

A Logger's Guide to Trucking Requirements



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A Logger's Guide to Trucking Requirements

A Logger's Guide to Trucking Requirements was created in cooperation with the Florida Forestry Association to provide quick and easy reference points about rules and regulations in existence today. In the following pages, you will find information that outlines many of the requirements you need to ensure you're in compliance with:

- vehicle identification requirements
- maximum length of load requirements
- flag and light requirements
- reflective marking requirements
- binder requirements
- oversize load requirements
- tie-down requirements

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KNOW THE LAW!!!

The State of Florida has certain laws to assist the transportation industry and keep commercial motor vehicle operations safe and economical in Florida. The Florida Highway Patrol's Office of Commercial Vehicle Enforcement (OCVE) and the Florida Department of Transportation's Motor Carrier Size and Weight (MCSAW) enforce these laws. This manual provides an overview of the laws and regulations specific to Florida that pertain to the logging industry. For the rules and regulations of other states, contact each state individually. **This manual is provided as a guide only and operators should consult their own legal counsel for guidance on applicability and interpretations regarding laws, regulations and best business practices.**

Size and Weight Limits



WEIGHT LIMITS

Florida law restricts the size and weight of each vehicle and its cargo to ensure safe operation and to maintain the state's bridge and highway infrastructure. The following will provide a brief overview of the weight limits that impact commercial vehicle operations in Florida. Each of these weight laws stands alone, meaning commercial motor vehicles must comply with all the different weight laws.

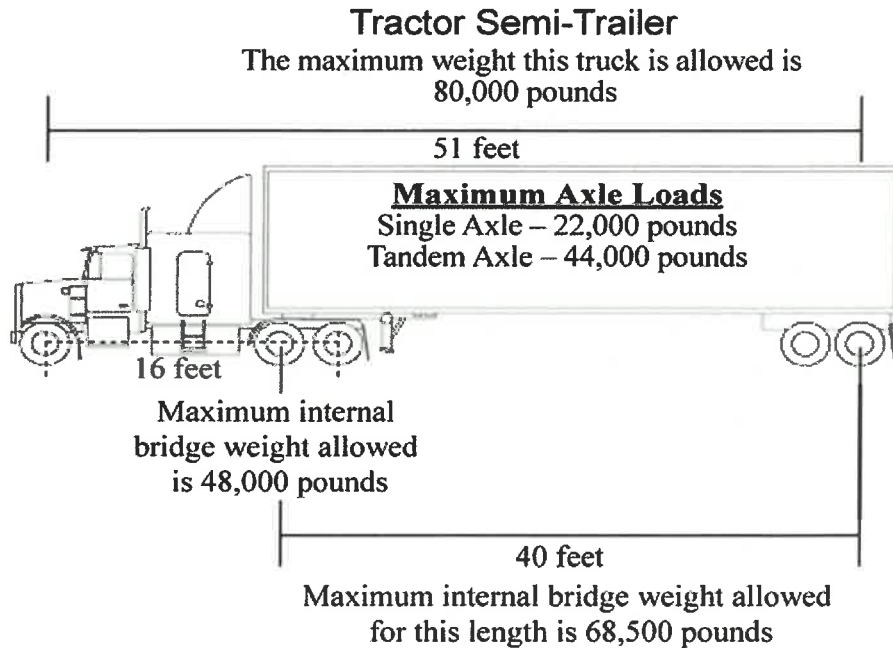
Gross Weight / External Bridge Weight / Internal Bridge Weight- This is the total gross weight of the truck, the trailer(s) and the cargo being transported. Below are two tables for determining maximum legal weight (Table 1 and 2). Based on the number of axles and the (wheel base) distances between the center of the front to the center of the rearmost axle. The table allowing the most weight determined will be applicable. In general, vehicles with shorter wheel bases and/or number of axles will fall under the legal gross weight provided by Table 1, while vehicles with longer wheel bases and/or number of axles will fall under the legal external bridge weight provided by Table 2.

Note: Tables provided below. The legal weights provided in these tables already include a 10% weight tolerance. You can read the statute for Gross and External Bridge Weight at: [Weight Laws- s.316.535, Florida Statutes- Bridge Gross and Axle.](#)

Internal Bridge Weight (also known as Inner-Bridge)- Not all commercial motor vehicles are subject to internal bridge weight. Vehicles must comply with internal bridge weight law when all three of the following elements occur:

- The vehicle must be operating on the interstate.
- The vehicle's configuration must place the vehicle on Table 2 for legal weight.
- The vehicle must weigh more than 73,271 pounds.

Legal weight for internal bridge is determined by calculating two or more groupings of axles by the wheelbase for that grouping. Once the number of axles and the grouping wheelbase is determined, Table 2 will provide the legal internal bridge weight (see example below). The legal weights provided in these tables already include a 10% weight tolerance. You can read the statute for Gross and External Bridge Weight at: [Weight Laws- s.316.535, Florida Statutes- Bridge Gross and Axle.](#)



**TABLE 1: MAXIMUM LEGAL WEIGHT BASED ON THE DISTANCE
FROM THE TRUCK'S FRONT AXLE TO REAR AXLE
Single Axle - 22,000 Pounds; Tandem Axle - 44,000 Pounds**

Distance Between First and Last Axles (In Feet) This is overall distance and includes any combination of units	Maximum Gross Weight Allowed to be Hauled (In Pounds) [All Tolerances Included]
4 - 8	44,000
9	48,554
10	49,478
11	50,391
12	51,304
13	52,228
14	53,141
15	54,065
16	54,978
17	55,891
18	56,804
19	57,728
20	58,641
21	59,554
22	60,478
23	61,391
24	62,304
25	63,217
26	64,141
27	65,054
28	65,967
29	66,891
30	67,804
31	68,717
32	69,641
33	70,554
34	71,467
35	72,380
36 OR MORE	73,271

TABLE 2: MAXIMUM LEGAL WEIGHT BASED ON THE TOTAL NUMBER OF AXLES AND THE DISTANCE BETWEEN THE AXLES, OR SETS OF AXLES

Distance Between Any Group of 2 or More Consecutive Axles (In Feet)	Maximum Weight Allowed on this Number of Axles (In Pounds) [All Tolerances Included]					
	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles
4	44,000					
5	44,000					
6	44,000					
7	44,000					
8	44,000	44,000				
9	44,000	44,000				
10	44,000	44,000				
11	44,000	44,500				
12	44,000	45,000	50,000			
13	44,000	46,000	50,500			
14	44,000	46,500	51,500			
15	44,000	47,500	52,000			
16	44,000	48,000	52,500	58,000		
17	44,000	49,000	53,500	58,500		
18	44,000	49,500	54,000	59,500		
19	44,000	50,500	54,500	60,000		
20	44,000	51,000	55,500	60,500	66,000	
21	44,000	52,000	56,000	61,000	66,500	
22	44,000	52,500	56,500	62,000	67,000	
23	44,000	53,500	57,500	62,500	68,000	
24	44,000	54,500	58,000	63,000	68,500	74,000
25	44,000	55,000	58,500	63,500	69,000	74,500
26	44,000	55,500	59,500	64,500	69,500	75,000
27	44,000	56,500	60,000	65,000	70,000	76,000
28	44,000	57,000	60,500	65,500	71,000	76,500
29	44,000	58,000	61,500	66,000	71,500	77,000
30	44,000	58,500	62,000	67,000	72,000	77,500
31	44,000	59,500	62,500	67,500	72,500	78,000
32	44,000	60,000	63,500	68,000	73,000	78,500
33	44,000	61,000	64,000	68,500	74,000*	79,500
34	44,000	61,500	64,500	69,500	74,500	80,000
35	44,000	62,500	65,500	70,000	75,000	
36	44,000	63,000	68,000	70,500	75,500	
37	44,000	64,000	68,000	71,000	76,000	
38	44,000	64,500	68,000	72,000	77,000	
39	44,000	65,500	68,000	72,500	77,500	
40	44,000	66,000	68,500	73,000	78,000	
41	44,000		69,500	73,500*	78,500	
42	44,000		70,000	74,500	79,000	
43	44,000		70,500	75,000	80,000	
44	44,000		71,500	75,500		
45	44,000		72,000	76,000		
46	44,000		72,500	77,000		
47	44,000		73,500*	77,500		
48	44,000		74,000	78,000		
49	44,000		74,500	78,500		
50	44,000		75,500	79,500		
51	44,000		76,000	80,000		

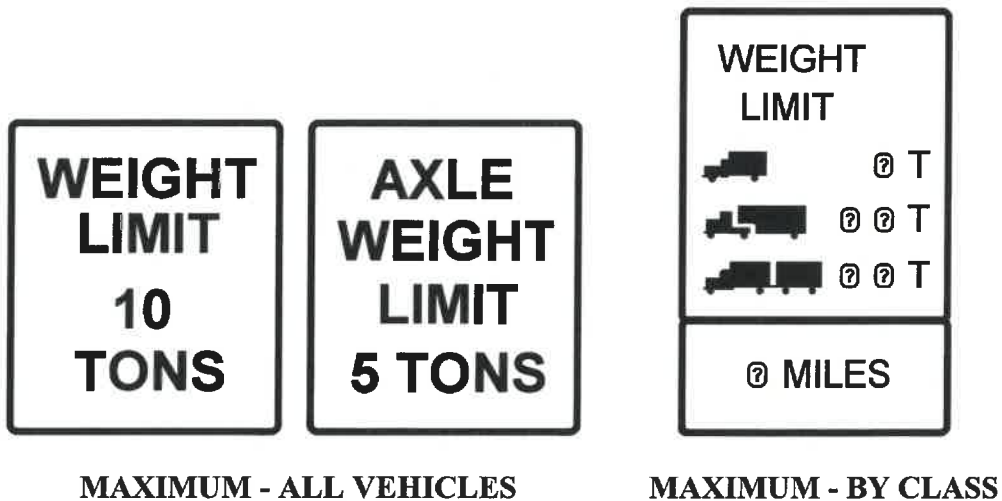
Tire Size and Axle Weight- Except for **Single-Unit** Special Type vehicles that must observe tire size weight laws (concrete mixers, dump trucks, fuel oil, waste collection / disposal), all commercial motor vehicle must comply with axle weight limits of 22,000 pounds per axle, which already include a 10% weight tolerance. You can read the statute for Tire Size and Axle Weight at: [Weight Laws- s.316.535, Florida Statutes-Bridge Gross and Axle](#). **Note: The Single-Unit Special Type vehicles described in this section are also limited to a maximum legal gross weight of total tire size weight or 70,000 pounds, whichever is less.**

TABLE 3: MAXIMUM LEGAL WEIGHT FOR SINGLE-UNIT DUMP TRUCKS, CONCRETE MIXING TRUCKS, GARBAGE TRUCKS, AND FUEL OIL, GASOLINE TRUCKS, AND CONCRETE PUMPING TRUCKS BASED ON 605 POUNDS PER INCH OF TIRE WIDTH

If Your Tire Width Is (tire size marking on the sidewall)	Total Weight for 2 Tires on 1 Axle is	Total Weight for 4 Tires on 1 Axle is
	[All Tolerances Included]	
Maximum is still 22,000 pounds, no exception.		
7.50	9,075	18,150
8.00	9,680	19,360
8.22.5	9,680	19,360
8.25	9,983	19,965
8.5	10,285	20,570
9.00	10,890	21,780
9.22.5	10,890	21,780
10.00	12,100	22,000
10.22.5	12,100	22,000
10.3-22.5	12,463	22,000
11.00	13,310	22,000
11.22.5	13,310	22,000
11.24.5	13,310	22,000
12.00	14,520	22,000
12.22.5	14,520	22,000
12.24.5	14,520	22,000
13.00	15,730	22,000
14.00	16,940	22,000
15.00	18,150	22,000
16.00	19,360	22,000
16.5	19,965	22,000
17.00	20,570	22,000
18.00	21,780	22,000
19.00	22,000	

M E T R I C C O N V E R S I O N	Metric Tire Size	Nominal Width (in Inches) (For use in Total Weight chart at left)
	215/75R17.5	8.5
225/70R19.5	9.0	
245/70R19.5	10.0	
235/80R22.5	9.0	
255/70R22.5	10.0	
255/80R22.5	10.0	
275/80R22.5	11.0	
295/80R22.5	12.0	
315/80R22.5	13.0	
385/65R22.5	15.0	
425/65R22.5	16.5	
445/65R22.5	18.0	
275/80R24.5	11.0	
445/50R22.5	18.0	
455/55R22.5	18.0	

Commercial motor vehicle weights are also limited by the gross vehicle weight declared on the power unit tag registration, and are subject to penalty if such declared weight is exceeded. **Low Limit Road / Low Limit Bridge-** The Florida Department of Transportation (with respect to state roads) and local authorities (with respect to highways under their jurisdiction) may reduce the weight otherwise provided in statute for roads or bridges that, by reason of design, deterioration or other circumstances, necessitate the reduction. These roads and bridges must be adequately marked to display the reduced legal weight allowed. The following silhouettes depict the type of marking that would be provided for the roadway. The legal weights provided by these signs depict the maximum legal weight including all tolerances. You can read the statute for Reduced Weight, Load, Speed Limits at: [Weight Laws- s.316.555, Florida Statutes- Low Limit Roads/Bridges.](#)



Special Permits- The Florida Department of Transportation has the authority to issue special permits that allow vehicles to exceed statutory size and weight laws under specific conditions. Two of the more common permits purchased by members of the logging industry are the Divisible Load Permit which allows an additional 10% Gross / External Bridge Weight allowance beyond statutory weight limits and the Inner Bridge Permit which allows commercial motor vehicles to exceed the maximum allowed Internal Bridge Weight. As mentioned, special permits come with specific conditions which must be followed. Special Permit weights already include all tolerances. ****NOTE** The Divisible Load Permit cannot be combined with Oversized Permits, nor used on the Interstate System.** You can read the statute and administrative code for Special Permits at: [s.316.550, Florida Statutes- Special Permits](#) and [Rule 14-26, Florida Administrative Code- Special Permits.](#) You can also contact the Florida Department of Transportation Permit Office at (850) 410-5777 or browse their website at: <http://www.fdotmaint.com/permit>.

Registration and Tax Class- All commercial motor vehicles that operate in Florida must be registered in Florida or by another state that has reciprocity with Florida.

Registered Declared Gross Vehicle Weight (GVW)- Except for commercial motor vehicles registered with a restricted tag, the registrant of the power unit (truck tractor or straight truck) must declare the combined weight at which the truck, the trailer and the load will operate. Many states, including Florida, have established registration ranges (provided in Table 4 below). Commercial motor vehicles operating in excess of the declared gross vehicle weight may be penalized for the difference between the actual weight and the top of the registration range.

TABLE 4 TAX Class Table

In addition to adhering to the weight requirements found in the preceding tables, CMVs must license their vehicles within the appropriate tax-class ranges to accommodate their legal weights. Some exceptions apply to wreckers, agricultural vehicles, and some special use vehicles. These ranges are found in [s.320.08, Florida Statutes](#) and include all tolerance. **Commercial motor vehicle operators should consult their own legal counsel for guidance on applicability and interpretations regarding laws, regulations and business practices.**

Declared Gross Vehicle Weight Ranges

10,000 to 14,999 pounds

15,000 to 19,999 pounds

20,000 to 26,000 pounds

26,001 to 34,999 pounds

35,000 to 43,999 pounds

44,000 to 54,999 pounds

55,000 to 61,999 pounds

62,000 to 71,999 pounds

72,000 to 80,000 pounds

Restricted Agriculture Registration- A truck tractor or heavy truck may be registered under this provision when the vehicle is not operated for hire and is engaged exclusively in transporting raw, unprocessed and non-manufactured agricultural or horticultural products and is within a 150-mile radius of its home address as follows:

- If such vehicle's Declared GVW is less than 44,000 pounds, the vehicle will have a registration fee of \$87.85.
- If such vehicle's Declared GVW is 44,000 pounds or more, the vehicle will have a registration fee of \$324. However, vehicles operating under this registration may only transport from:
 - Point of production to the point of primary manufacture; or
 - Point of assembling the same; or
 - To a shipping point of a rail, water or motor transportation company.

Restricted Forestry Registration- A truck tractor may be registered under this provision when used within a 150-mile radius of its home address for \$324 if:

- The truck tractor is used exclusively for hauling forestry products; or
- The truck tractor is used primarily for hauling forestry products, and is also used for hauling associated forestry harvesting equipment used by the owner of the truck tractor.

Vehicles Registered in Other States- Vehicles registered to include Florida through the International Registration Plan (IRP.Org) are authorized for interstate and intrastate operation within Florida, subject to the same Registered Declared GVW requirements as a Florida based registration. Vehicles operating with an out-of-state restricted tag must be registered in a state with a reciprocal agreement with Florida and must comply with the restrictions of the home jurisdiction registration and the reciprocal agreement. As of 2016, Florida permits vehicles with a restricted registration based in Alabama, Georgia, Indiana and Michigan to have full reciprocity to operate interstate and intrastate in Florida. As of 2016, Florida permits vehicles with a restricted registration based in Kentucky, Louisiana, Maryland, Mississippi, Missouri, New Jersey, North Carolina, North Dakota, South Carolina, Tennessee, Virginia and West Virginia to have reciprocity to operate in interstate commerce only. **Note: Carriers with Florida based restricted registrations should verify reciprocity with each state prior to operation in that jurisdiction to avoid potential sanctions.**

Fuel Tax- Vehicles that operate with a power unit of three axles or more, or with a total gross vehicle weight of 26,001 pounds or more, and that operate in interstate commerce are required to purchase a Fuel Tax registration. Note: Vehicles that operate solely within the state of Florida, but have registered their vehicle from an out-of-state jurisdiction, are considered to be operating in interstate commerce according to fuel tax requirements. These vehicles must also purchase a fuel tax registration. You can read more about Fuel Tax at: IFTA.Org.

SIZE LIMITS

Florida law restricts the size and weight of each vehicle and its cargo to ensure safe operation and to maintain the state's bridge and highway infrastructure. The following will provide a brief overview of the size limits that impact commercial vehicle operations in Florida.

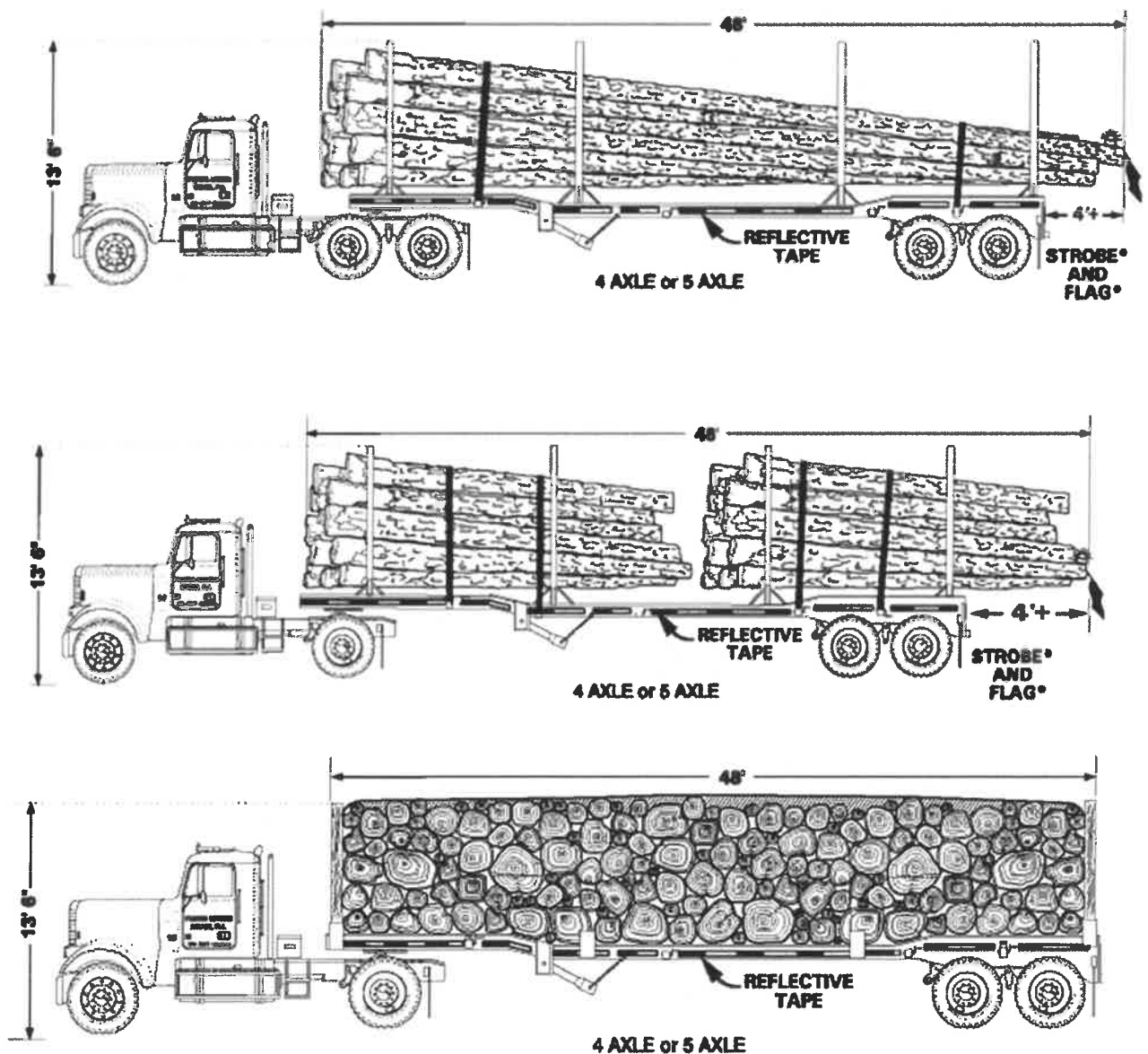
Florida law provides specific size limitations in s.316.515, Florida Statutes for vehicle and cargo width, height and length. Each of these will be reviewed in the next few pages, but you can read more at: [s.316.515, Florida Statutes- Size Laws](#). Additionally, Florida law also provides specific provisions for lights and flags associated with overhang in s.316.228, Florida Statutes and s.316.302(1)(d), Florida Statutes. Each of these will also be discussed in more detail.

Definitions-

- **Daytime:** Means the period from a half hour before sunrise to a half hour after sunset. The term "nighttime" means any other hour. [s.316.003\(16\), Florida Statutes- Definitions](#)
- **Excluding Weekends and Holidays:** means movement on Saturday and Sunday is limited to the period of time beginning one-half hour before sunrise and ending at 12:00 Noon, and is prohibited all day on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, the day after Thanksgiving, and Christmas. If any of these holidays fall on Saturday, the preceding Friday shall also be observed as a holiday. If any of these holidays fall on a Sunday, the following Monday shall also be observed as a holiday. [Rule 14-26, Florida Administrative Code](#).
- **Kingpin Setting:** means the distance between the kingpin or other peg which locks into the fifth wheel and the center of the rear axle or the center of the rear axle grouping (whichever applies). [Rule 14-26, Florida Administrative Code](#).
- **Maximum Width:** In general, the maximum outside width of any vehicle and cargo may not exceed 102 inches (8 feet 6 inches). This excludes safety devices such as mirrors.
- **Maximum Height:-** In general, the maximum height of any vehicle and cargo may not exceed 13 feet 6 inches.
- **Maximum Length:-** Maximum length varies greatly depending on vehicle configuration and cargo being transported. In general, the maximum length allowed for truck tractor semi-trailer combinations is based on maximum trailer/cargo length, set at 48 feet or 57 feet, depending on kingpin setting. The following will review the types of configurations and cargo most commonly transported by the forestry industry.

Transportation of Logs (Any Day, Any Time)

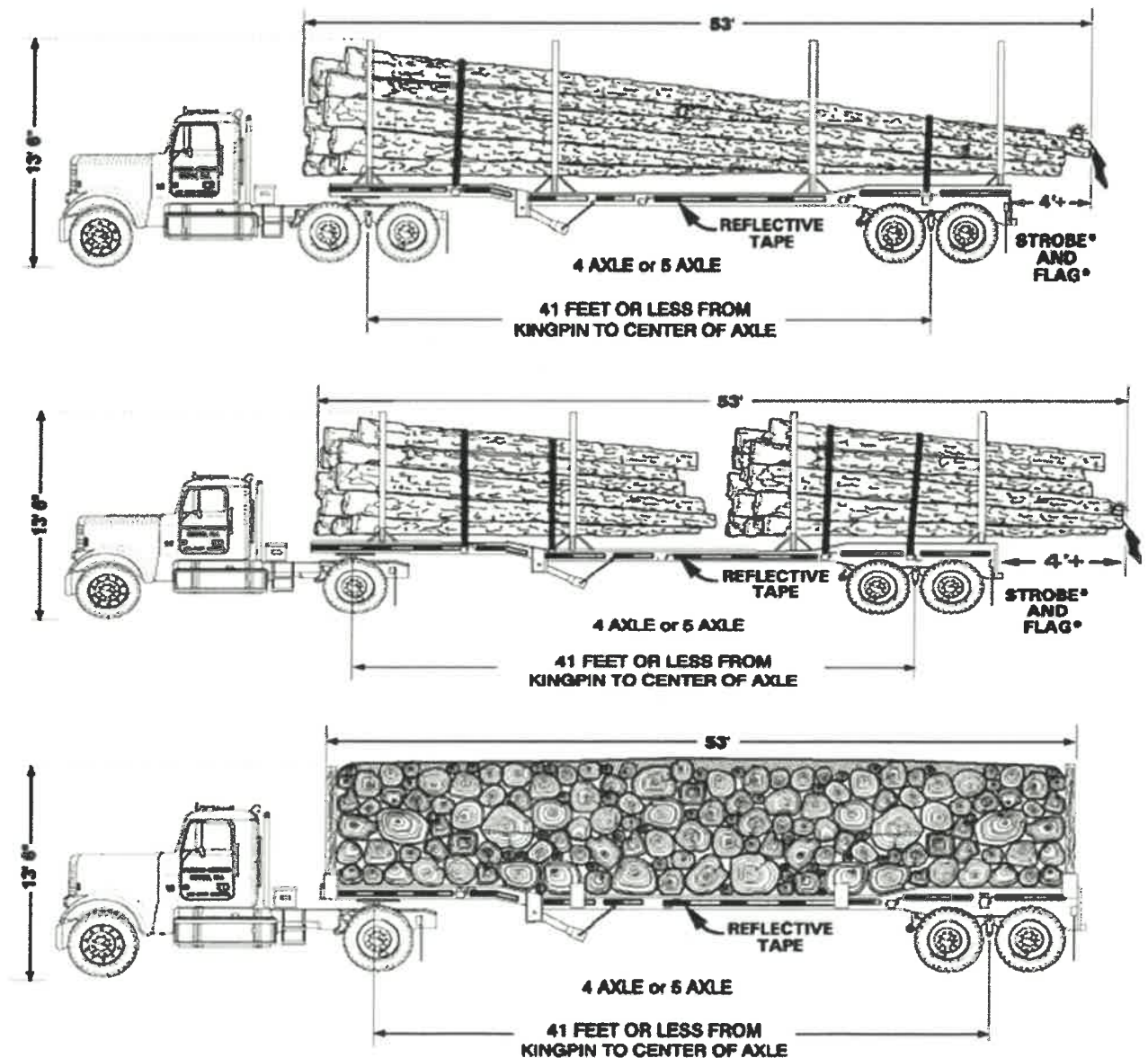
Although there are specific provisions that allow greater length during daytime hours, excluding weekends and holidays, transportation of forestry products can be transported any day at any time while complying with basic length limitations provided for all commercial motor vehicles. The following scenarios depict truck tractor semi-trailer combinations transporting logs in longwood loaded lengthwise, shortwood loaded lengthwise and shortwood loaded crosswise scenarios. In each of these scenarios, the trailer and cargo limitation is 48 feet.



Just as with other commercial motor vehicle combinations, maximum length of the semi-trailer and cargo while transporting logs can also be legal at 57 feet under all of the following conditions:

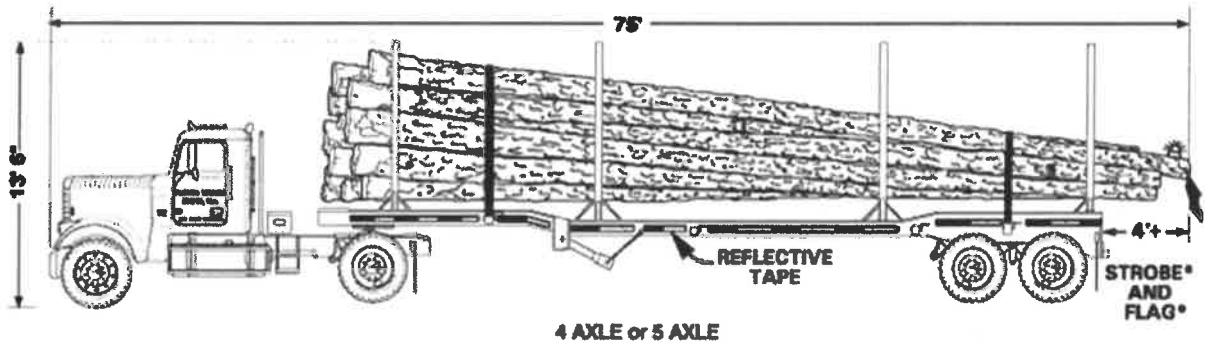
- The kingpin setting measures 41 feet or less.
- The semi-trailer is equipped with rear-end underride protection compliant with [49 CFR 393.86- Rear Underride](#).
- The 57-foot trailer is not restricted by the Department of Transportation or local authority for the roadway.

The following scenarios depict truck tractor semi-trailer combinations transporting logs in longwood loaded lengthwise, shortwood loaded lengthwise and shortwood loaded crosswise scenarios. In each of these scenarios, the trailer and cargo limitation is 48 feet.



Transportation of Unprocessed Tree Length Logs (Day time only)

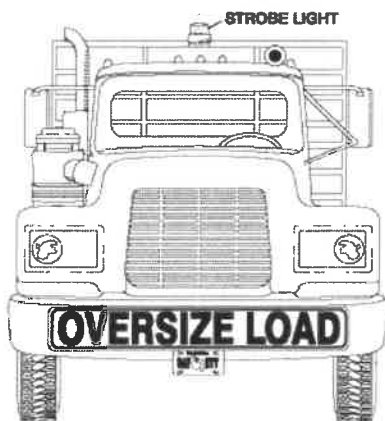
Florida law also provides that vehicles transporting tree-length logs may operate up to a legal length of 75-feet, vehicle and cargo, when operating during daytime hours and when flags are located at the extreme ends of the load. Below is an example of a truck tractor semi-trailer operating during daytime hours at 75 feet in overall length with the flag at the end of the rear overhang.



Special Permits for Size

The Florida Department of Transportation has the authority to issue special permits that allow vehicles to exceed statutory size and weight laws under specific conditions. It is always important to follow all of the restrictions of the special permit, including warning lights and warning sign requirements to ensure safety, routing and daytime restrictions. Special permits typically include daytime restrictions and exclude weekends and holidays when operating on a special permit for width, over 14 feet 6 inches in height, over 80 feet in length or operating with an overhang of 9 feet or more.

OVERSIZE LOAD—FRONT VIEW



OVERSIZE LOAD—REAR VIEW

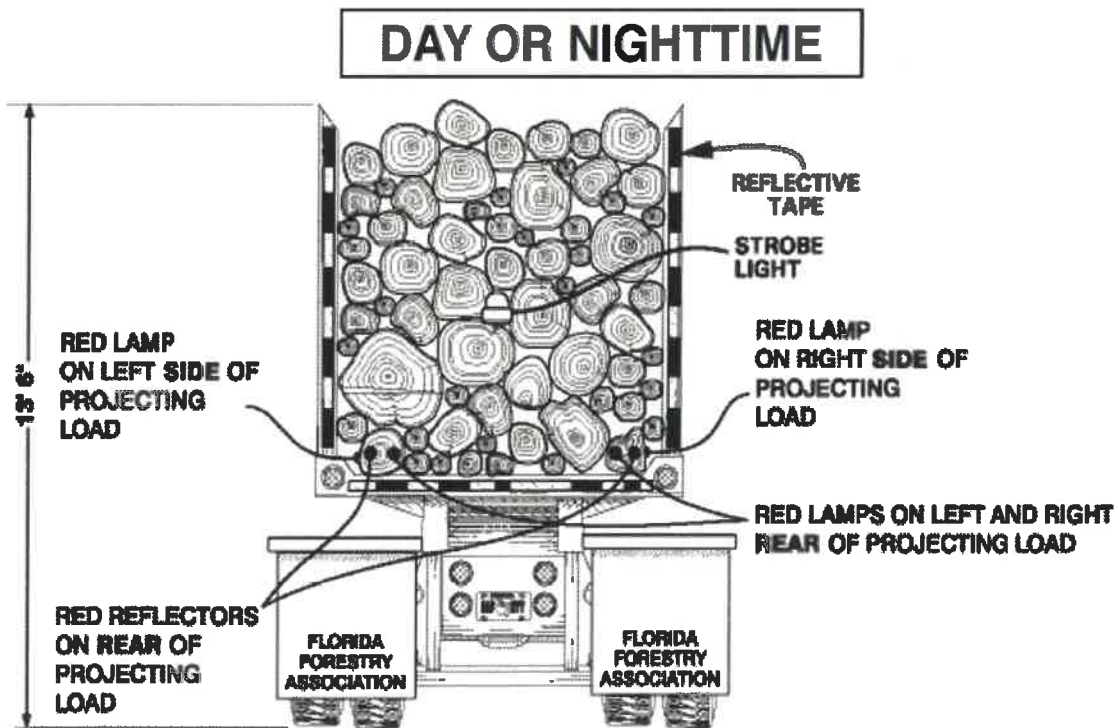


Lamps and Flags

Florida law has adopted and enacted similar, but separate requirements for cargo overhang when operating in interstate commerce versus operating in intrastate commerce.

Intrastate Commerce- s.316.302(1)(d), Florida Statutes, has enacted the requirements of [s.316.228, Florida Statutes- Lamps and Flags](#).

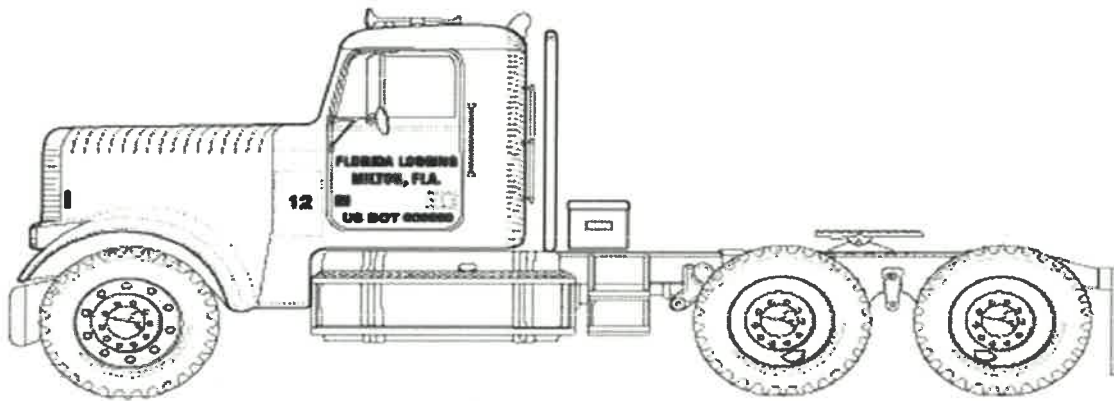
- Projections related to Width- Statute requires use of a red flag, 18 inches square, any time a load extends beyond the side of the vehicle.
- Projections Beyond the Rear of the Vehicle- Statute requires that while operating a vehicle when headlamps are required by [s.316.217, Florida Statutes](#), and with a load that projects 4 feet or more beyond the rear of the vehicle, there will be displayed two red lamps and two reflectors at the extreme rear end of the projection to indicate maximum width. Also, on each side of the projection, one red lamp to indicate the maximum overhang. Additionally, a red flag, 18 inches square, is required to mark the extremities of the load where lamps are required. Last, for trailers transporting unprocessed logs or pulpwood which load extends more than 4 feet beyond the rear of the trailer, one amber strobe-type lamp is required [s.316.228, Florida Statutes- Lamps and Flags](#).



Interstate Commerce- s.316.302(1)(a), Florida Statutes, has adopted the requirement of [49 CFR 393](#) for lamps and [49 CFR 393.87](#) for flags on projecting loads. See [s.316.302, Florida Statutes- Adoption of 49 CFR](#) for more information on adoption of the regulations.

- **Projections Related to Width-** [49 CFR 393.11 Footnote 9](#) requires that projections which exceed more than 4 inches beyond the overall width of the vehicle be marked with lamps and reflectors that project the foremost edge of the load with an amber lamp and the rearmost edge with a red lamp. The lamps must be operated during times when headlamps are required. Note: If the overall projection does not exceed 3 feet in length, then a single amber shall lamp mark the projection if near the front of the vehicle or single red lamp shall mark the projection if near the rear of the vehicle pursuant to [49 CFR 393.11 Footnote 9](#). In addition, vehicles transporting loads which extend beyond the sides by more than 4 inches must have an 18 inch red or orange fluorescent flag indicating the extremities of the overhang pursuant to [49 CFR 393.87- Flags](#).
- **Projections Beyond the Rear of the Vehicle-** [49 CFR 393.11 Footnote 10](#) requires that projections which exceed more than 4 feet beyond the rear of the vehicle be marked with a red lamp and reflector along each side of the projecting load and two lamps / reflectors at the rear of the projecting load. The lamps must be operated during times when headlamps are required. In addition, vehicles transporting loads which extend beyond the rear by more than 4 feet must have an 18 inch red or orange fluorescent flag(s) indicating the extremities of the overhang. If the projecting load is two feet wide or less, then a single flag will indicate the projection. If the projecting load is more than two feet, then two flags must be used to indicate the maximum width of the projection pursuant to [49 CFR 393.87- Flags](#).

Company Identification- Interstate Operations

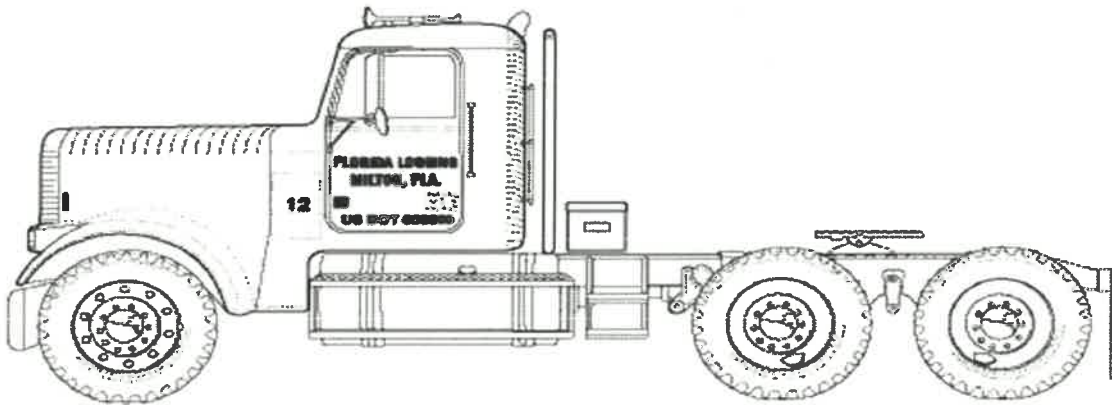


US DOT Numbers: When engaged in interstate commerce, the Federal Motor Carrier Safety Regulations require the motor carrier to have a US DOT Number. The US DOT Number serves as a unique identifier when collecting and monitoring a company's safety information acquired during audits, compliance investigations, crash investigations, and inspections. Motor carriers must apply for a US DOT Number through the Unified Registration System on Federal Motor Carrier Safety Administration's website at: [FMCSA Unified Registration System](#). Motor carriers are required to file a biennial update with the Federal Motor Carrier Safety Administration every two years. If a motor carrier fails to update, the US DOT Number will be deactivated one month after the filing deadline.

Operating Authority: Unless exempted, companies that operate For-Hire (for a fee or other compensation) are required to have interstate Operating Authority (MC number) in addition to a DOT number. Motor carriers can apply for Operating Authority while applying for a US DOT Number through the Unified Registration System. The Federal Motor Carrier Safety Administration has exempted many types of unprocessed agriculture and forestry from operating authority requirements. Motor carriers can obtain more information about exempt commodities at the Federal Motor Carrier Safety Administration's website on Composite Commodity List of Administrative Ruling No 119 at: [FMCSA Commodity List](#).

Marking of Self-Propelled Commercial Motor Vehicles: Unless exempted, commercial motor vehicles must display the name of the motor carrier and the US DOT Number on both sides of the power unit in a color contrasting the background, legible from a distance of 50 feet. You can learn more about marking requirements at the Federal Motor Safety Administration's website at: [49 CFR 390.21 Company Identification](#).

Company Identification- Intrastate Operations



US DOT Numbers: Unless exempted, US DOT Numbers are required for motor carriers that operate in intrastate commerce. When engaged solely in intrastate commerce, agricultural products being transported from the farm or harvest place to the first place of processing, storage or the market place are exempt from obtaining a US DOT Number. Subsequently, motor carriers have the option to either voluntarily apply for a US DOT Number or to comply with Florida Statute for display of company identification. For motor carriers that elect to apply for the US DOT Number, the motor carrier would follow the same process of applying for registration through the Unified Registration System as provided for interstate motor carriers. The motor carrier would also comply with the Marking of Self-Propelled Commercial Motor Vehicles as provided for interstate motor carriers. Motor carriers that elect not to apply for a US DOT Number, would only need to comply with [s. 316.302\(2\)\(e\), Florida Statutes](#), for display of company identification.

Operating Authority: There are currently no requirements for intrastate motor carriers to comply with Operating Authority registration in the State of Florida.

Florida Statutes Require Display of Company Identification: A vehicle or a combination of vehicles with a gross vehicle weight of 26,001 pounds or more, and/or a power unit with three axles or more, regardless of weight is required to display company identification on both sides of the power unit. The display must include the name of the vehicle owner or motor carrier and the municipality or town where the vehicle is based on each side of the power unit in letters that contrast the background and must be readable from a distance of 50 feet.

Cargo Securement of Logs

In general, cargo securement requirements for transportation of logs must comply with the commodity specific regulations provided in 49 CFR 393.116 [49 CFR 393.116 Commodity Specific Cargo- Logs](#). There are three exceptions that allow for transportation of logs to comply with general cargo securement requirements provided in [49 CFR 393.100 - 393.136](#):

- Logs that are unitized by banding or similar means.
- Loads that consist of no more than four processed logs.
- Firewood and similar wood that are transported in a vehicle enclosed on all four sides.



General Securement Requirements for Logs

Logs must be transported on a vehicle designed and fitted with bunks, bolsters, stakes, standards or equivalent means to safely cradle and carry logs and prevent them from rolling. All vehicle components must be designed to withstand operational forces with failure, accidental release or equipment deformation. Stakes or standards not permanently attached to the vehicle must be secured to prevent unintentional separation from the vehicle.

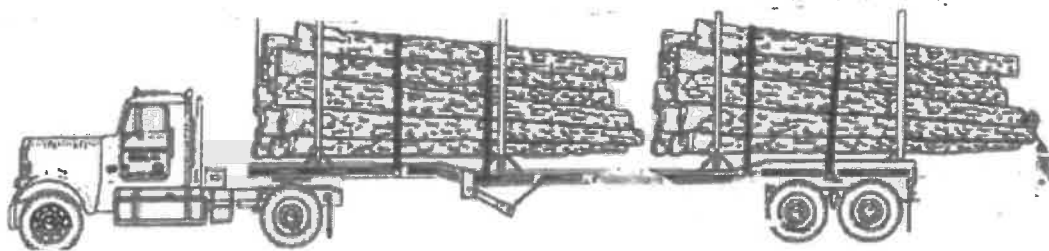
Logs must be solidly packed and the outer bottom log must be in contact with and resting solidly against the bunks, bolsters, standards or stakes. Each outside log must touch at least two stakes, bunks, bolsters or standards. If one end does not actually make contact, it must rest on other logs in a stable manner and must extend past that stake, bunk, bolster or standard. The center of each outside log on each side or end must be below the top of each stake, bunk or standard. Each log not held in place by contact with other logs or the stakes, bunks, or standards must be held in place by a tiedown. Additional tiedowns must be used when the logs are likely to slip upon each other.

Tiedowns

The aggregate working load limit for tiedowns used to secure a stack of logs on a frame vehicle or a flatbed vehicle equipped with bunks, bolsters or stakes must be at least one-sixth the weight of the stack of logs.

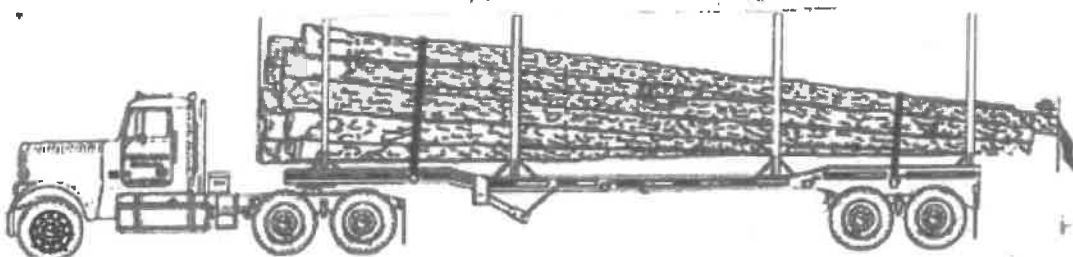
Example: a trailer transporting 48,000 pounds of logs would require tiedowns that met or exceeded 8,000 pounds aggregate working load limit ($48,000 \text{ lbs} \times 1/6$ or $48,000 \text{ lbs}/6$). Being that two tiedowns are generally required, each tiedown would require a working load limit of 4,000 pounds ($8,000 \text{ aggregate working load limit} / 2$). 49 CFR 393.108 provides tables of working load limits for tiedowns [49 CFR 393.108 Tiedown Chart](#).

Cargo Securement- Logs Loaded Lengthwise Shortwood and Longwood



Shortwood typically means cut logs, bolts, pieces or pulpwood measuring between 4 to 16 feet in length. In addition to meeting the previously discussed General Securement Requirements for Logs, Shortwood logs loaded lengthwise must be cradled in a bunk unit or contained by stakes and:

- Secured to the vehicle by at least two tiedowns, or
- If all logs in the stack are blocked to the front by a front-end or another stack of logs strong enough to restrain the load and blocked to the rear by an adequately strong rear stack of logs or rear vehicle structure, one tiedown may be used if positioned midway between stakes, or
- Be bound by two securement devices (e.g. wire ropes) used as wrappers to encircle the entire load at locations that provide effective securement. If a bundle secures the logs together, the wrapper is not required to be attached to the vehicle.



Longwood typically means logs longer than 16 feet in length, normal tree-length logs. Longwood logs must be cradled in two or more bunks and must either:

- Be secured by at least two tiedowns at locations that provide effective securement (generally at the 1/3 and 2/3 points of the length), or
- Be bound by at least two tiedown type devices used as wrappers that encircle the entire load at locations that create effective securement.

Cargo Securement- Shortwood Loaded Crosswise

Shortwood logs can be transported crosswise on a frame rail or flat deck vehicle. Vehicles transporting shortwood logs loaded crosswise must have a center stake or similar structure that divides the length of the shortwood in two approximately equal sections.



In addition to meeting the previously discussed General Securement Requirements for Logs, shortwood loaded crosswise must meet all of the following requirements:

- The end log in the lower tier may not extend more than one-third past the nearest supporting structure on the vehicle.
- When only one stack is loaded crosswise, the stack must be secured with at least two tiedowns, attached to the vehicle frame at the front and rear of the load.
- When two tiedowns are used, they must be positioned at the one-third and two-thirds points of the length of the logs.
- Any structure or stake subjected to upward force must be tensioned down to resist the force.

In addition, when two stacks of shortwood are loaded side-by-side, each of the following also applies:

- There must be no space between the two side-by-side stacks.
- The outside of the stack must be raised by 1 inch within the last 4 inches of the end of the logs.
- The highest log may be no more than 8 feet above the deck.
- At least one tiedown must be used lengthwise across each stack of logs.



Conspicuity Requirements for CMVs

The FMCSA has regulations requiring the use of conspicuity materials (i.e., retroreflective sheeting or reflex reflectors) on trailers and the rear of truck tractors. The rules are intended to reduce the incidence of motorists crashing into the sides or rear of trailers at nighttime and under other conditions of reduced visibility, and to reduce the incidence of motorists rear-ending truck tractors (being operated without trailers) under the same conditions. FMCSA has provided specific literature on conspicuity requirements at: [FMCSA Conspicuity Brochure](#).

Payment and Contesting Citations

Payment of Penalties

Pursuant to [s.316.545, Florida Statutes](#), penalties and fees assessed are due and payable within 20 days of issuance. Partial payments or payment plans are not permitted. Payments must be in the form of certified funds, money order, or check made payable to the HSMV Trust Fund. The citation or a copy of the citation must be included with the payment. Credit cards may be accepted by calling toll free (800) 688-5479 or through our Web site at www.fhpcvepayments.com. Payments may be mailed to:

**Department of Highway Safety and Motor Vehicles
FHP/CVE Penalty Collection Unit
Neil Kirkman Building, MS-24
2900 Apalachee Parkway
Tallahassee, FL 32399-0500**

Questions regarding the payment of a citation may be directed to the Penalty Collections Unit at (850) 617-3206 or email: PenaltyUnit@flhsmv.gov.

Failure to Pay a Penalty

Failure to pay assessed penalties within the prescribed time frame may result in the impoundment of the motor carrier's vehicle(s) and/or the inability of the motor carrier to renew CMV registrations.

Protesting a Penalty

Florida law provides you with the opportunity to protest penalties through the Commercial Motor Vehicle Review Board. This Board is made up of the Secretary of the Department of Transportation, the Executive Director of the Department of Highway Safety and Motor Vehicles, and the Commissioner of Agriculture, or their authorized representatives. Additionally, Florida's Governor appoints three members to the review board and Florida's Commissioner of Agriculture appoints one member to the review board. Penalties assessed for violations may be protested to this Board, which has the authority to provide full relief, partial relief, or no relief.

To protest, you must first pay the assessment unless a Governor's Bond has been posted in twice the amount of the assessment. You have 60 days from the date of issuance of the citation within which to write your protest containing all facts the Board should know.

Address your protest to:

**Florida Department of Transportation
Commercial Motor Vehicle Review Board
Hayden Burns Building
605 Suwannee Street
Tallahassee, FL 32303**

For additional information, you may contact the Commercial Motor Vehicle Review Board at (850) 410-5600 or email cmvrb@dot.state.fl.us

The Board will notify you when and where your protest will be heard. You may personally appear before the Board, have a representative appear for you, or you may let your letter of protest stand. Within 20 days of the hearing, the Board will notify you of their decision.

The posting of the official Review Board meeting dates are listed on the review board web site at [CMVRB Meeting Dates](#).

**FLORIDA HIGHWAY PATROL
OFFICE OF COMMERCIAL VEHICLE ENFORCMENT
HEADQUARTERS**

Neil Kirkman Building
2900 Apalachee Parkway MS 45
Tallahassee, FL 32399
Phone: (850) 617-3010 Fax: (850) 617-5056

Pensacola District Office
6025 Old Bagdad Highway
Milton, FL 32583
Ph. 850/564-2205 Fax 981-3024

Panama City Sub-District Office
6030 CR 2321
Panama City, FL 32404
Ph. 850/767-3665 Fax 914-6385

Tallahassee Sub-District Office
17 Commerce Blvd.
Midway, FL 32343-6601
Ph. 850/488-5140 Fax 922-0817

Lake City District Office
1109 S. Marion Ave., M.S. 2105
Lake City, FL 32025
Ph. 386/961-7300 Fax 961-7360

Ocala Sub-District Office
600 SE 25th Ave.
Ocala, FL 34471
Ph. 352/7512-6630 X4 Fax 732-1426

Tampa District Office
11305 N. McKinley Drive
Tampa, FL 33612
Ph. 813/558-1815 Fax 631-4778

Jacksonville District Office
7322 Normandy Blvd.
Jacksonville, FL 32205
Ph. 904/695-4000X6 Fax 693-5001

Orlando District Office
MP 263, Florida Turnpike
Turkey Lake Service Plaza, Bldg. 5318
PO Box 34761
Ocoee, FL 34761
Ph. 407/532-2787X3202 Fax 521-2592

Deland Sub-District Office
1551 E. International Speedway Blvd
Deland, FL 32724-6800
Ph. 386/736-5350X103 Fax 736-5338

Fort Myers District Office
10041 Daniels Parkway
Fort Myers, FL 33907
Ph. 239/225-9600 Fax 225-9891

West Palm Beach District Office
PO Box 542470
Green Acres, FL 33454
Ph. 561/357-4230 Fax 357-4266

Miami Sub-District Office
1011 NW 11th Ave.
Miami, FL 33172
Ph. 305/718-6034 Fax 513-3479

Additional Information or Assistance

Florida Department of Transportation Motor Carrier Size and Weights	Statewide Scale Operations Manager Florida Department of Transportation Office of Maintenance/MCSAW 605 Suwannee St. MS 52 Tallahassee, FL 32399-0450	Ph. 850-410-5540 Fax 410-5580
	MCSAW Northern Region 1109 S. Marion Ave MS 2107 Lake City, FL 32055	Ph. 386.961-7254 Fax 961-7092
	MCSAW Southern Region PO Box 613069, Bldg. 5318 Ocoee, FL 34761	Ph. 407/264-3247 Fax 521-2592
OVERWEIGHT / OVERSIZE PERMITS	Florida Department of Transportation Office of Maintenance Permit Office 605 Suwannee Street Tallahassee, FL 32399-0450	Ph. 850/410-5777
International Registration Plan (IRP) International Fuel Tax Agreement (IFTA) Fuel Use Tax Registration and Permits	Florida Department of Highway Safety and Motor Vehicles Bureau of Commercial Vehicle and Driver Services Neil Kirkman Building, Mail Stop 62 2900 Apalachee Parkway Tallahassee, FL 32399-6552	Ph. 850/617-3711
COMMERCIAL DRIVER LICENSES	Florida Department of Highway Safety and Motor Vehicles Bureau of Field Operations Division of Driver Licenses Neil Kirkman Building, Room A-227 2900 Apalachee Parkway Tallahassee, FL 32399-0565	Ph. 850/617-2000
USDOT – Federal Motor Carrier Safety Administration	Federal Motor Carrier Safety Administration 3500 Financial Plaza, Suite 200 Tallahassee, FL 32312	Ph. 850/942-9338 Fax 942-9680