safe Share the Space



Safety is our Driving Concern



For additional copies of this brochure, contact
The North Carolina Governor's Highway Safety Program
at (919) 733-3083.

TRUCKING *in North Carolina*



**NORTH CAROLINA
COMMERCIAL MOTOR VEHICLE
INFORMATION GUIDE**

Travel Information

Motorists can dial “511” for travel information over the phone. This service is available 24 hours a day, seven days a week in an easy-to-use voice-activated system. The toll-free service is available from landline and wireless phones anywhere in North Carolina (wireless air-time charges may apply). The system may also be accessed by dialing 1-877-511-INNC. (For TDD-TTY, 1-877-511-4662.)

511 provides information on:

- Major Highway Construction
- Major Traffic Crashes
- Weather-Related Travel
- Emergency Travel
- Trains, Ferries and Public Transportation
- N.C. Tourism
- Great Smoky Mountains National Park Travel
- Virginia Travel Information
- Access to the NCDOT Customer Service Center



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DISCLAIMER

Information located in this brochure is correct as of date of printing. For the most current information visit www.nctrucking.com and click on **Be Safe Share the Space**.

Registering a Commercial Vehicle in North Carolina

intrastate North Carolina-based carriers operating exclusively within North Carolina must register vehicles (except for-hire) at the nearest North Carolina license plate agency or the North Carolina Department of Transportation Division of Motor Vehicles Registration Section in Raleigh.

North Carolina-based carriers operating exclusively within North Carolina and conducting for-hire operations may register vehicles with the NCDMV Raleigh or Charlotte International Registration Plan offices or one of the 37 North Carolina License Plate agencies that have the capability to process for-hire registrations. Visit www.ncdot.org/dmv/ for a complete listing of office locations.

interstate North Carolina-based carriers operating a vehicle between or through two or more jurisdictions must register their vehicles with the IRP at the Raleigh or Charlotte branch office. (Branch offices cannot process renewals, new accounts or create new fleets for an existing account.) Supplement applications for IRP registration can be processed by 37 North Carolina License Plate Agencies throughout the state.

special mobile equipment Vehicles not designed for highway use, hauling freight or transporting passengers must be registered as "special mobile equipment." Special mobile equipment may tow a single passenger vehicle that can carry 15 or less passengers not loaded with property. Special mobile equipment may tow a single property-hauling vehicle that has a registered weight of 6,000 pounds or less and not loaded with property. The use and intended use is required in each case in order to determine whether it is special mobile equipment:

- (1) A vehicle that has a permanently attached apparatus driven on the highway only to get to and from a non-highway job and is not designed or used primarily for the transportation of property or passengers.
- (2) A vehicle that has permanently attached special equipment and only for parade purposes.
- (3) A privately owned vehicle that has permanently attached fire-fighting equipment and only for fire fighting purposes.
- (4) A vehicle that has permanently attached playground equipment and only for playground purposes.
- (5) A street sweeper may qualify as special mobile equipment if not picking up or transporting trash.

.....

International Registration Plan

The International Registration Plan is a registration compact among 48 states of the United States, District of Columbia and Provinces of Canada providing for payment of license fees on the basis of fleet distance operated in various jurisdictions. Even though license fees are paid to the various jurisdictions in which fleet vehicles are operated, only one license plate and one cab card is issued for each fleet vehicle when registered under the plan.

An apportionable vehicle is any vehicle (except recreational vehicles, vehicles displaying restricted plates, city pick-up and delivery vehicles, buses used in transportation of chartered parties, and government-owned vehicles) used or intended for use in two or more member jurisdictions that allocate or proportionally register vehicles and is used for the transportation of persons for hire or designed, used or maintained primarily for the transportation of property and:

- (1) Has a power unit having two axles and a gross vehicle weight or registered gross vehicle weight in excess of 26,000 pounds or 11,793.401 kilograms; or
- (2) Has a power unit having three or more axles, regardless of weight; or
- (3) Has a weight, when used in combination, that exceeds 26,000 pounds or 11,793.401 kilograms gross vehicle weight.

Trucks and truck tractors, and combinations of vehicles having a gross vehicle weight of 26,000 pounds or 11,793.401 kilograms or less and buses used in transportation of chartered parties may be proportionally registered at the option of the registrant.

An apportioned vehicle properly registered hereunder shall be exempt from further registration by any other member jurisdiction.

reciprocity

Fuel Use Tax Law Requirements

subject vehicles By the N.C. Highway Fuel Use Tax Law, every commercial vehicle operating in North Carolina (unless exempt*) must hold a N.C. Temporary Permit or North Carolina license and decal. This requirement applies to commercial vehicles registered in North Carolina and those registered elsewhere. Vehicles operating in violation will be charged a \$100 penalty.



Vehicles designed, maintained and/or utilized to transport passengers or freight requires a Fuel Tax Decal if they satisfy **one or more** of these criteria:

- two axles and a gross weight rating or registered gross weight rating greater than 26,000 pounds;
- three or more axles, regardless of gross weight rating; and/or
- when used in combination, the gross weight of the combination exceeds 26,000 pounds.

** Vehicles operated by the United States government and its political subdivisions, the state of North Carolina and its political subdivisions; and nonprofit religious, charitable, educational and benevolent organizations are exempt. Recreational vehicles and special mobile equipment, as defined by N.C. General Statute 20-4.01(44), are exempt.*

registration card and marker North Carolina licenses and decals are issued by the N.C. Department of Revenue, Motor Fuels Tax Division. There are no fees for the license and decals. For information, contact the Motor Fuels Tax Division (see *Fuel Use Tax reporting, page 6*).

North Carolina Motor Fuels Tax Temporary Trip Permits

North Carolina International Fuel Tax Agreement temporary permits are only issued by the North Carolina Motor Fuels Tax Division located at 1429 Rock Quarry Road, Suite 15 in Raleigh, Monday through Friday from 8 a.m. to 5 p.m. Requests may be made by telephone, mail or fax. IFTA temporary permits are only issued to carriers that are currently registered with the Division as an IFTA carrier and the account must be up-to-date. These permits may be transmitted via fax to the location of the vehicle. IFTA temporary permits allow carriers to operate in all IFTA member jurisdictions; however, the carrier must have a copy of their IFTA license in the vehicle in addition to the permit. There is no charge for an IFTA temporary permit and it is valid for three days. Operations under this permit must be included on the IFTA return.

**IFTA
temporary
permits**

North Carolina Highway Fuel Use temporary trip permits are issued by permitting services or weigh stations operated by the N.C. State Highway Patrol Motor Carrier Enforcement Administration section. Prior arrangements must be made with the first available weigh station before entering North Carolina; otherwise, you may be penalized \$100 for not having a valid decal or permit. Temporary trip permits will not be issued from the Motor Fuels Tax Division. If you desire electronic transmission, you should contact one of the permitting services listed below.

**temporary
trip permits**

North Carolina Highway Fuel Use temporary trip permits are issued to carriers who do not have proper credentials to travel in North Carolina. North Carolina IFTA carriers who need permits after Motor Fuels Tax Division office hours must purchase a North Carolina Highway Fuel Use temporary trip permit. North Carolina Highway Fuel Use temporary trip permits only allow carriers to travel in North Carolina. Carriers must contact other jurisdictions individually if authorization is needed to operate in that jurisdiction. Purchase price for temporary fuel trip permits is \$50 each and they are valid for three days.

If you need individual jurisdiction temporary trip permits, you should contact each jurisdiction directly. Contact information for each jurisdiction can be located at www.iftach.org.

To electronically purchase a N.C. Temporary Permit, contact an authorized permit facsimile service company. (Permits are normally available from service companies on a 24-hour, seven-day basis.):

Arch Permit Service

1-800-423-2660

Brian's Permit Service

1-800-373-2117

Bud's National Permits

1-800-638-4771

CCIS Transportation Service

1-800-223-5588

Custom Permit Service

1-800-669-5014

Graphics/Xero-Fax

1-800-776-9376, ext. 102

Interstate Permit Service

1-800-343-4889

Inter-Point Escort & Permit

1-800-256-3889

Jack's Permit Service

1-800-223-5479

Jameson Permit Service

1-800-877-6171

Jet Permits

1-800-788-0603

Maryland Permit Service

1-800-666-8454

Permit Express

1-800-553-5358

Queen City Permits

1-800-333-9480

Sonwise Permits

1-800-277-1190

State Permits

1-800-331-4805

Tel-Trans Inc.

1-800-428-5421

TIC Permits

1-800-347-9019

Trans/Mid-America

1-800-828-7577

Transport Permits

1-800-373-9033

Transceiver

1-800-338-3007

Transcom

1-800-888-9105

VA Fuel Tax & Permit

1-800-283-0084

**temporary
permit tax
reporting**

The N.C. Temporary Permit can be used to complete the N.C. Quarterly Highway Fuel Use Tax Report, and the permit fee amount may qualify as a tax credit. To take the credit, convert the \$50 permit fee to gallons (line 7A of the report), based on the correct quarterly motor fuels tax rate. Filers must include an account describing the vehicle's operations during the credited temporary permit's three-day validation period. For information about the N.C. Quarterly Highway Fuel Use Tax Report and the temporary permit tax credit, contact the Motor Fuels Tax Division (see *Fuel Use Tax reporting*, page 53).

Proof of payment of the Federal Heavy Vehicle Use Tax Schedule 1 (Form 2290) must be presented to the Division of Motor Vehicles at the time of licensing within 60 days from the time of licensing a motor vehicle if the registered weight is 55,000 pounds or more. The tax applies only to highway motor vehicles that are at least 55,000 pounds declared gross weight registered for highway use and used on a public highway.

federal heavy vehicle use tax

Proof of payment is the original or a photocopy of the receipted United States Treasury Heavy Vehicle Use Tax Return Schedule 1 (Form 2290). In the event the receipted form is not available, a copy of the Form 2290 with Schedule 1 attached as filed with the U.S. Treasury along with a photocopy of the front and back of the cancelled check covering the payment to the U.S. Treasury can be used.

If a vehicle is being purchased with a license weight of 55,000 pounds or more, the owner has 60 days to register with the U.S. Treasury and an additional 60 days to send the stamped Schedule 1, 2290 to the Division.

Once a vehicle is registered with the Division, the registrant must show proof of payment of the Federal Heavy Vehicle Use Tax to the Division at the time of renewal.

Please note the following changes:

- The election to pay in installments has been repealed. The tax is due when the return is filed.
- DMV will no longer accept a receipted Schedule 1 Form 2290 in the prior owner's name.

Current permit account holders can request additional decals for each vehicle subject to the N.C. Highway Fuel Use Tax that is planned to be placed into service during the remainder of the registration year. These decals can only be assigned to vehicles operated by the licensee. Current account holders are not required to furnish information about additional or unused permits to the N.C. Department of Revenue, but they should retain all additional or unused decals and records for possible audit.

unassigned annual permits

**annual
permit tax
reporting**

When applying for licenses and decals, remember to indicate the number of permits you are requesting. A North Carolina Highway Fuel Use or IFTA license or decal can be assigned to a leased vehicle; however, upon the expiration or cancellation of the lease, the lessor must recall the credentials. Leasing agreements must specify responsibilities for licenses and decals **in writing**. A copy of the lease must be kept in the vehicle. Unassigned permits will not be issued to trip-lease operators.



Motor Carrier Operating Authority

When applying for proper operating authority (or proper combination of authorities) for motor carrier services, it is crucial to know that **intrastate** carriers (operating only in one state, such as exclusively within North Carolina), and **interstate** carriers (operating in more than one state) have different requirements and regulations.

***intrastate
operations***

A person/carrier operating as for-hire (providing services for compensation) is required to purchase for-hire license plates and may be subject to regulation by the N.C. Division of Motor Vehicles, N.C. Utilities Commission or the Federal Highway Administration. Operations subject to regulation by any of these agencies cannot obtain for-hire or permanent for-hire license plates until they meet the requirements of the regulating agency.

Some for-hire motor carriers transporting passengers or household goods within North Carolina are under jurisdiction of the N.C. Utilities Commission and must have NCUC intrastate operating authority. To determine whether a motor carrier's operation requires intrastate operating authority from the NCUC, for-hire carriers transporting passengers or household goods must contact the NCUC during regular business hours of 8 a.m. and 5 p.m., Monday through Friday (except on official holidays). *For insurance requirements see page 10.*

For-hire motor carriers transporting passengers or cargo both inside and outside North Carolina are under the jurisdiction of the Federal Motor Carrier Safety Administration and must have federal operating authority. Contact the FMCSA for information about possible interstate exemptions.

***interstate
authority***

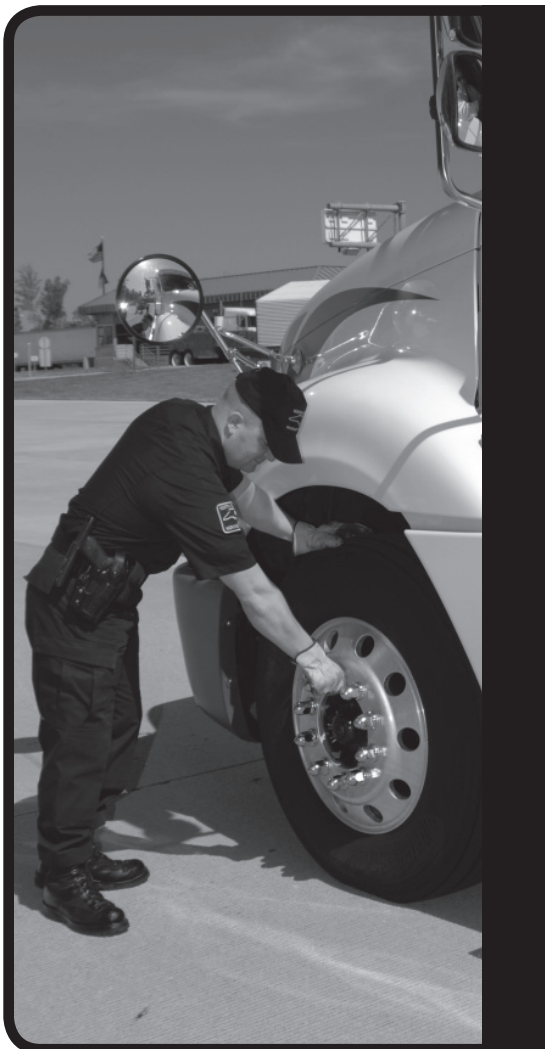
Insurance requirement: BMC-91 form or BMC-91X form, showing proof of insurance.

To obtain operating authority, carriers must register through the FMCSA Online Registration & Licensing System. Once authority is granted, carriers must register their authority with North Carolina IRP.

***unified
carrier
registration***

On Aug. 10, 2006, the United States Congress passed legislation to implement the Unified Carrier Registration Act. The purpose of the Unified Carrier Registration Act is to provide uniform national standards for registration, identification and financial responsibility for motor carriers, motor private carriers, freight forwarders, leasing companies and brokers.

The Unified Carrier Registration will replace the Single State Registration System and other state regulated programs such as the Interstate Exempt Program (Bingo Stamps). Carriers will be notified of implementation date.



Insurance Requirements for Motor Carriers

Each Motor Carrier regulated by the Federal Motor Carrier Safety Administration must have a Motor Carrier Bodily Injury and Property Damage Liability Certificate of Insurance (Form BMC91) on file with the N.C. Division of Motor Vehicles before registration can be processed.

Each For-Hire Motor Carrier (Intrastate/Interstate) must have a Uniform Motor Carrier Bodily Injury and Property Damage Liability Certificate of Insurance (Form E) on file with the DMV before registration can be processed.

The minimum limit of liability insurance coverage is \$750,000.

Proper limits of insurance coverage must be in force at all times. Cancellation of liability insurance requires surrender of license plate or proof of continuous coverage.

The state Utilities Commission has established minimum insurance requirements for carriers transporting household goods between points in North Carolina. Proof must be supplied prior to the NCUC issuing the authority and maintained as long as the authority is in effect. Questions regarding insurance may be directed to the Operations Division of the NCUC (*see page 54*).

***intrastate
carriers
based in
North
Carolina***

- Bodily injury/property damage (BI/PD) in the amount of \$100,000/\$300,000/\$50,000 for vehicles of gross vehicle weight of 26,000 pounds or less and in the amount of \$750,000 for vehicles of GVW of 26,001 or more. Proof may be supplied using the Form E required by DMV.
- Cargo insurance in the amount of \$35,000/\$50,000. Proof may be supplied using the Form H required by DMV.
- General liability insurance in the amount of \$50,000. Proof may be supplied by providing a Certificate of Insurance from its insurance agent.

NCUC also has established minimum insurance requirements for passenger carriers providing regular route passenger carrier service (i.e., bus services) that it regulates. If providing service to 16 passengers or more, minimum BI/PD in the amount of \$5 million is required. If the transport is for 15 passengers or less, the minimum amount of BI/PD is \$1.5 million. Again, coverage must be maintained as long as the authority is in effect.

Note: NCUC only regulates the transportation of household goods and regular route passenger services. Therefore, it has no insurance requirements for motor carriers transporting other commodities.

The North Carolina General Assembly has established minimum bodily injury/property damage insurance requirements for intrastate carriers in North Carolina. Motor carriers operating commercial motor vehicles as defined in North Carolina General Statutes 20-4.01 must have financial responsibility in an amount of that required for interstate CMV's as required by the Code of Federal Regulations Title 49 Part 387.9, and must show proof of proper BI/PD insurance on Form E and proof of proper cargo insurance on Federal Form H. Passenger carriers also must submit a certified copy of the insurance policy.

Vehicles with a gross vehicle weight rating of less than 26,001 pounds

| <i>carrier type</i> | <i>BI/PD minimum</i> | <i>cargo minimum</i> |
|-----------------------------|---|-------------------------------|
| <i>Exempt</i> | <i>\$100,000/ \$300,000/ \$50,000</i> | <i>none</i> |
| <i>Regulated</i> | <i>\$100,000/ \$300,000/ \$50,000</i> | <i>\$2,500/ \$5,000</i> |
| <i>(Private)</i> | | |
| <i>Regulated</i> | <i>\$100,000/ \$300,000/ \$50,000</i> | <i>\$35,000/ \$50,000</i> |
| <i>(For Hire)</i> | | |
| | | <i>(household goods only)</i> |
| <i>Passenger</i> | <i>\$1,500,000</i> | <i>none</i> |
| <i>(10 – 15 persons)</i> | | |
| <i>Passenger</i> | <i>\$5,000,000</i> | <i>none</i> |
| <i>(16 persons or more)</i> | | |

Vehicles with a gross vehicle weight rating of 26,001 pounds or more

| <i>carrier type</i> | <i>BI/PD minimum</i> | <i>cargo minimum</i> |
|-----------------------------|--------------------------|-------------------------------|
| <i>Exempt</i> | <i>\$750,000/</i> | <i>none</i> |
| <i>Regulated</i> | <i>\$750,000/</i> | <i>\$2,500/</i> |
| <i>(Private)</i> | | <i>\$5,000</i> |
| <i>Regulated</i> | <i>\$750,000/</i> | <i>\$35,000/</i> |
| <i>(For Hire)</i> | | <i>\$50,000</i> |
| | | <i>(household goods only)</i> |
| <i>Transporting</i> | <i>Refer to CFR 49</i> | |
| <i>Hazardous Materials</i> | <i>Part 387.9</i> | |
| <i>Passenger</i> | <i>\$1,500,000</i> | <i>none</i> |
| <i>(10 – 15 persons)</i> | | |
| <i>Passenger</i> | <i>\$5,000,000</i> | <i>none</i> |
| <i>(16 persons or more)</i> | | |

All HHG carriers regulated by NCUC are governed by a tariff issued by the NCUC.

Exempt carriers operating intrastate in North Carolina are required to have Form E (uniform motor carrier certificate of BI/PI liability insurance) on file with the DMV before purchasing a North Carolina “for-hire” tag.

To register interstate operations with North Carolina, FMCSA-regulated carriers must submit **all** of the following:

FMCSA-regulated carriers

- (1) proof of operating authority;
- (2) RS-1 form;
- (3) BOC-3 form (designation of process agents for each state of travel); and
- (4) BMC-91 or BMC-91X forms (uniform motor carrier certificate of BI/PD liability insurance).

To register interstate operations with North Carolina, FMCSA-exempt carriers must submit all of the following:

FMCSA-exempt carriers

- (1) Form A-1 with the \$45 filing fee;
- (2) a designation of process agent; and
- (3) Form E (uniform motor carrier certificate of BIPD liability insurance).

**trans-
portation of
spirituous
liquor**

The state of North Carolina requires a \$1,000 bond to be filed with the Alcoholic Beverage Control Commission for a Spirituous Liquor permit. Upon receipt of the completed bond form and the application, the carrier will receive a permit. The original is to be kept in the carrier's files and certified copies placed in the vehicle coming into North Carolina. Upon receipt of the permit, shipment of spirituous liquor may begin.

Contact the North Carolina Alcoholic Beverage Control Commission for more information:

North Carolina Alcoholic Beverage Control Commission
3322 Garner Road, Raleigh, NC 27610
(919) 779-0700

**TransExpress
System**

Completed in September 2007, the N.C. Department of Transportation's TransExpress System allows compliant motor carriers with up-to-date credentials to sign up for electronic transponders and bypass the state's weigh stations, resulting in numerous benefits for both truckers and the state. The program is in operation at 11 interstate weigh stations throughout North Carolina.

- I-40 East in Asheville
- I-26 West in Hendersonville
- I-85 North in Charlotte
- I-85 South in Charlotte
- I-77 South in Mount Airy
- I-95 South in Halifax County
- I-95 North in Lumberton
- I-40 East in Statesville
- I-40 West in Statesville
- I-85/40 East in Hillsborough
- I-85/40 West in Hillsborough

Program Enrollment

- Enrollment in TransExpress will be available to trucking companies for an annual fee varying from \$44 to \$95, based on whether the company already has a transponder, the number of trucks the company is enrolling and the length of time the company elects to be part of the program.
- Any trucking company can apply to enroll in the program, and NCDOT will authorize trucks to participate based on their credentials and compliance history. Carrier enrollment and fee collection will be handled by the system vendor.
- The application system will be Web-based, allowing carriers to apply online. Fees can also be collected online.
- Data contained in the system will be confidential and will only be disclosed if required by law or for law enforcement purposes.

Qualifications for Commercial Drivers

Federal Motor Carrier Safety Regulations, Section 391, mandates that **all** commercial drivers must:

federal requirements

- (1) be 21 years of age or older, except drivers operating solely in intrastate commerce (18-20 years old);
- (2) be fit and able to safely and properly locate, secure and distribute cargo within the vehicle;
- (3) hold the proper, valid driver license for the classification of the vehicle to be operated;
- (4) successfully complete a driver's road test given by the motor carrier or a testing agent;
- (5) pass a medical examination and hold a medical examiner's certificate confirming proper physical and mental fitness for motor vehicle operations (renewed bi-annually);
- (6) provide an account of all commercial driving jobs held within the past 10 years; and
- (7) hold only one driver license if operating a vehicle that has a gross vehicle weight rating, or GVWR, of more than 26,000 pounds, is designed to transport 16 or more passengers (including driver) and/or is hauling hazardous materials or cargo that requires placards.

The Federal Commercial Motor Vehicle Safety Act of 1986 restricts each commercial driver to one driver license that must be issued only by the state or jurisdiction where the driver resides. **If you are a commercial driver who holds more than one driver license, you are in violation of the law and could be fined up to \$2,500.**

Commercial drivers must successfully complete the appropriate knowledge and driving skills test. The skills portion consists of a pre-trip inspection, basic control skills test and a road test which should be performed using a vehicle similar to the type that the applicant will be required or expected to operate and of the proper class for the license desired. The knowledge portion of the exam may be written or administered on computer automated testing devices. To receive a commercial driver license, the applicant must pass the knowledge test with a minimum score of 80 percent correct.

testing

CDL Every driver must hold a commercial driver license to legally operate any vehicle that meets **one or more** of these conditions:

- has a gross vehicle weight rating or combination GVWR greater than 26,000 pounds;
- is designed to transport 16 or more passengers, including the driver; and/or
- is transporting a hazardous material or cargo that requires placards.



Classifications of Commercial Driver License

Any combination of vehicles with a gross vehicle weight rating of 26,001 pounds or more, provided the GVWR of the vehicle or vehicles being towed is in excess of 10,000 pounds. **class A**

Any single vehicle with a GVWR of 26,001 pounds or more, and any such vehicle towing a vehicle with a GVWR not in excess of 10,000 pounds. **class B**

Any vehicle not described in class A or B above, but is: **class C**

- Designed for 16 or more passengers, including the driver; or
- Used in the transportation of hazardous materials that require the vehicle to be placarded under C.F.R., Part 172, Subpart F.

The type of vehicles below do not require the operator to possess a CDL. However, a non-CDL Class A or B license may still be required: **exemptions from CDL requirements**

- Vehicles used for personal use such as recreational vehicles.
- Vehicles owned or operated by the Department of Defense, including the National Guard, while they are driven by active duty military personnel or members of the National Guard when on active duty and in pursuit of military purposes.
- Any vehicle when used as fire fighting or emergency equipment for the purpose of preserving life or property or to execute emergency governmental functions.
- Farm vehicles that meet all of the following criteria:
 - (1) Controlled and operated by the farmer or the farmer's employee and used exclusively for farm use.
 - (2) Used to transport either agricultural products, farm machinery, or farm supplies, both to and from a farm.
 - (3) Not used in the operations of a commercial or contract motor carrier, and
 - (4) Used within 150 miles of the farmer's farm.

NOTE: Farmers who operate articulated commercial motor vehicles must have a valid medical examiners certificate, if the commercial motor vehicle has a gross combination weight rating of 26,001 pounds or more.

- endorsements**
- **H** — authorizes driving a vehicle transporting hazardous materials
 - **T** — authorizes driving with double trailers
 - **P** — authorizes driving vehicles designed to carry 16 or more passengers including the driver
 - **N** — authorizes driving tank vehicles
 - **X** — represents a combination of hazardous materials and tank vehicle endorsement
 - **M** — authorizes driving a motorcycle
 - **S** — authorizes driving a school bus (Driver must also have P endorsement.)

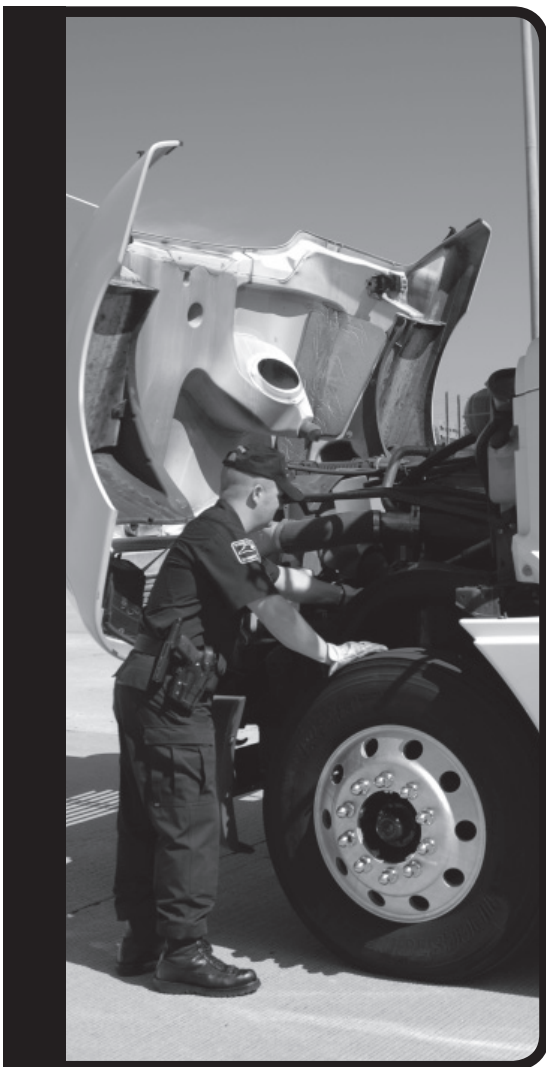


The Hazardous Materials Endorsement

The Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism (USA PATRIOT) Act was enacted on Oct. 25, 2001.

Patriot Act

Section 1012 of the USA PATRIOT Act amended 49 U.S.C. Chapter 51 by adding a new section 5103a provides that no state issue or renew a hazardous materials endorsement to any individual unless the Transportation Security Administration has determined that the individual does not pose a security risk warranting denial of the hazardous materials endorsement. (For more details, see N.C. Commercial Drivers Manual p.1–15 and 1–16).



Testing Positive in a Drug or Alcohol Test

Effective Dec. 1, 2005, House Bill 740 is an act that requires public transit operators and other employers of persons who operate commercial motor vehicles who are subject to federal drug and alcohol testing to report to the Division of Motor Vehicles any federally required positive drug and alcohol test results, and disqualify those persons from operating a commercial motor vehicle or other public transit vehicles until successful completion of treatment.

NOTE: Any employer, company official, representative or agent that fails to comply with NCGS 20-396, that knowingly or willfully withholds information or results from the federal drug and alcohol test, could be charged with a Class 3 misdemeanor, which carries a maximum fine of up to \$5,000.

Upon receipt of notice of a positive drug or alcohol test, pursuant to NCGS 20-37.19c, DMV shall disqualify a driver from operating a commercial motor vehicle until receipt of proof of successful completion of assessment and treatment by a substance abuse professional in accordance with 49 CFR 382.503.

Upon receipt of notice pursuant to NCGS 20-37.19c of a positive result in an alcohol or drug test of a person holding a commercial driver license, and subject to any appeal of the disqualification pursuant to NCGS 20-37.20B, the division shall place a notation on the driving record of the driver. A notation of disqualification pursuant to NCGS-17.4 (1) shall be retained on the record of a person for a period of two years following the end of any disqualification of that person.

In order for the Division of Motor Vehicles to enter a disqualification for a positive drug or alcohol test, the following information **must** be received. Failure to comply with these instructions will delay the required disqualification.

**positive
drug/alcohol
test check-
list to
submit
forms to
DMV**

- (1) Test date must be on or after Dec. 1, 2005
- (2) Employee must have a valid NC CDL or CDL Permit.
- (3) Test must be performed as required under 49 CFR part 382 and 49 CFR part 655.
- (4) Test results for Pre-employment cannot be accepted.

- (5) Form CDL-8 - NCDMV form must be completed and sent to DMV along with the Federal Testing Custody and Control form.
- (7) Drug/alcohol test results:
 - (a) Test results form must have the name and signature of the Medical Review Officer, not the certifying scientist.
 - (b) Test results form must have the date and reason for the test. (random, post accident, reasonable suspicion or refusal)
 - (c) Test results form must certify that the testing was done by federal requirements and guidelines (refer to #3 above).
 - (d) Alcohol test form must show a Blood Alcohol Concentration of .04 or more before the disqualification can be entered.
 - (e) Alcohol test form must have the name and signature of the breathalyzer operator.
- (7) Faxed copies are allowed, however, the original copies must be sent to the division at the address shown on form CDL-8.

To end the disqualification, DMV must receive verification from a substance abuse professional that the employee successfully completed the substance abuse assessment and any training or education that was required, NCGS 20-17.4(l). The disqualification will end on the date the completion is received by DMV. Completions should be faxed to (919) 861-3288 or mailed to the following:

NCDMV Hearings Unit, 3116 Mail Service Center
Raleigh, NC 27699-3116

The CDL-8 Positive Drug Test Reporting Form is available at the NCDOT Web site at www.ncdot.org/dmv/forms.

Maximum Working Hours for Commercial Drivers

federal regulations Safety rules governing consecutive and weekly working hours for commercial drivers are detailed by the Federal Motor Carrier Safety Regulations, Section 395.

property carrying drivers 11-Hour Driving Rule FMCSR 395.3(a)

- All time spent at the driving controls of a commercial motor vehicle in operation is considered driving time. A driver operating in interstate commerce cannot drive a property-carrying commercial motor vehicle for more than 11 hours following 10 consecutive hours off duty.
- Exceptions to this rule exist for adverse driving conditions (395.1(b)), for drivers making retail store deliveries within a 100-air-mile radius from Dec. 10 to Dec. 25 (395.1(f)), and for drivers transporting agricultural commodities within a 100-air-mile radius (395.1(k)).
- The sleeper berth can be used to meet the 10 consecutive hour's off-duty requirement with a combination of sleeper berth and off duty time. To satisfy this option one period of time must be at least eight hours.

14-Hour Rule FMCSR 395.3(a)

- The purpose of this hours-of-service rule, as with the 11-hour driving rule, is to keep fatigued drivers off the highways. The 14-hour rule prohibits the driver of a property-carrying commercial motor vehicle, operating in interstate commerce, from driving after the 14th consecutive hour after first coming on duty following 10 consecutive hours off duty.
- The 14-hour period is consecutive — it includes all on-duty and off-duty time accrued after coming on duty. Of those 14 hours, 11 may be spent driving.
- The 14-hour rule is often misunderstood to mean that a driver must be released from duty after 14 hours. However, the hours-of-service rules only regulate driving, not working. A driver can do non-driving work beyond the 14-hour limit, just no more driving.
- Exceptions to this rule exist for:
 - Short-haul drivers (395.1(e)(2) and 395.1(o))
 - Drivers making retail store deliveries within a 100 air-mile radius from Dec. 10 to Dec. 25 (395.1(f)), and

**These guidelines are currently under review for revision. For the most up-to-date regulations visit www.nctrucking.com and click on the link "Be Safe Share the Space."*

- Drivers transporting agricultural commodities within a 100-air-mile radius (395.1(k)). A regulation sleeper berth can be used to extend the 14-hour window and meet the 10 consecutive hour's off-duty requirement.

70-Hour, 8-Day Limit FMCSR 395.3(b) & FMCSR 395.5(b)

- Under the federal hours-of-service rules, the driver of a commercial motor vehicle may not drive after having been on duty for 70 hours in any eight consecutive days. A driver who has reached this limit must take time off before getting back behind the wheel.
- Only a company that operates commercial motor vehicles every day of the week may assign some or all of its drivers to the 70-hour/8-day schedule. The 70-hour/8-day rule is a permissive provision in that a motor carrier with vehicles operating every day of the week is not required to use the 70-hour/8-day rule, but can use the 60-hour/7-day rule instead.
- The regulation prohibits a driver from driving after having been on duty for 70 hours in any eight consecutive days. A driver can do non-driving work after reaching the limit and not be in violation, but those hours must be added to the total.
- The eight consecutive days does not mean a "work week," It means any eight consecutive day period. Thus, a driver doesn't ever really "start over" counting total hours. On the ninth day, the first day's hours would come off the total and the ninth day would become the eighth day, and so on. This also applies to the seven consecutive day rule.

34-hour restart

A driver of a property-carrying vehicle may "restart" a 7/8-consecutive-day period after taking 34 or more consecutive hours off duty. After the 34-hour period, the on-duty hours worked before that 34-hour period started no longer have to be considered when calculating the driver's 60/70-hour limit.

**These guidelines are currently under review for revision. For the most up-to-date regulations visit www.nctrucking.com and click on the link "Be Safe Share the Space."*

passenger carrying 10-Hour Driving Rule FMCSR 395.5(a)

- The 10-hour driving rule in the hours-of-service rules is intended to limit the amount of time a driver can be behind the wheel of a passenger-carrying commercial motor vehicle. A driver cannot drive a passenger-carrying commercial motor vehicle for more than 10 hours following eight consecutive hours off duty. All time spent at the driving controls of a commercial motor vehicle in operation is considered driving time.
- A regulation sleeper berth can be used to meet the eight-consecutive-hours-off-duty requirement.

15-Hour On-Duty Rule FMCSR 395.5(a)

- The purpose of this rule, as with the 10-hour driving rule, is to keep fatigued drivers off the highways. The rule prohibits the driver of a passenger-carrying commercial motor vehicle from driving after having been on duty for a total of 15 hours (no more than 10 of which can be driving). At that point the driver cannot drive again until he/she has eight consecutive hours of rest.
- The 15-hour on-duty rule is often misunderstood to mean that a driver can only be on duty for 15 hours per day. This is not true. The time period of a day is not used anywhere in this regulation. Furthermore, a driver can do non-driving work beyond the 15-hour limit, **just no more driving**.
- Exceptions to this rule exist for drivers in Alaska (395.1(h)), for drivers making retail store deliveries within a 100-air-mile radius (395.1(f)) from December 10 to December 25, and for drivers transporting agricultural commodities within a 100-air-mile radius (395.1(k)).
- A regulation sleeper berth can be used to meet the 8-consecutive-hours-off-duty requirement.

exceptions Working time restrictions do not apply to drivers operating vehicles with fewer than two axles and gross weight less than 10,000 pounds unless they are transporting commercial passengers, hazardous materials or cargo that requires placards.

**These guidelines are currently under review for revision. For the most up-to-date regulations visit www.nctrucking.com and click on the link "Be Safe Share the Space."*

Time Logs

CDL-Driver Short-Haul Exception

Drivers subject to working time restrictions are required to keep a time log. The properly maintained time log remains current to the time of the driver's most recent change of duty. For example, if the driver begins to drive at 10 a.m. and stops for lunch at noon, the log should reflect the change of duty status, from *on-duty, driving* at 10 a.m. to *on-duty, not driving* at noon.

*maintaining
the time log*

If any non-exempt driver is improperly maintaining a time log, both the driver and employer are liable and could be prosecuted. Fines for time logging violations can amount to \$1,000 per violation day (each new calendar day is another violation).

violations

Commercial drivers satisfying **all three** of the following conditions are exempted from time logging requirements:



- (1) drives within a radius of 100-air miles from the employer's garage or terminal;
- (2) goes on-duty and subsequently off-duty within a 12-hour working period; and
- (3) the driver's employer maintains a record showing the driver's working time for the past 6-months.

Non-CDL-Driver Short-Haul Exception FMCSR 395.1(e)(2)

- For drivers of property-carrying commercial motor vehicles who stay within a 150-air-mile radius and are not required to carry a commercial driver license, there is an exception to the record of duty status (log) and 14-hour rules, effective Oct. 1, 2005.
- Under this exception, drivers are allowed to extend the 14-hour period by 2 hours twice per week, and are allowed to maintain time records instead of logs.
- Non-CDL drivers include those who operate property-carrying commercial motor vehicles that weigh more than 10,001 pounds but less than 26,000 pounds, including many box trucks and delivery vehicles.
- A driver who operates a property-carrying commercial motor vehicle for which a CDL is not required under FMCSR [Part 383](#) is exempt from the log requirements in FMCSR [395.8](#) and the 14-hour rule in FMCSR [395.3\(a\)\(2\)](#) if:

*specific
requirements*

**These guidelines are currently under review for revision. For the most up-to-date regulations visit www.nctrucking.com and click on the link "[Be Safe Share the Space.](#)"*

1. The driver operates within a 150-air-mile radius of the location where the driver reports to and is released from work, i.e., the normal work reporting location;
2. The driver returns to the normal work reporting location at the end of each duty tour;
3. The driver does not drive after the 14th hour after coming on duty on five days of any period of seven consecutive days, or after the 16th hour after coming on duty on two days of any period of seven consecutive days; and
4. The motor carrier that employs the driver maintains for 6 months accurate records showing the time the driver reports for duty each day, the total number of hours the driver is on duty each day, and the time the driver is released from duty each day (and the total time for the preceding seven days for drivers used for the first time or intermittently, per FMCSR 395.8(j)(2)). Drivers using this exception remain subject, in effect, to the 10-hour off-duty rule, the 11-hour driving rule, and the 60/70-hour limits in FMCSR 395.3. A violation of those rules will negate the driver's ability to claim the exception.

other exceptions

- Any 7-consecutive-day period may be reset with 34 consecutive hours of duty.
- 150-air miles are equivalent to 172.6 statute miles.

exempt drivers

- Drivers who use this exception are ineligible to use:
 - The 100-air-mile radius driver provisions of FMCSR 395.1(e)(1);
 - The sleeper-berth provisions of FMCSR 395.1(g); and
 - The 16-hour short-haul exception in FMCSR 395.1(o).

Employers must maintain accurate records to show the total hours the exempt driver spends on-duty each day and times when the driver reports for and is released from work. These records should be kept on file by employers for a minimum of six months. Drivers are subject to working time regulations regardless of their time-logging exemption statuses (see *maximum working time*, page 21).

**These guidelines are currently under review for revision. For the most up-to-date regulations visit www.nctrucking.com and click on the link "Be Safe Share the Space."*

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Vehicle Inspections

By the Federal Motor Carrier Safety Regulations, Section 396.17, all commercial vehicle owners are required to administer an annual safety inspection for each fleet vehicle. This inspection must be performed by a qualified mechanic who has at least one year of training and/or experience in the mechanics and repair of the type vehicle to be inspected.

annual safety inspection

The inspecting mechanic issues and certifies a report after each safety inspection to show the inspection results and identify the vehicle, owner and inspector. A copy of the report should be kept in the vehicle at all times, and a second copy must be kept on file at the terminal where the vehicle is based or maintained.

Improper and/or malfunctioning vehicle equipment is a leading contributor to traffic collisions. Vehicle owners and drivers are responsible for ensuring that all vehicles are equipped and maintained properly, as required by federal and state laws.

Federal law requires drivers of commercial vehicles to perform a post-trip inspection to ensure that each vehicle and its load are in safe operating condition. The inspection **must include** examinations of these components:

post-trip inspection

- brakes, including trailer brake connections and parking brake;
- steering system;
- lighting devices and reflectors;
- wheels, tires and rims;
- windshield wipers, mirrors and the horn;
- coupling devices (if needed);
- required *emergency equipment; and
- load safety, proper place carding and cargo security.

* FMCSR, Section 393.95, requires vehicles with a gross vehicle weight of 10,001 pounds or greater to be equipped with a fire extinguisher with a minimum rating 5 B:C (10 B:C or higher for vehicles requiring placards), spare fuses and 3, bi-directional, emergency reflective triangles conforming to Federal Motor Vehicle Safety Standard 125.

North Carolina Traffic Laws and Violations

driving in North Carolina

Traffic violations, such as those partially listed here, often result in collisions. Drivers must understand and follow all traffic regulations.

Driving While Impaired (DWI): For commercial drivers in North Carolina, it is illegal to operate any commercial vehicle while under the influence of an impairing substance or with blood-alcohol concentration of **.04** percent or higher. DWI is a criminal offense resulting in a loss of driving privileges for one year following the first conviction and lifetime driver license revocation upon the second conviction, plus court fees (N.C. General Statute 138.1).

NCGS 20-138.2. Impaired driving in commercial vehicle.

- (a) Offense — A person commits the offense of impaired driving in a commercial motor vehicle if he drives a commercial motor vehicle upon any highway, any street, or any public vehicular area within the state:
- (1) While under the influence of an impairing substance; or
 - (2) After having consumed sufficient alcohol that he has, at any relevant time after the driving, an alcohol concentration of 0.04 or more. The results of a chemical analysis shall be deemed sufficient evidence to prove a person's alcohol concentration; or
 - (3) With any amount of a Schedule I controlled substance, as listed in NCGS 90-89, or its metabolites in the driver's blood or urine.
- (a1) A person who has submitted to a chemical analysis of a blood sample, pursuant to NCGS 20-139.1(d), may use the result in rebuttal as evidence that the person did not have, at a relevant time after driving, an alcohol concentration of 0.04 or more.
- (a2) In order to prove the gross vehicle weight rating of a vehicle as defined in general statute.

NCGS 20-4.01(12b), the opinion of a person who observed the vehicle as to the weight, the testimony of the gross vehicle weight rating affixed to the vehicle, the registered or declared weight shown on the Division's records pursuant to NCGS 20-26(b1), the gross vehicle weight rating as determined from the vehicle identification number, the listed gross weight publications from the manufacturer of the vehicle, or any other description or evidence shall be admissible.

- (b) Defense Precluded — The fact that a person charged with violating this section is or has been legally entitled to use alcohol or a drug is not a defense to a charge under this section.
- (b1) Defense Allowed — Nothing in this section shall preclude a person from asserting that a chemical analysis result is inadmissible pursuant to NCGS 20-139.1(b2).
- (c) Pleading — To charge a violation of this section, the pleading is sufficient if it states the time and place of the alleged offense in the usual form and charges the defendant drove a commercial motor vehicle on a highway, street or public vehicular area while subject to an impairing substance.
- (d) Implied Consent Offense — An offense under this section is an implied consent offense subject to the provisions of NCGS 20-16.2.
- (e) Punishment — The offense in this section is a misdemeanor and any defendant convicted under this section shall be sentenced under NCGS 20-179. This offense is not a lesser included offense of impaired driving under NCGS 20-138.1, and if a person is convicted under this section and of an offense involving impaired driving under NCGS 20-138.1 arising out of the same transaction, the aggregate punishment imposed by the court may not exceed the maximum punishment applicable to the offense involving impaired driving under NCGS 20-138.1.

NCGS 20-138.2A. Operating a commercial vehicle after consuming alcohol.

- (a) Offense — A person commits the offense of operating a commercial motor vehicle after consuming alcohol if the person drives a commercial motor vehicle, as defined in NCGS 20-4.01(3d)a and b, upon any highway, any street, or any public vehicular area within the state while consuming alcohol or while alcohol remains in the person's body.
- (b) Implied Consent Offense — An offense under this section is an implied consent offense subject to the provisions of NCGS 20-16.2. The provisions of NCGS 20-139.1 shall apply to an offense committed under this section.
- (b1) Odor Insufficient — The odor of an alcoholic beverage on the breath of the driver is insufficient evidence by itself to prove beyond a reasonable doubt that alcohol was remaining in the driver's body in violation of this section unless the driver was

offered an alcohol screening test or chemical analysis and refused to provide all required samples of breath or blood for analysis.

- (b2) Alcohol Screening Test — Notwithstanding any other provision of law, an alcohol screening test may be administered to a driver suspected of violation of subsection (a) of this section, and the results of an alcohol screening test or the driver's refusal to submit may be used by a law enforcement officer, a court, or an administrative agency in determining if alcohol was present in the driver's body. No alcohol screening tests are valid under this section unless the device used is one approved by the Commission for Health Services, and the screening test is conducted in accordance with the applicable regulations of the Commission as to its manner and use.
- (c) Punishment — Except as otherwise provided in this subsection, a violation of the offense described in subsection (a) of this section is a Class 3 misdemeanor and, notwithstanding NCGS 15A-1340.23, is punishable by a penalty of \$100. A second or subsequent violation of this section is a misdemeanor punishable under NCGS 20-179. This offense is a lesser included offense of impaired driving of a commercial vehicle under NCGS 20-138.2.
- (d) Second or Subsequent Conviction Defined — A conviction for violating this offense is a second or subsequent conviction if at the time of the current offense the person has a previous conviction under this section, and the previous conviction occurred in the seven years immediately preceding the date of the current offense. This definition of second or subsequent conviction also applies to NCGS 20-17(a)(13) and NCGS 20-17.4(a)(6).

Possession of alcoholic beverage while operating a commercial motor vehicle (NCGS 20-138.2C).

For commercial drivers in North Carolina, it is illegal to operate any commercial vehicle while in possession of an open or closed alcoholic beverage.

NCGS 20-16.01. A person operating a CMV who commits an offense may be assessed double the amount of any fine or penalty.

When an authorized emergency vehicle, including police, fire, rescue, incident management assistance patrol and tow trucks have warning lights activated, all drivers are required if possible to move into a lane that is not the nearest lane to the parked emergency vehicle until safely clear. If traveling on a two-lane road, or if it is not possible to move over, all drivers must slow down and be prepared to stop until safely clear. Penalties include a \$250 fine plus \$100 court cost. Motorists can face misdemeanor charges for causing personal injury or property damage greater than \$500 and felony charges for severe injury or death in the immediate area of the stopped emergency vehicle.

move over law (NCGS 20-157)

Obey the posted speed limit. Never drive at an unsafe speed with respect to existing conditions, regardless of the posted limit. Speeding infractions incur a maximum fine of \$100 plus court fees. Misdemeanor speeding violations without specific penalties result in a maximum fine of \$100 and/or 60 days imprisonment, plus court fees (NCGS 20-141).

speeding

Maintain safe distances between your vehicle and the vehicles around you according to existing driving conditions. Never follow a vehicle too closely. Tailgating incurs a maximum fine of \$100 and/or 60 days imprisonment, plus court fees (NCGS 20-152).

tailgating

Before moving your vehicle, be sure you can proceed safely. If a pedestrian or another vehicle could be affected, give the appropriate warning (turning signal and/or horn). Unsafe movement of a motor vehicle incurs a maximum fine of \$100 and/or 60 days imprisonment, plus court fees (NCGS 20-154).

unsafe movement of a motor vehicle

Obey all road signs and markings which prohibit passing. When overtaking and passing a vehicle, pass at least two feet to the left and do not return to your original lane of travel until safely clearing the overtaken vehicle. On roads with single travel lanes in each direction, pass only when the passing lane is clear of all oncoming traffic and is unobstructed for at least 500 feet ahead, and only if there are dashed yellow (center) lines for your lane. Illegal passing incurs a maximum fine of \$100 and/or 60 days imprisonment, plus court fees (NCGS 20-149, 20-150).

illegal passing

reporting convicted traffic law violations

The *Federal Commercial Vehicle Safety Act (1986)* requires commercial drivers to report **all** convicted* moving traffic law violations to their employers and the states issuing their driver licenses. Commercial drivers must report **all** convicted violations received while driving commercial vehicles and private vehicles (such as a private car). Federal reporting requirements apply expressly to laws directly relative to driving and do not include vehicle equipment, load and parking violations such as defective brakes and overloading.

**For reporting purposes, "conviction" includes a finding of guilty, plea of guilty, forfeiture of bail or collateral, and in the case of alleged driving while impaired, refusal to submit to an intoxication analyzation test in a jurisdiction where there is an implied consent law.*

notifying employers and the DMV

If you are a commercial driver convicted of a traffic violation, you must notify your employer and the jurisdiction issuing your driver license within 30 calender days after the conviction to provide your name, driver license number, the nature of the violation and the date of the conviction. The notification rule also applies to suspension, revocation or cancellation of your driver license, except in these cases you must notify your employer **immediately**.



Traffic Collisions

Drivers of commercial vehicles involved in traffic collisions should normally follow the same procedures as drivers of private vehicles. If any collision causes death or injury to a person or results in total, estimated property damage of \$1,000 or more, North Carolina law requires immediate notification to the nearest police department, local county sheriff's office or the N.C. State Highway Patrol (see page 44).

immediately following a collision

Attention: If you are involved in a traffic collision while driving a commercial vehicle, and the collision results in damage of any sort and amount or causes death or injury to a person, you **must**:



- 1) Immediately stop your vehicle;
- 2) Make precautionary efforts to prevent further collisions at the scene (set warning devices and safely route traffic around the collision);
- 3) Make a report to the nearest local police department, county sheriff's office or the Highway Patrol (If the collision involves a discharge of any hazardous material and/or chemical, you must also follow emergency procedures listed on page 49.);
- 4) If possible, provide assistance to persons who might be injured. Never move an injured person if movement could cause further injuries unless failure to move the victim could risk more serious injuries or death;
- 5) Provide your name, address, employer and the registration for the vehicle you are driving;
- 6) As soon as possible, report the details of the collision to your employer; and
- 7) If the accident results in the CMV driver being issued a traffic citation, or if there is a fatality, the CMV driver is required by federal law to have a controlled substance and alcohol test performed in accordance with CFR 49 Part 382.

DMV may contact the owners/operators of vehicles involved in traffic collisions to obtain additional information. When contacted for investigation, owners/operators must provide an adequate response within 15 calendar days.

investigative inquiries

Certified copies of traffic collision reports can be obtained by **written** request to the DMV Collision Report Section (see collision reports, page 39). Each request must include a \$4 fee payable to the **N.C. Department of Transportation** in U.S. funds. Requests must identify the collision by date, name(s) of the involved driver(s) and location by county and route.

collision reports

Highway Safety

**N.C. State
Highway
Patrol**

Assistance and information from the Highway Patrol is available statewide, 24 hours, everyday. During regular business hours from 8:30 a.m. to 5:30 p.m., contact the patrol by calling the nearest troop headquarters:

| Patrol Troop | Telephone Number |
|-------------------------------|-------------------------|
| Troop A (Williamston)..... | (919) 792-4104 |
| Troop B (Elizabethtown) | (910) 862-3133 |
| Troop C (Raleigh) | (919) 733-3861 |
| Troop D (Greensboro)..... | (910) 334-5500 |
| Troop E (Salisbury)..... | (704) 637-0207 |
| Troop F (Newton) | (704) 466-5500 |
| Troop G (Asheville)..... | (704) 298-4253 |
| Troop H (Monroe)..... | (704) 292-1539 |

On weekdays between 5:30 p.m. and 8:30 a.m., weekends and official holidays, contact the Highway Patrol by calling: **1 (800) 662-7956** (in North Carolina); ***HP** (mobile phones in North Carolina).

**weather
information**

Hazardous weather conditions can often inhibit safe driving, especially during winter. For information about statewide weather conditions and forecasts, contact the appropriate regional National Weather Service, or NWS, bureau:

| NWS Bureau | Telephone Number |
|--------------------------------------|-------------------------|
| Charlotte/Asheville area | (864) 848-3859 |
| Raleigh/Durham/Greensboro area | (919) 515-8225 |
| Boone area | (540) 552-0497 |
| Wilmington area | (910) 762-4289 |



Motorists can dial “511” for travel information over the phone. This service is available 24 hours a day, seven days a week in an easy-to-use voice-activated system. The toll-free service is available from landline and wireless phones anywhere in North Carolina (wireless air-time charges may apply). The system may also be accessed by dialing 1-877-511-INNC. (For TDD-TTY, call 1-877-511-4662.)

**road
conditions**

511 provides information on:

- Major Highway Construction
- Major Traffic Crashes
- Weather-Related Travel
- Emergency Travel
- Trains, Ferries and Public Transportation
- N.C. Tourism
- Great Smoky Mountains National Park Travel
- Virginia Travel Information
- Access to the NCDOT Customer Service Office

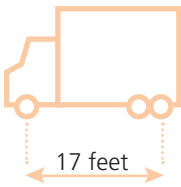
Travel information is also available online at www.ncdot.org and clicking on the “Traffic & Travel Information” link. Current information about road conditions, NCDOT traffic cameras, as well as trains, transit and aviation links, and weather updates is available on this site. Information for specific regions, counties or routes is available by clicking on the “Real Time Travel Info” link on this page. To access emergency evacuation routes, click on “Real Time Travel Info,” then “Emergency Info.”

For emergencies, contact the Highway Patrol (see *N.C. State Highway Patrol, above*).

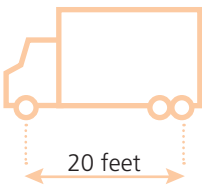
Truck Weight and Size Limitations

maximum gross weight

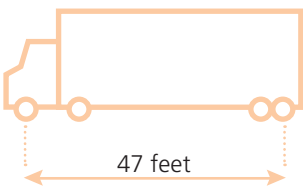
For trucks in North Carolina, maximum gross weight limit is computed by number of axles and distance between the steering (first) axle and the extreme rear axle. These examples show maximum gross weight limits for the following trucks:



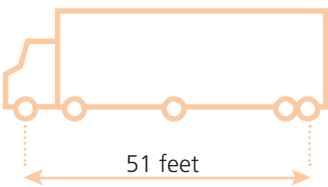
three-axle truck with 17-foot axle spacing: maximum gross weight limit is **48,500 pounds**.



three-axle truck with 20-foot axle spacing: maximum gross weight limit is **51,000 pounds**.



four-axle truck with 47-foot axle spacing: maximum gross weight limit is **73,500 pounds**.



five-axle truck with 51-foot axle spacing: maximum gross weight limit is **80,000 pounds**.

Refer to page 39 for information about 10-percent weight tolerances. For more information about maximum legal truck weights and sizes in North Carolina, contact any North Carolina weigh station or N.C. State Highway Patrol Motor Carrier Enforcement Office (see listing, pages 44 – 45).

Maximum weight limit for an axle group is computed by the number of consecutive axles in the group and distance in feet between their extremes. This chart shows maximum legal weight limits for axle groups in North Carolina (values include all weight tolerances).

axle group weight

distance between axles* (ft.)

| distance between axles* (ft.) | two-axle group weight limit (lbs.) | three-axle group weight limit (lbs.) | four-axle group weight limit (lbs.) | five-axle group weight limit (lbs.) | six-axle group weight limit (lbs.) | seven-axle group weight limit (lbs.) |
|-------------------------------|------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|------------------------------------|--------------------------------------|
| 4 | 38000 | | | | | |
| 5 | 38000 | | | | | |
| 6 | 38000 | | | | | |
| 7 | 38000 | | | | | |
| < 8 | 38000 | 38000 | | | | |
| > 8 | 38000 | 42000 | | | | |
| 9 | 39000 | 42500 | | | | |
| 10 | 40000 | 43500 | | | | |
| 11 | | 44000 | | | | |
| 12 | | 45000 | 50000 | | | |
| 13 | | 45500 | 50500 | | | |
| 14 | | 46500 | 51500 | 58000 | | |
| 15 | | 47000 | 52000 | 58500 | | |
| 16 | | 48000 | 52500 | 59000 | | |
| 17 | | 48500 | 53500 | 59500 | | |
| 18 | | 49500 | 54000 | 60000 | | |
| 19 | | 50000 | 54500 | 60500 | | |
| 20 | | 51000 | 55500 | 61000 | 66000 | |
| 21 | | 51500 | 56000 | 61500 | 66500 | |
| 22 | | 52500 | 56500 | 62500 | 67000 | |
| 23 | | 53000 | 57500 | 63000 | 68000 | |
| 24 | | 54000 | 58000 | 63500 | 68500 | |
| 25 | | 54500 | 58500 | 64000 | 69000 | |
| 26 | | 55500 | 59500 | 65000 | 69500 | |
| 27 | | 56000 | 60000 | 65500 | 70000 | |
| 28 | | 57000 | 60500 | 66000 | 71000 | |
| 29 | | 57500 | 61500 | 66500 | 71500 | |
| 30 | | 58500 | 62000 | 67500 | 72000 | |
| 31 | | 59000 | 62500 | 68000 | 72500 | |
| 32 | | 60000 | 63500 | 68500 | 73000 | |
| 33 | | | 64000 | 69000 | 74000 | |
| 34 | | | 64500 | 69500 | 74500 | |
| 35 | | | 65500 | 70000 | 75000 | |
| 36 | | | 66000** | 70500 | 75500 | |
| 37 | | | 66500** | 71000 | 76000 | |
| 38 | | | 67500** | 72000 | 77000 | |
| 39 | | | 68000 | 72500 | 77500 | |
| 40 | | | 68500 | 73000 | 78000 | |
| 41 | | | 69500 | 73500 | 78500 | |
| 42 | | | 70000 | 74000 | 79000 | |
| 43 | | | 70500 | 75000 | 80000 | |
| 44 | | | 71500 | 75500 | | |
| 45 | | | 72000 | 76000 | | |
| 46 | | | 72500 | 76500 | | |
| 47 | | | 73500 | 77500 | | |
| 48 | | | 74000 | 78000 | | |
| 49 | | | 74500 | 78500 | | |
| 50 | | | 75500 | 79000 | | |
| 51 | | | 76000 | 80000 | | |
| 52 | | | 76500 | | | |
| 53 | | | 77500 | | | |
| 54 | | | 78000 | | | |
| 55 | | | 78500 | | | |
| 56 | | | 79500 | | | |
| 57 | | | 80000 | | | |

¹ For two consecutive sets of tandem axles: maximum gross weight allowed up to 34,000 pounds if the distance between extreme axles is 36 feet or more.

designated highways

The *National Truck Network* are routes in the national network of interstate and primary highways, as designated by the U.S. Department of Transportation. For more information about designated highways or to obtain a map showing designated routes in North Carolina, contact the NCDOT Overweight/Oversize Permit Unit (see *oversized/overweight load permits*, page 55). This chart shows maximum legal weights and dimensions for all vehicles using federally designated highways:



10-percent weight tolerance

North Carolina allows up to a 10-percent axle group weight tolerance with special conditions. This tolerance is not allowed if a vehicle exceeds the 10-percent allowance, drives on an interstate highway or crosses a bridge that is posted with a weight limit even if the vehicle doesn't exceed the bridge's posted weight limit. This chart shows maximum legal axle group weight limits (in pounds) for commercial vehicles in North Carolina, including the 10-percent tolerance.

distance between axle extremes (ft.)

| <i>distance between axle extremes (ft.)</i> | <i>two-axle group weight limit (lbs.)</i> | <i>three-axle group weight limit (lbs.)</i> | <i>four-axle group weight limit (lbs.)</i> | <i>five-axle group weight limit (lbs.)</i> | <i>six-axle group weight limit (lbs.)</i> |
|---|---|---|--|--|---|
| 4 | 38,000 | | | | |
| 5 | 38,000 | | | | |
| 6 | 38,000 | | | | |
| 7 | 38,000 | | | | |
| < 8 | 38,000 | 38,000 | | | |
| 8 | 38,000 | 42,500 | | | |
| > 8 | 38,000 | 46,200 | | | |
| 9 | 42,900 | 46,750 | | | |
| 10 | 44,000 | 47,850 | | | |
| 11 | | 48,400 | | | |
| 12 | | 49,500 | 55,000 | | |
| 13 | | 50,050 | 55,550 | | |
| 14 | | 51,150 | 56,650 | | |
| 15 | | 51,700 | 57,200 | | |
| 16 | | 52,800 | 57,750 | 63,800 | |
| 17 | | 53,350 | 58,850 | 64,350 | |
| 18 | | 54,450 | 59,400 | 64,900 | |
| 19 | | 55,000 | 59,950 | 66,000 | |
| 20 | | 56,100 | 61,050 | 66,550 | |
| 21 | | 56,650 | 61,600 | 67,100 | |
| 22 | | 57,750 | 62,150 | 67,650 | |
| 23 | | 58,300 | 63,250 | 68,750 | |
| 24 | | 59,400 | 63,800 | 69,300 | |
| 25 | | 59,950 | 64,350 | 69,850 | |
| 26 | | 61,050 | 65,450 | 70,400 | |
| 27 | | 61,600 | 66,000 | 71,500 | |
| 28 | | 62,700 | 66,550 | 72,050 | |
| 29 | | 63,250 | 67,650 | 72,600 | |
| 30 | | 64,350 | 68,200 | 73,150 | |
| 31 | | 64,900 | 68,750 | 74,250 | |
| 32 | | 66,000 | 69,850 | 74,800 | |
| 33 | | | 75,350 | | |
| 34 | | | 75,900 | | |
| 35 | | | 77,000 | | |
| 36 ¹ | | | 77,550 | | |
| 37 ¹ | | | 78,100 | | |
| 38 ¹ | | | 79,200 | | |
| 39 | | | 79,750 | | |
| 40 | | | 80,000 | | |
| 41 | | | | | |
| 42 | | | | | |
| 43 | | | | | |
| 44 | | | | | |
| 45 | | | | | |
| 46 | | | | | |
| 47 | | | | | |

¹ For two consecutive sets of tandem axles: maximum gross weight allowed up to 34,000 pounds if the distance between extreme axles is 36 feet or more.

Maximum Axle Weight

Single-Axle Weight

The gross weight transmitted by all wheels which centers may be included between two parallel transverse vertical planes 40 inches apart extended across the full length of the vehicle shall be 20,000 pounds.

Tandem-Axle Weight

The gross weight transmitted by two or more consecutive axles which centers may be included between parallel vertical planes spaced more than 40 inches and not more than 96 inches apart extended across the full width of the vehicle is 38,000 pounds.

Legal Maximum Length (Non-STAA Highways)

| | |
|---|----------|
| Two-axle vehicles | 40 ft. |
| Three-axle vehicles | 40 ft. |
| Vehicle-trailer combinations ¹ | 60 ft.* |
| Semi-trailers..... | 48 ft. |
| Truck tractor/48 ft. or less | no limit |

Legal Maximum Gross Vehicle Weight²

| | |
|-------------------|-------------|
| All vehicles..... | 80,000 lbs. |
|-------------------|-------------|

Legal Maximum Length (STAA Routes)

| | |
|---|--------|
| Semi-trailers (loaded or empty) ³ | 53 ft. |
| Trailers and semi-trailers in double combination ⁴ ... | 28 ft. |
| Automobile transport trailers ⁵ | 75 ft. |

Legal Maximum Width

| | |
|--------------------|-----------|
| All vehicles | 8 1/2 ft. |
|--------------------|-----------|

Legal Maximum Height

| | |
|-------------------|------------|
| All vehicles..... | 13 1/2 ft. |
|-------------------|------------|

Legal Maximum Gross Vehicle Weight²

| | |
|-------------------|-------------|
| All vehicles..... | 80,000 lbs. |
|-------------------|-------------|

¹Combinations of four vehicles are permitted only when three saddle mounts are used. Semi-trailer trucks with trailers up to 48 ft.

²See pages 36 – 37 for information about axle weight distribution.

³Except by N.C. General Statute 20-115: Kingpin Law mandates 41 feet for all trailers that are 48 feet or longer.

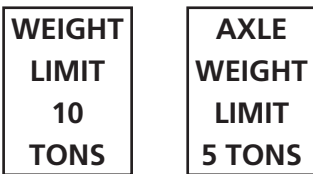
⁴Double trailers manufactured during or before 1982 are allowed 28 1/2 feet.

⁵Three feet or less of frontal overhang is permitted.

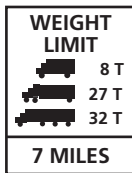
The condition or design of some roads and bridges in North Carolina prohibits them from safely carrying the maximum gross vehicle and axle weight limits described in this handbook. Posted road signs show the lower maximum weight limits for these roads and bridges.


low-limit roads and bridges


Maximum weight limit for all vehicles:




Maximum weight limits (tons) for specific types of vehicles:



 *Single-unit truck*: includes straight-axle trucks, truck-cranes and single-unit special mobile equipment, regardless of the number of axles.

 *Semi-trailer truck*: includes any tractor-trailer combination, regardless of the number of axles.

 *Single-unit truck with trailer*: includes maxi-cube trailers and tandem-trailer combinations, regardless of the number of axles.

Drivers must stay alert for low-limit roads and bridges and obey posted weight limits.

Surface Transportation Act of 1982

**National
Truck
Network:
our map dues**

The Surface Transportation Act of 1982 established a National Truck Network of highways for use by trucks with two trucking units up to 28 feet and semi-trailer trucks with trailers up to 53-feet long and/or 8½-feet wide. STAA also mandates that for other than safety reasons, STAA dimensioned vehicles must be allowed *reasonable access* to routes between established NTN highways and terminals, and facilities for food, fuel, repairs and rest.

There are more than 3,500 miles of National Truck Network highways across North Carolina. STAA dimensioned vehicles have been allowed to operate in the state since 1989. Maps of the NTN may be requested from the NCDOT State Traffic Engineer (see page 55).

In North Carolina, STAA reasonable access additions to the network and length and width of units are defined by N.C. General Statutes 20-115.1 through 20.116 and other regulations established by the NCDOT.

(1) To qualify for reasonable access, terminals and facilities for food, fuel, repairs and rest must be located within three road miles of the NTN. Request for reasonable access to terminals and facilities for food, fuel, repairs and rest are to be made to the NCDOT State Traffic Engineer. (see page 55)

Reasonable access may be approved for one particular type of STAA dimensioned vehicle without approving the reasonable access route for all types of STAA dimensioned vehicles.

(2) Under Procedures in NCGS 20-115.1, the NCDOT may designate additional STAA routes in North Carolina. Requests for additions to the network are to be made to the NCDOT State Traffic Engineer (see page 55).

NCDOT may designate a route for one particular type of STAA dimensioned vehicle without designating the route for all STAA dimensioned vehicles.

Enforcement of Truck Weight and Size Limitations

All vehicles or combination vehicles with a gross vehicle weight rating of 10,001 pounds or more must enter permanent weigh stations. The Highway Patrol's Motor Carrier Enforcement Section enforces truck weight limits using permanent and portable scales.

scales

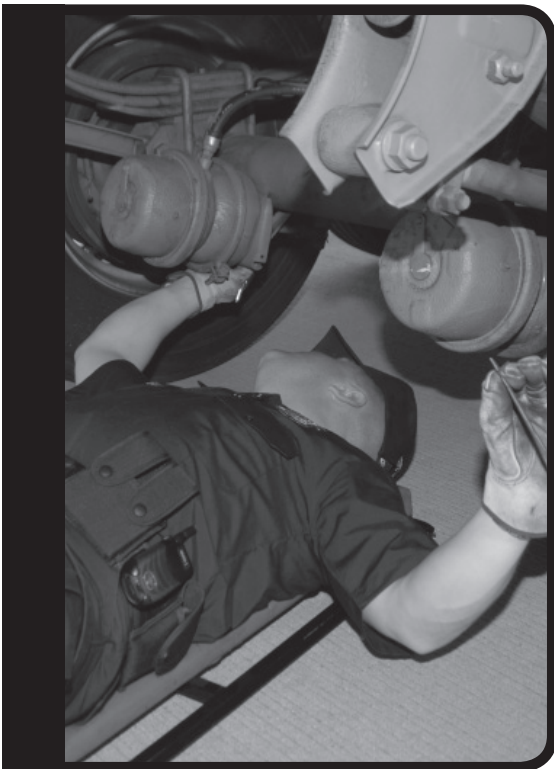
Fines for over-license, over-road, over-permit and over-axle group weight violations are assessed at these rates:

fines

| amount overweight | fine per pound overweight |
|--------------------------|----------------------------------|
| 0 to 2,000 lbs. | 2¢ |
| 2,001 to 5,000 lbs. | 4¢ |
| 5,001 lbs. or more | 10¢ |

Fines for over-axle weight violations are computed by the following rates:

| amount overweight | fine per pound overweight |
|--------------------------|----------------------------------|
| 0 to 1,000 lbs. | 4¢ |
| 1,001 to 2,000 lbs..... | 6¢ |
| 2,001 lbs. or more | 10¢ |



**North
Carolina
weigh
stations**

North Carolina weigh stations are operated by the state Highway Patrol. For more information about North Carolina truck weight and size regulations or trip permits, contact the nearest North Carolina weigh station or Highway Patrol:

North Carolina State Highway Patrol

Motor Carrier Enforcement Section

512 N. Salisbury St., Raleigh, NC 27611
P.O. Box 27687, Raleigh, NC 27611-7687
phone (919) 715-8683; fax (919) 715-8196

Troop A

North Carolina State Highway Patrol

2815 E. Tenth St., Greenville, NC 27858-4002
phone (252) 758-5300; fax (252) 752-6157

Hertford Weigh Station

U.S. 17, Perquimans County
phone (919) 264-2717; fax (919) 264-2542

Troop B

North Carolina State Highway Patrol

2435 Gillespie St., Fayetteville, NC 28306-3051
phone (910) 486-1058; fax (910) 483-1761

Lumberton Weigh Station

I-95, Robeson County
phone (910) 618-5548 or (910) 618-5549;
fax (910) 618-5550

Troop C

North Carolina State Highway Patrol

1831 Blue Ridge Road, Raleigh, NC 27607
phone (919) 733-3911; fax (919) 733-6868

Halifax Weigh Station

I-95, Halifax County
phone (919) 445-2122; fax (919) 445-3290

Troop D

North Carolina State Highway Patrol

2527 E. Market St., Greensboro, NC 27401
phone (336) 334-5621; fax (336) 334-3289

Hillsborough Weigh Station

I-85, Orange County
phone (919) 563-6108; fax (919) 563-2256

Troop E

North Carolina State Highway Patrol

5780 S. Main St., Salisbury, NC 28147
phone (704) 639-7595; fax (704) 855-1720

Mount Airy Weigh Station

I-77, Surry County
phone (910) 320-2705; fax (910) 320-2002

Troop F

North Carolina State Highway Patrol

1033 Smyre Farm Road, Newton, NC 28658
phone (828) 466-5504; fax (828) 466-5506

Statesville Weigh Station

I-40, Iredell County
phone (704) 878-4249 or (704) 878-4250;
fax (704) 878-4251

Troop G

North Carolina State Highway Patrol

600 Tunnel Road, Asheville, NC 28805-1995
phone (828) 298-4253; fax (828) 299-4626

Asheville Weigh Station

I-40, Buncombe County
phone (704) 667-2820; fax (704) 665-9513

Hendersonville Weigh Station

I-26, Henderson County
phone (704) 693-9712; fax (704) 697-8273

Troop H

North Carolina State Highway Patrol

2206 Fowler Secrest Road, Monroe, NC 28110
phone (704) 283-8559; fax (704) 289-4224

Charlotte Weigh Station

I-77, Mecklenburg County
phone (704) 392-6909 (northbound), (704) 392-6960
(southbound); fax (704) 399-6837

Oversize/Overweight Permits

**oversize/
overweight
permits**

Vehicles and vehicle combinations traveling or transporting oversize/overweight commodities that cannot be disassembled or dismantled to meet legal dimensions or weights specified by North Carolina law may qualify for authorization to travel on state highways by obtaining an oversize/overweight permit. The size and/or weight of the vehicle/vehicle combination will determine the qualification of an annual or single trip permit.

**single trip
permits**

Fee\$12 – \$48 (state fee)
Valid10 calendar days for one single trip
Width 15 feet maximum (mobile home may be permitted up to 16 feet)
Length..... No overall length limitations, with the following exception: 105 feet maximum for mobile/modular home combination
Height Maximum determined by vertical clearances along authorized route of travel
Weight(see Maximum Gross Weight section)

**annual
permits**

Fee.....\$100 per vehicle (non-divisible general commodities); \$200 per vehicle (mobile/modular homes)
ValidOne year from effective date
Width12 feet maximum* (14 feet farm equipment with escort)
Length..... 75 feet hauling one item commodity or truck/tractor/48 feet semi-trailer combination hauling multiple commodities in line
 60 feet truck/trailer hauling multiple commodities in line
 105 feet toter/mobile/modular home combination
Height 13 feet 6 inches (legal)
Weight (transporting one non-divisible single item)
 Vehicle combination with a minimum of a 51-foot wheel base can qualify for movement up to 90,000 pounds gross weight. (Travel not authorized on posted roads or posted bridges). For gross weights exceeding 90,000 pounds (see *Maximum Gross Weight section page 47*).

*Mobile/modular home not exceeding unit width of 14 feet with a total roof overhang not to exceed 12 inches may apply for an annual permit if either:

- Moving within a 25-air-mile radius from a specific dealer sales lot (permit co-issued) to customer’s home site, another dealer or out of state; or

- Moving from a specific manufacturing facility to a specific dealer sales lot identified by dealer name and license number (maximum 30 routes).

Commercial Vehicles

maximum gross weight

| | |
|--|--------------|
| Steer-axle | 12,000 lbs. |
| Single-axle | 25,000 lbs. |
| Tandem-axle | 50,000 lbs. |
| Three or more axle grouping | 60,000 lbs. |
| 5 axles | 94,500 lbs. |
| (94,500 lbs. — maximum for sealed ship containers) | |
| (112,000 lbs. with minimum 51-ft. wheel base) | |
| (annual permit — up to 10 specific routes) | |
| (single trip — 1 specific route) | |
| 6 axles | 108,000 lbs. |
| (120,000 lbs. with minimum 51-ft. wheel base) | |
| (annual and single trip permit — 1 specific route) | |
| 7 axles | 122,000 lbs. |
| (132,000 lbs. with minimum 51-ft. wheel base) | |
| (annual and single trip permit — 1 specific route) | |

Gross weight exceeding 132,000 lbs. must obtain a superload permit.

Off-highway Construction Equipment**

| | |
|---------------------------------|----------------------------|
| Two-axle vehicle | 65,000 lbs. to 70,000 lbs. |
| Three-axle vehicle | 75,000 lbs. to 80,000 lbs. |
| Four-axle vehicle | 90,000 lbs. |

Self-propelled Cranes**

| | |
|--|------------------------------|
| Two-axle vehicle | 50,000 lbs. |
| Three-axle vehicle | 70,000 lbs. |
| Four-axle vehicle | 78,000 lbs. to 90,000 lbs |
| Five-axle vehicle | 86,000 lbs. to 94,500 lbs. |
| Six-axle vehicle | 100,000 lbs. to 108,000 lbs. |
| Seven-axle vehicle (determined by schematic review) | |

**Maximum weight limits determined by axle configuration and extreme axle measurement for each self-propelled vehicle.

All escort vehicle operators are required to obtain an approved escort certification prior to performing the duties of an oversize/overweight load escort vehicle operator in North Carolina. To obtain additional information concerning oversize/overweight permits, contact the DOT Oversize/Overweight Permit Unit (see page 55).

escorts

Safely Transporting Hazardous Materials

federal regulations

Hazardous materials are any substances identified by the USDOT as risks to health, safety and/or property. The USDOT and U.S. Environmental Protection Agency's rules and procedures for transporting hazardous materials are detailed by Code of Federal Regulations 40 and 49. Hazardous materials violations are subject to civil and criminal penalties.

When transporting hazardous materials, drivers **must** follow these rules for operation:

- (1) **Shipping papers** must be distinguishable, easily accessible and list the name, class, identification number and quantity for each hazardous material in the load.
- (2) **Placards.** If required, the vehicle and its cargo must be placarded properly.
- (3) **Tires** must be inspected. Always change leaking and/or overheated tires.
- (4) **Security.** Be sure the load and vehicle remain secure.
- (5) **No smoking.** When hauling explosives, oxidizers or other flammable materials, do not smoke or allow smoking within 25 feet of the vehicle. Never smoke inside the cab or while you are driving.
- (6) **Parking.** When hauling hazardous materials other than explosives, always park the vehicle in a safe place. Never park on or within five feet of a roadway. When hauling explosives (less than 50 pounds), do not leave the vehicle unattended unless it is parked in a safe area (on your employer's, the shipper's or the receiver's property); or in a safe area of a construction site. Never park where there could be danger to life or property. Unless it is unavoidable, do not park on or within five feet of a roadway; on private property without the permission of the person in charge; or within 300 feet of any bridge, tunnel, dwelling or gathering place.
- (7) **Route of travel.** Choose the route of travel carefully. Avoid routes that go through or near areas where people live, work or gather. Also avoid tunnels, narrow streets and congested areas. To haul explosives, drivers must have a pre-arranged, written route plan provided by the employer or motor carrier. (If the trip does not begin at the employer's terminal, drivers may devise the route plan.)

**Some loads, vehicles and/or carriers are exempt. For more information, see N.C. State Highway Patrol Motor Carrier Enforcement Section, page 53.*

Hazardous Materials Crashes and Spills

The Superfund Act of 1986 requires commercial drivers who are involved in hazardous materials crashes or spills to follow this four-part procedure:



- (1) **Be safe.** If possible and without risk to life, attempt to make the vehicle safer. Never touch a leaking substance and be aware of possible fumes.
- (2) **Move away** from the accident as quickly as possible. Notify onlookers and nearby motorists of dangerous conditions and keep them safely away from the spill.
- (3) **Verbally report.** Immediately contact required local and state emergency response agencies by radio or telephone (see verbal reporting).
- (4) **Assist** responding emergency personnel and accident investigators as requested.

Reporting requirements for accidents involving hazardous materials are detailed by Code of Federal Regulations 49 and Federal Motor Carrier Safety Regulations Section 394. Drivers involved in a hazardous materials crash or spill in North Carolina must make an immediate verbal report to the appropriate authority.

**verbal
reporting**

In North Carolina, any spill, unintentional or unsafe discharge, fire, explosion and crash involving hazardous materials (regardless of types and amounts) must be reported immediately by calling 911 or *HP (on cellular phones).

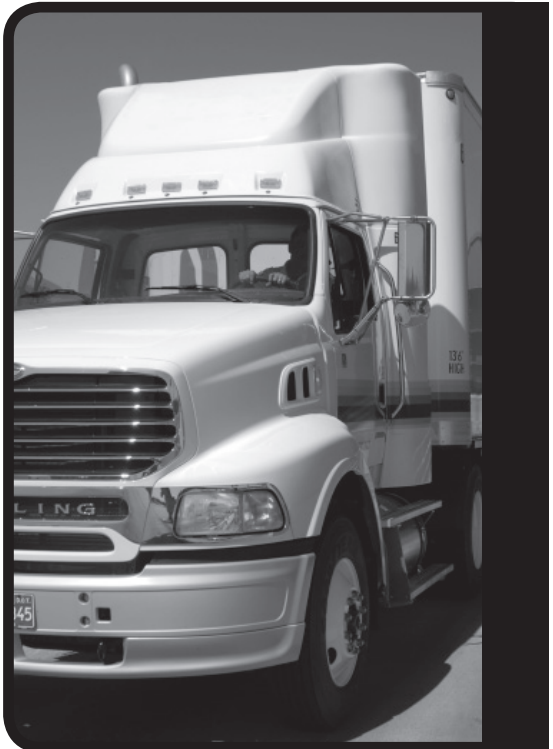
Responding emergency personnel must have information about the hazardous spill as quickly as possible, so this report should be made by radio or telephone. A written report must follow the initial verbal report (see *written reports*, page 51).

**National
Response
Center**

Hazardous materials regulations require that an immediate, verbal report be made to the USDOT National Response Center if any crash or spill meets **one or more** of the following conditions:

- Discharged material classified as an extremely hazardous and/or a Comprehensive Environmental Response, Compensation, and Liability Act chemical;
- Amount of discharged material exceeds Environmental Protection Agency limits;
- Discharged material classified as radioactive or etiological;
- Death or injury to a person requiring hospitalization;
- Property damage estimated to exceed \$50,000; and/or
- Conditions of such nature that, in best judgement, the report should be made.

When reporting non-chemical hazardous materials accidents and spills to the USDOT National Response Center, provide the same information that must be reported to state and local officials. Make a verbal report to the USDOT National Response Center by calling **1 (800) 424-8802**.



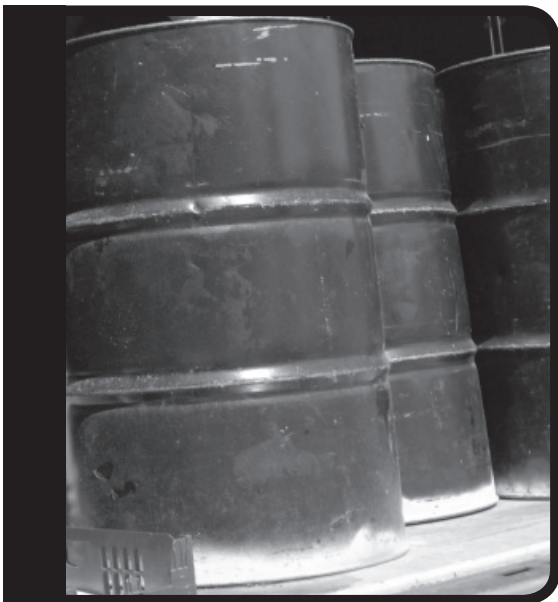
By the Code of Federal Regulations, a written follow-up report must be completed whenever there has been “unintentional release of hazardous materials from a package (including a tank) or whenever any quantity of hazardous waste has been discharged.” This includes all incidents from a damp spot on a package containing a hazardous material to a crash or spill that must first be reported by radio or telephone. The written report must be filed within 15 calendar days of the incident by using Federal Form F5800.1 and should include a copy of the hazardous waste manifest. At Section H of the reporting form, enter the estimated amount of hazardous waste removed from the crash scene, the name and address of the facility to which it was hauled, and the manner by which any unremoved waste was disposed.

written reports

Written reports for hazardous chemicals accidents and spills should include an account of all response actions, information about any known or anticipated chronic health risks associated with the chemical(s) released and advice about medical care that might be required by those exposed to the chemical(s).



Hazardous materials accident federal reporting Form F5800.1 can be obtained by writing to the Information Systems Manager, Pipeline and Hazardous Materials Safety Administration, USDOT, Washington, D.C. 20590.



reporting is important

The most important reason to report a hazardous materials crash or spill is to help prevent death or injury and to limit damage to property and the environment. With the accurate details of a crash, responding emergency personnel are better equipped to contain the hazards of the spill. For carriers and drivers involved in a hazardous materials incident, thorough and timely reporting might help to limit liabilities.

Emergency response to hazardous materials accidents and spills is detailed by the *Superfund Act of 1986*. The preceding information about transporting hazardous materials is an overview of regulations and procedures described in the *North Carolina Commercial Driver's Handbook*. For more information, consult the handbook or contact the N.C. State Highway Patrol (see *hazardous materials, next page*).





For More Information

annual permit tax reporting:

See Fuel Use Tax reporting.

collision reports:

DMV Collision Report Section

North Carolina Department of Transportation

1100 New Bern Ave., Raleigh, NC 27697-0001

phone (919) 733-7250; fax (919) 733-9605

enforcement of commercial vehicle, motor carrier and fuel tax laws:

North Carolina State Highway Patrol

Motor Carrier Enforcement Section

512 N. Salisbury St., Raleigh, NC 27611

mailing address: P.O. Box 27687, Raleigh, NC 27611-7687

phone (919) 715-8683; fax (919) 715-0007

Fuel Use Tax reporting:

Motor Fuels Tax Division

North Carolina Department of Revenue

1425 Rock Quarry Road, Suite 107, Raleigh, NC 27610

phone (919) 733-3409; fax (919) 715-0523

hazardous materials and chemicals:

N.C. Dept. of Crime Control and Public Safety

116 W. Jones St., Raleigh, NC 27603

phone (919) 733-3825 or 1 (800) 858-0368;

fax (919) 733-7554

hazardous materials accident

(federal reporting forms):

Pipeline and Hazardous Materials Safety

Administration

400 7th St. SW RM 8410, Washington, D.C. 20590

phone (202) 366-4433; fax (202) 366-3666

insurance requirements for intrastate motor carriers in North Carolina:

See intrastate authority.

interstate authority (for motor carriers operating inside and outside North Carolina):

Federal Motor Carrier Administration

400 7th St. SW RM 8214, Washington, D.C. 20590

phone (202) 493-0235

intrastate authority (for North Carolina-based motor carriers operating in-state):

*Source for HHG Carriers only.

**North Carolina Utilities Commission
Operations Division**

430 N. Salisbury St., Raleigh, NC 27603
mailing address: 4325 Mail Service Center,
Raleigh, NC 27699-4325
phone (919) 733-4035; fax (919) 733-1585
www.ncuc.net

intrastate vehicle registration:

See vehicle registration.

***IRP (International Registration Plan) for
North Carolina-based vehicles operating
interstate:***

DMV IRP Section

North Carolina Department of Transportation

1425 Rock Quarry Road, Suite 100, Raleigh, NC 27610
phone (919) 733-7458; fax (919) 733-5300

***IRP (International Registration Plan)
North Carolina bureau:***

International Registration Plan

6016 Brookshire Drive, Charlotte, NC 28216-2408
phone (704) 392-2112; fax (704) 393-8280

motor carrier operations (registration):

DMV Motor Carrier Regulatory Unit

North Carolina Department of Transportation

1425 Rock Quarry Road, Suite 100, Raleigh, NC 27610
phone (919) 733-7631; fax (919) 715-0523

N.C. Emergency Response Commission:

See hazardous materials and chemicals.

N.C. license and decals:

See Fuel Use Tax reporting.

N.C. temporary permit:

See permits.

N.C. Quarterly Highway Fuel Use Tax Report:

See Fuel Use Tax reporting; N.C. Utilities Commission
(NCUC); intrastate authority.

oversize/overweight load permits:**Division of Highways, Oversize/Overweight Permit Unit****North Carolina Department of Transportation**

1425 Rock Quarry Road, Suite 109-110, Raleigh, NC 27610
 phone (919) 733-7154 or 1 (888) 574-6683;
 fax (919) 733-7828

permits:

To purchase a temporary permit, see *Fuel Use Tax reporting*;
 to purchase permits by facsimile services, see page 5; to
 purchase permits at a North Carolina weigh station, see
 pages 44 – 45.

registration for North Carolina-based vehicles operating exclusively in-state:**DMV Registration Section****North Carolina Department of Transportation**

1100 New Bern Ave., Raleigh, NC 27697-0001
 phone (919) 733-3915 (DMV direct access automated
 response system); fax (919) 733-6948

special mobile equipment (registration):

See *vehicle registration*.

STAA dimensioned vehicles, designated routes maps and designation/reasonable access requests:**NC Department of Transportation****Traffic Engineering & Safety Systems Branch**

Attention: State Traffic Engineer

750 Greenfield Parkway North, Garner, NC 27529;
 mailing address: 1561 Mail Service Center, Raleigh, NC
 27699-1561; phone (919) 773-2800; fax (919) 771-2745
 Online STAA maps are available at www.ncdot.org/it/gis/graphics/STAA_main.pdf.

traffic laws and their enforcement:**State Highway Patrol****N.C. Dept. of Crime Control and Public Safety**

512 N. Salisbury St., Raleigh, NC 27611
 mailing address P.O. Box 27687, Raleigh, NC 27611-7687
 phone (919) 733-7952; fax (919) 733-2161

unassigned permits:

See *Fuel Use Tax reporting*.

weight and size maximum limits for vehicles in North Carolina and their enforcement:

Contact the nearest North Carolina weigh station listed on pages 44 – 45.

information clearinghouses:

American Trucking Association (ATA)

2200 Hill Road, Alexandria, Va. 20314
phone (703) 838-0291 or 1 (800) 282-5463

American Trucking Association Foundation (Atlanta)

phone (404) 873-1201 or (404) 874-9765

Federal Motor Carrier Safety Administration (North Carolina Office)

310 New Bern Ave., Suite 468 (Federal Building)
Raleigh, NC 27601-1442
phone (919) 856-4378; fax (919) 856-4369

Motor Carrier Information Line

phone 1 (800) 832-5660 (automated response system)

North Carolina Movers Association

P.O. Box 61210, Raleigh, NC 27661-1210
phone (919) 554-8920 or 1 (800) 325-2114;
www.ncmovers.org

North Carolina Trucking Association

219 W. Martin St., Raleigh, NC 27602
mailing address: P.O. Box 2977, Raleigh, NC 27602-2977;
phone (919) 834-0387; fax (919) 832-0390

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