



**B-TEK SCALES LLC CAN PROVIDE YOUR EXISTING SCALES WITH  
SIGHT RAILS TO COMPLY WITH  
MINING SAFETY & HEALTH ADMINISTRATION REGULATIONS**

Current regulations being enforced by MSHA have many mining companies scrambling to comply with requirements of sight rails to be at least mid-axle height of the largest vehicle to cross the scale, to avoid penalties and fines. B-TEK Scales has always offered the option of sight rails for customers and can provide a compliant\* set of MSHA sight rails for your existing truck scales and approaches. If you are in the market for an upgraded scale, B-TEK has access to a stock of ready-to-install, standard truck scales with site rails as well as offering customized solutions that will address your needs. Choose from our state-of-the-art digital load cells or an analog load cell motor truck scale.

**Contact us for more information to customize a solution for you.**



\* Check with local MSHA inspector / office for equipment approval.

Contact your B-TEK Scales, LLC Representative  
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[A to Z Index](#) | [Find It! in DOL](#) | [En Español](#)

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# Title 30

Parts 1-199 Mineral Resources  
Department of Labor  
Mine Safety and Health Administration

## Code of Federal Regulations

### 30 CFR § 56.9300

#### Berms or guardrails.

SAFETY DEVICES, PROVISIONS, AND PROCEDURES FOR ROADWAYS,  
RAILROADS, AND LOADING AND DUMPING SITES

- (a) Berms or guardrails shall be provided and maintained on the banks of roadways where a drop-off exists of sufficient grade or depth to cause a vehicle to overturn or endanger persons in equipment.
- (b) Berms or guardrails shall be at least mid-axle height of the largest self-propelled mobile equipment which usually travels the roadway.
- (c) Berms may have openings to the extent necessary for roadway drainage.
- (d) Where elevated roadways are infrequently traveled and used only by service or maintenance vehicles, berms or guardrails are not required when all of the following are met:
- (1) Locked gates are installed at the entrance points to the roadway.
  - (2) Signs are posted warning that the roadway is not bermed.
  - (3) Delineators are installed along the perimeter of the elevated roadway so that, for both directions of travel, the reflective surfaces of at least three delineators along each elevated shoulder are always visible to the driver and spaced at intervals sufficient to indicate the edges and attitude of the roadway.
  - (4) A maximum speed limit is posted and observed for the elevated unbermed portions of the roadway. Factors to consider when establishing the maximum speed limit shall include the width, slope and alignment of the road, the type of equipment using the road, the road material, and any hazardous conditions which may exist.
  - (5) Road surface traction is not impaired by weather conditions, such as sleet and snow, unless corrective measures are taken to improve traction.
- (e) This standard is not applicable to rail beds.

[53 FR 32520, Aug. 25, 1988, as amended at 55 FR 37218, Sept. 7, 1990]



[Back to Top](#)

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