



Iowa Department  
of Transportation

# Iowa Truck Information Guide



JULY 2011 - DEC 2011 EDITION



# Introduction

The Iowa Department of Transportation and the offices of Motor Vehicle Enforcement, Motor Carrier Services, Vehicle Services, and Driver Services want to make your travels into and through our state safer, legal and less complicated.

This book will address and clarify many of the rules and regulations concerning the operation of commercial vehicles in the state of Iowa. However, it is not possible to include every rule and regulation that may apply. If any questions exist, the reader is encouraged to contact other sources, including the agencies listed on pages 4 and 5 of this book.

# Disclaimer

The book is intended to summarize commercial vehicle rules and regulations and is not intended to be used for legal guidance or as a substitute for applicable local, state, and federal statutes. While every attempt has been made to ensure the completeness and accuracy of the information contained in this book, it is not a detailed explanation of all applicable local, state, and federal statutes. By use of this resource, the reader agrees the Iowa Department of Transportation assumes no liability or responsibility for the reader's understanding and compliance to the rules and regulations.

Federal and state laws prohibit employment and/or public accommodation discrimination on the basis of age, color, creed, disability, gender identity, national origin, pregnancy, race, religion, sex, sexual orientation or veteran's status. If you believe you have been discriminated against, please contact the Iowa Civil Rights Commission at 800-457-4416 or Iowa Department of Transportation's affirmative action officer. If you need accommodations because of a disability to access the Iowa Department of Transportation's services, contact the agency's affirmative action officer at 800-262-0003.

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# Table of Contents

State and Federal Agency Contact Information .....	4
Who Must Comply and Definitions .....	6
Driver Licensing, CDL and Class D .....	9
Drug and Alcohol Testing .....	12
CDL Disqualification .....	13
Vehicle Dimensions: Length, Width and Height .....	15
Vehicle Weight .....	16
Roadway and Bridge Weight Limits .....	23
Oversize Load Permits .....	26
IRS—Heavy Vehicle Use Tax .....	29
Vehicle Registration .....	29
International Registration Plan .....	30
Registration Weight: Tolerances and Exemptions .....	32
Untaxed or Dyed Fuel .....	38
International Fuel Tax Agreement .....	38
Unified Carrier Registration System .....	40
For-Hire Travel Authority .....	41
Private Carriers .....	44
Commerical Vehicle Markings .....	46
Liability Insurance .....	47
Hazardous Materials and Incident Reporting .....	50
Accident Reporting .....	51
Annual Vehicle Inspections .....	52
CMV Safety Requirements .....	52
Daily Vehicle Inspections .....	55
Hours of Service / Logbooks .....	56
Driver Qualification / Medical Certificates .....	58
Agricultural Operations .....	59
Truck Driving Schools .....	70
Training and Education .....	71

<b>Iowa Agency</b>		<b>Federal Agency</b>
<b>Topic</b>	<b>Iowa Agency</b>	<b>Federal Agency</b>
<b>Commercial Drivers License (CDL)</b>	Office of Driver Services P.O. Box 9204 Des Moines, IA 50306-9204 800-532-1121 or 515-244-8725	
<b>Hazardous Materials Transportation Regulations</b>	Office of Motor Vehicle Enforcement P.O. Box 10473 Des Moines, IA 50306-0473 515-237-3278 FAX 515-237-3387 e-mail: omve@dot.iowa.gov	Federal Motor Carrier Safety Admin. 105 Sixth St. Ames, IA 50010-6337 515-233-7400 FAX 515-233-7494
<b>Federal Heavy Vehicle Use Tax</b>	Office of Motor Carrier Services P.O. Box 10382 Des Moines, IA 50306-0382 515-237-3268	Internal Revenue Service Kansas City, MO 65999 800-829-1040
<b>Livestock Health Certificates</b>	Department of Agriculture Regulatory Division Wallace Bldg. Des Moines, IA 50306-5304	
<b>Motor Carrier Safety Regulations</b>	Office of Motor Vehicle Enforcement P.O. Box 10473 Des Moines, IA 50306-0473 800-925-6469 e-mail: omve@dot.iowa.gov	Federal Motor Carrier Safety Admin. 105 Sixth St. Ames, IA 50010-6337 515-233-7400 FAX 515-233-7494

<b>Motor Fuel</b>	Office of Motor Carrier Services P.O. Box 10382 Des Moines, IA 50306-0382 515-237-3224 FAX 515-237-3354	
<b>Over-Dimensional and Overweight Loads, Special Mobile Equipment and Trip Permits</b>	Office of Motor Carrier Services P.O. Box 10382 Des Moines, IA 50306-0382 515-237-3264 FAX 515-237-3257	
<b>Registration (Intrastate-Within Iowa)</b>	See your county treasurer	
<b>Registration (Interstate) IRP or Prorate</b>	Office of Motor Carrier Services P.O. Box 10382 Des Moines, IA 50306-0382 515-237-3268 FAX 515-237-3225	
<b>Tariffs-Household Goods Carriers Only</b>	Office of Motor Carrier Services P.O. Box 10382 Des Moines, IA 50306-0382 515-237-3353 FAX 515-237-3354	Surface Transportation Board ICC Building 12th St. and Constitution Ave. N.W. Washington, DC 20423-0001 202-927-5612
<b>Unified Carrier Registration, Travel Authority, and USDOT Numbers</b>	Office of Motor Carrier Services P.O. Box 10382 Des Moines, IA 50306-0382 515-237-3224 FAX 515-237-3354	Federal Motor Carrier Safety Admin. 400 Virginia Ave. S.W., Suite 600 Washington, DC 20024 202-358-7027 or 202-358-7028 <a href="http://www.fmesa.dot.gov">www.fmesa.dot.gov</a>

# Who Must Comply?

Commercial motor vehicle and bus operations are subject to some or all of the Federal Motor Carrier Safety Regulations (FMCSR). This booklet identifies some of the regulatory areas and the types of vehicles and bus operations covered by each. The state of Iowa has adopted the FMCSR as our state law for both interstate and intrastate commerce. If you are uncertain whether your vehicle or bus operation is subject to these regulations, please contact the Office of Motor Vehicle Enforcement Information Line at 800-925-6469 or the Federal Motor Carrier Safety Administration at 515-233-7400.

## Definitions

**Commercial vehicle** - Any self-propelled or towed motor vehicle used on a highway to transport passengers or property when:

### In Interstate Commerce

- A single vehicle has a gross vehicle weight rating or gross vehicle weight more than 10,000 pounds; or
- A combination vehicle has a combined weight rating or gross combined weight more than 10,000 pounds
- Is designed or used to transport more than eight passengers (including the driver) for compensation; or
- Is designed or used to transport more than 15 passengers (including the driver) and is not used to transport passengers for compensation; or
- Is used in transporting hazardous materials in a quantity requiring placards

### In Intrastate Commerce

- A single vehicle has a gross vehicle weight rating or gross vehicle weight more than 10,000 pounds; or
- A combination vehicle has a combined weight rating or gross combined weight more than 26,000 pounds; or
- A combination vehicle with a power unit gross vehicle weight rating or gross vehicle weight more than 10,000 pound regardless of the trailer rating or weight
- Is designed or used to transport more than eight passengers (including the driver) for compensation; or
- Is designed or used to transport more than 15 passengers (including the driver) and is not used to transport passengers for compensation; or
- Is used in transporting hazardous materials in a quantity requiring placards



**Bus** - Any motor vehicle designed, constructed, and or used for the transportation of passengers, including taxicabs.

**Hazardous material** - Any substance or material which has been determined by the U.S. Secretary of Transportation to be capable of posing an unreasonable risk to health, safety and property when transported in commerce, and which has been so designated.

**For-hire motor carrier** - A person or business that provides transportation of persons or property in exchange for any form of compensation or payment.

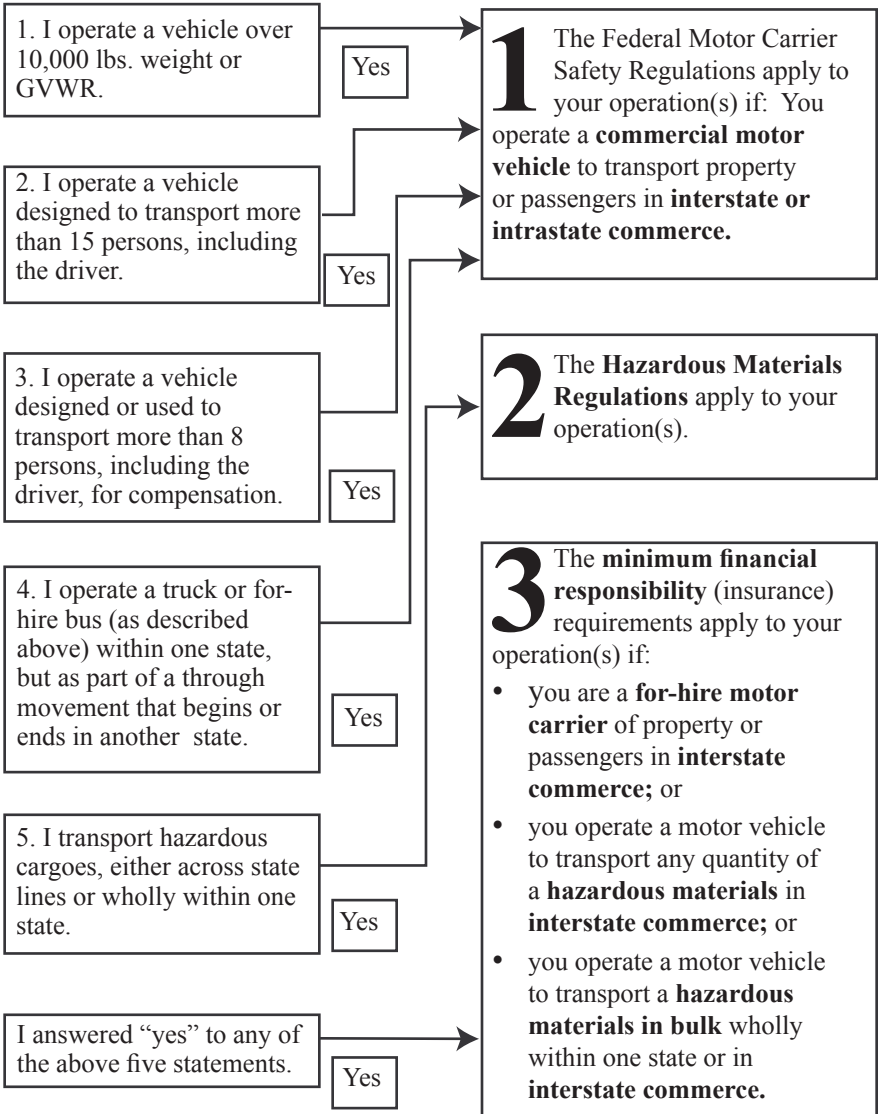
**Private motor carrier** - A person or business that provides transportation of persons or property that is either used or produced by the carrier or business that operates the vehicle.

**Interstate commerce** - Transporting persons or property across a state line, including international boundaries, or wholly within one state as part of a through movement that originates or terminates in another state or country.

**In bulk** - Defined as the transportation of any property in a portable or cargo tank with a capacity in excess of 3,500 gallons. (Exception—transportation of any quantity of explosives or poison gases is defined as “in bulk.”)

**Minimum financial responsibility** - Requirements are part of the FMCSR and are found in 49 CFR 387.

The definitions located on the previous page should be used to interpret **bold-faced** words in the flow chart below.



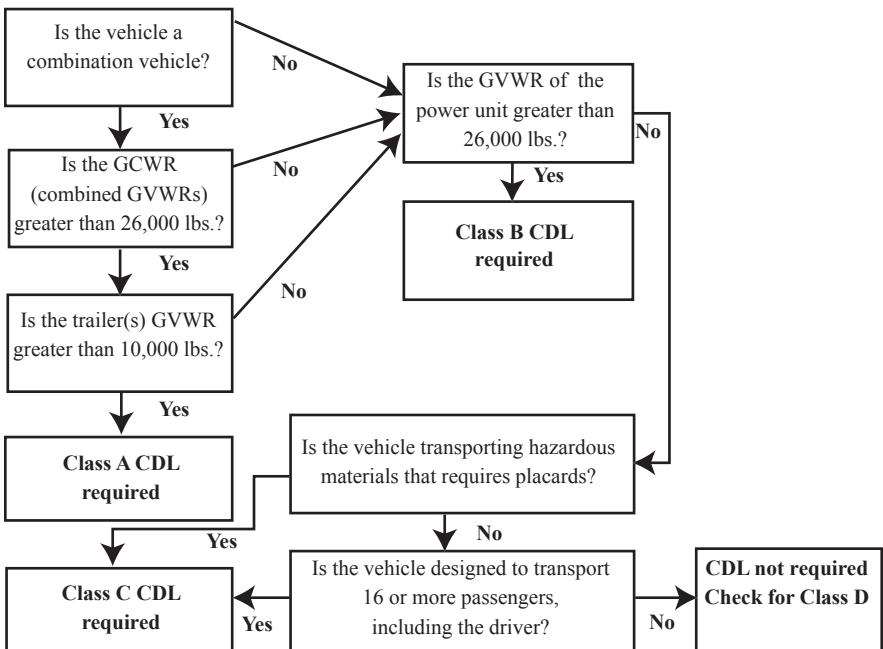
**EXCEPTION:** The financial responsibility requirements *do not apply* to school buses operating to and from school or school-sponsored activities, taxicabs, van pools, or trucks with a GVWR under 10,001 pounds (unless transporting explosives, poison gas or radioactive materials).

# Driver Licensing

A commercial driver's license (CDL) is required for anyone driving any of the following sizes or types of vehicles.

- A single vehicle with a Gross Vehicle Weight Rating (GVWR) of more than 26,000 pounds.
- A combination vehicle with a Gross Combined Weight Rating (GCWR) of more than 26,000 pounds when the towed vehicle GVWR is over 10,000 pounds.
- A passenger vehicle has a seating capacity for 16 or more persons, including the driver.
- A vehicle transports hazardous material in a quantity requiring a placard.

The flow chart below will help determine the proper class of CDL required for a commercial motor vehicle. Start by answering the first question in the upper left box and then follow the arrows corresponding with the response given.



All CDL's include privileges for lesser classes of license.

- A properly endorsed Class A CDL driver may drive Class A, B, or C vehicles.
- A properly endorsed Class B CDL driver may drive Class B and C vehicles.
- A properly endorsed Class C CDL driver may drive only Class C vehicles.

## **Testing**

Individuals applying for a first-time CD will be required to successfully complete written general knowledge and driving skill tests.

Applicants wishing to obtain a Hazardous Materials Endorsement (HME) on their CDL are required to pass the written Hazmat exam and to submit to a federal security threat assessment, which includes a background investigation and fingerprint verification, which must be completed prior to issuance of the HME. Contact your local Driver License station or the Office of Driver Services for information on how to comply with these requirements.

When renewing an Iowa CDL, written general knowledge and skill testing is not required if renewed within 60 days prior to the expiration date and within one year after expiration. However, individuals wishing to renew a HME are required to successfully complete the written HazMat exam and again undergo the federal security threat assessment. To avoid delays in HME renewal, HME holders are encouraged to start the renewal process at the earliest possible date, up to 60 days prior to the expiration date. Individuals transferring a CDL with HME into another state are also required to renew the federal security threat assessment.

## **Restricted Commercial Driver's License**

If an applicant meets the minimum standards for issuance, a restricted seasonal CDL may be issued to employees of agri-businesses who supply agricultural chemicals, fertilizer, seed, or animal feeds to farm customers.

A restricted CDL is valid to operate Class B and Class C commercial motor vehicles, including tank vehicles and vehicles equipped with air brakes, but is not valid to drive Class A commercial motor vehicles.

A restricted CDL is valid only within 150 airmiles of the employer's place of business.

A restricted CDL is valid only during the following dates, and must be renewed each planting or harvest season:

- planting season: March 15 – June 30 of each year; or
- harvest season: October 4 – December 14 of each year.

With a restricted CDL, hazardous materials may be transported as follows:

- liquid fertilizer with a tank capacity of 3,000 gallons or less; or
- solid fertilizer not mixed with any organic substance.

## **Commercial Driver's License Exemptions**

### **Farmers and Farm Helpers**

Drivers of commercial motor vehicles under the control of the farmer and used in their farm operation may claim an exception from the requirement to have a Commercial Driver's License, provided all of the following conditions are met.

- must stay within a 150 air-mile radius of the home farm; and
- must transport supplies, equipment, or products for that farm operation; and
- must transport from farm site to farm site, or to and from the home farm; and
- may not transport for-hire, but may exchange services with other farmers.

Generally, drivers of farm operated commercial motor vehicles may operate across state lines within a 150 air-mile radius of the home farm, provided the neighboring state recognizes the CDL exception from the state of issuance. It is advisable to consult with the officials of a neighboring state before crossing a state line.

Check the **Agricultural Operations** section of this book for additional information on driver licensing for Iowa based farmers.

### **Recreational Vehicles**

Drivers of recreational vehicles or motor homes use for personal or family purposes may also qualify for an exception to the commercial driver's license, provided all of the following conditions are met:

- The vehicle is not used for any commercial or club purpose; and
- The power unit towing a travel trailer or fifth-wheel travel trailer has a GVWR of 26,000 pounds or less

## **Class D – Chauffeurs License**

A Class D license with applicable endorsement is required for drivers of the following types and sizes of vehicles.

- Class D-1: A farmer or farm helper operating a truck tractor / semitrailer combination vehicle, when claiming the 150 air-mile CDL exception.
- Class D-2: A person operating a truck with a GVWR of 16,001 to 26,000 pounds.
- Class D-3: A person who is paid or compensated to operate a vehicle designed to transport 15 or fewer passengers, including the driver.

The minimum age requirement for Class D is 18 years of age.

# Drug and Alcohol Testing

All drivers of Commercial Motor Vehicles and Special Mobile Equipment of a size or type that require the driver to be licensed with a CDL must be enrolled and tested in a company-based controlled substance and alcohol testing program. The drug and alcohol testing rules apply to all CDL Class drivers involved in interstate and intrastate commerce, including drivers utilizing the seasonal Restricted CDL. Drivers who are legally claiming an exception from CDL are not required to be in a company-based program.

A company-based program must include written policies for the administration of the program and provide testing in the following situations:

- **Pre-employment** - controlled substance testing
- **Random** – controlled substance and alcohol testing
- **Post-Accident** – controlled substance and alcohol testing
- **Reasonable Cause** – controlled substance and alcohol testing
- **Return-to-duty** – controlled substance and alcohol testing
- **Follow-up** – controlled substance and alcohol testing

Federal regulations require written communication between former and future employers concerning a commercial motor vehicle driver's performance in company-based controlled substance and alcohol testing programs. These rules are part of the driver qualification process known as Safety Performance History. In general, former and future employers must communicate and document factual and accurate information regarding a driver's controlled substance and alcohol test failures, refusals to test, and failed rehabilitation attempts for the prior three years.

Driver awareness, supervisor training, inquiries to previous employers, and retention of records are also part of a company-based program. Controlled substance and alcohol testing programs are independent of and in addition to medical qualification required by Part 391, but may on some occasions be conducted simultaneously with the medical examination. If you have questions regarding the operation of a company-based controlled substance and alcohol testing program, contact the Federal Motor Carrier Safety Administration state office nearest you. Iowa-based carriers, call 515-233-7400.

# Commercial Disqualification

Disqualification is the loss of commercial vehicle driving privilege that will occur if:

- The driver loses any type of driving privilege for any type of vehicle through suspension, revocation, cancellation, or denial.
- The driver is convicted of certain traffic-related violations.
- Through administrative action taken on an unqualified driver by the FMCSA.

Commercial Driver License disqualification is determined by the type of vehicle being driven at the time of the violation (CMV, Placarded Hazardous Material, Non-CMV), and the type of violation charged (OWI, traffic, rail crossing, etc). A driver must be convicted of a disqualifying violation or a final administrative decision determined for the disqualification to take effect. Four main categories of disqualifying issues are required by federal and state law. They are discussed below with the length of the disqualification period provided in the tables on the following page.

- **Major Offenses:** Drivers convicted of any major offense, while operating CMV's or Non-CMV's, are subject to CDL disqualification.
- **Serious Traffic Violations (STV):**
  - Drivers convicted of two or more STV's in any three-year period, committed while driving CMV's, will be subject to CDL disqualification.
  - Drivers convicted of two or more STV's in any three-year period, committed while driving NonCMV's, will be subject to CDL disqualification if the conviction leads to the suspension, revocation, cancellation, or denial of any NonCMV driving privilege.
- **Rail Crossing Violations:** Drivers of CMV's who are convicted of certain rail crossing violations are subject to CDL disqualification.
- **Out-of-Service Orders:** CMV drivers who have been placed Out-of-Service or who operate CMV's which have been placed Out-of-Service, are subject to CDL disqualification if convicted of failing to comply with the Out-of-Service order.

In Iowa, it is illegal to operate any motor vehicle while impaired by drugs or alcohol, or by having a blood alcohol concentration (BAC) of .08 or higher. The .08 BAC standard for OWI applies to commercial and non-commercial drivers alike. Federal and state laws also include disqualification for drivers who drive CMV's with a BAC of .04 or higher. The .04 BAC for CMV drivers is not automatically an OWI charge, although some drivers under the .08 BAC limit may be impaired and charged with OWI. The .04 BAC is however, a disqualifying offense when the driver is driving a commercial vehicle, even if OWI is never charged. The .04 BAC disqualification for CMV drivers does not apply when operating non-commercial vehicles.

## Major Offenses

<b>Conviction</b>	<b>1st CMV</b>	<b>1st Non-CMV</b>	<b>1st CMV HazMat</b>	<b>2nd CMV</b>	<b>2nd Non-CMV</b>
OWI - Alcohol	1 Year	1 Year	3 Years	Life*	Life*
OWI - Drugs	1 Year	1 Year	3 Years	Life*	Life*
BAC .04	1 Year	N/A	3 Years	Life*	N/A
Test refusal	1 Year	1 Year	3 Years	Life*	Life*
Leaving accident	1 Year	1 Year	3 Years	Life*	Life*
Felony/CMV	1 Year	N/A	3 Years	Life*	N/A
Driving CMV-disqualified	1 Year	N/A	3 Years	Life*	N/A
CMV vehicular homicide	1 Year	N/A	3 Years	Life*	N/A
Drug distribution	Life	Life	Life	Life	Life

*\* Lifetime disqualification may be reduced to 10 years upon successful rehabilitation and reinstatement.*

## Serious Traffic Violations

<b>Conviction any 3-year period</b>	<b>2nd CMV</b>	<b>2nd Non-CMV</b>	<b>3rd CMV</b>	<b>3rd Non-CMV</b>
Speeding 15 MPH or more	60 Days	60 Days*	120 Days	120 Days*
Reckless driving	60 Days	60 Days*	120 Days	120 Days*
Improper lane change	60 Days	60 Days*	120 Days	120 Days*
Following too close	60 Days	60 Days*	120 Days	120 Days*
Moving violation/Fatal crash	60 Days	60 Days*	120 Days	120 Days*
No CDL	60 Days	N/A	120 Days	N/A
No CDL in possession	60 Days	N/A	120 Days	N/A
Improper class CDL or endorsement	60 Days	N/A	120 Days	N/A

*\*CDL disqualification applies when a conviction of a STV committed in a Non-CMV leads to the suspension, revocation, cancellation, or denial of any Non-CMV driving privilege.*

## Rail Crossing Violations

<b>Conviction-any 3-year period</b>	<b>1st CMV</b>	<b>2nd CMV</b>	<b>3rd CMV</b>
Fail to stop-required stop	60 Days	120 Days	1 Year
Fail to slow and check tracks	60 Days	120 Days	1 Year
Fail to stop, tracks not clear	60 Days	120 Days	1 Year
Insufficient space to cross	60 Days	120 Days	1 Year
Fail to obey signal or official	60 Days	120 Days	1 Year
Insufficient clearance	60 Days	120 Days	1 Year

## Failure to Obey Out-of-Service Order

<b>Conviction-any 10-year period</b>	<b>1st CMV</b>	<b>2nd CMV</b>	<b>3rd CMV</b>
Violate out-of-service order:			
No HM placard	90 Days-1 Year	1 Year-5 Years	3 Years-5 Years
Violate out-of-service order:			
Placard HM/16 passengers	180 Days-1 Year	3 Years-5 Years	3 Years-5 Years



# Vehicle Dimensions

## The maximum legal dimensions allowed on Iowa roadways.

<b>Length</b>	41' single vehicle
	45' bus
	61' articulated bus
	45' motor home
	65' motor home towing another vehicle, or any vehicle towing a travel trailer or 5th wheel travel trailer
	70' combination of three vehicles other than truck-tractor
	97' power units saddle mounted and/or full mounted on other power units. Except for triple saddlemounts, combinations of four vehicles are not allowed.
	53' maximum – Semitrailer, loaded or empty
	57' lowboy trailers used exclusively for the transportation of construction equipment when used in a truck-tractor semitrailer combination
	28'6" maximum – Trailers or semitrailers when used in double-bottom combination
	No overall length limits on truck-tractor, semitrailer combinations.
	65' maximum – Power units designed to carry cargo when used in combination with a trailer or semitrailer. When used exclusively for transporting automobiles, boats or recreational vehicle chassis; 3' overhang in front and 4' overhang in rear is allowed in addition to the overall length.
	75' stinger steer auto transports
<b>Width</b>	8'6"
<b>Height</b>	13'6"
	14' auto transporters hauling passenger vehicles, light delivery trucks, pickup trucks or recreational vehicle chassis

# Vehicle Weight

For determining allowable vehicle weight limits, Iowa roadways are categorized into two specific groups, Non-Primary and Primary. Non-Primary highways include all city and county roads. Primary highways include all state and federal highways, and the Interstate Highway System.

At the request of any peace officer, Iowa law requires a vehicle to be weighed to determine compliance with the applicable weight limits. Consult the following information and wheelbase tables to determine the maximum vehicle axle, group and gross weights for the different truck configurations on the Non-Primary and Primary systems.

Federal rules provide an exception to maximum weight limits for a vehicle equipped with an Auxiliary Power Unit (APU). A vehicle equipped with an operational APU may exceed the legal single, tandem, group or gross weight limit by the certified weight of the APU, up to a maximum of 400 pounds.

## **County and City Non-Primary Highways**

- Single axle – 20,000 pounds
- Tandem axle - 34,000 pounds
- Group of axles - Use weight charts in tables 1 and 2
- Gross weight - Use weight charts in tables 1 and 2
- Maximum gross weight up to 86,000 pounds for a 5 axle Tractor- spread axle semi trailer transporting livestock
- Maximum gross weight up to 90,000 pounds for 6 axle vehicles
- Maximum gross weight up to 96,000 pounds for 7 or more axle vehicles

## **State and Federal Non-Interstate Primary Highways**

- Single axle - 20,000 pounds
- Tandem axle - 34,000 pounds
- Group of axles - Use weight charts in tables 2 and 3
- Gross weight - Use weight charts in tables 2 and 3
- Maximum gross weight up to 86,000 pounds for a 5 axle Tractor- spread axle semi trailer transporting livestock
- Maximum gross weight up to 90,000 pounds for 6 axle vehicles
- Maximum gross weight up to 96,000 pounds for 7 or more axle vehicles

## **Interstate Primary Highways**

- Single axle - 20,000 pounds
- Tandem axle - 34,000 pounds
- Group of axles - Use Table 3 weight chart
- Gross weight - Use Table 3 weight chart
- Maximum gross weight of 80,000 pounds

**Tire weight rating** - The tire manufacturer's specified safe load capacity for the tire, as marked on the tire sidewall. Do not exceed the tire weight rating in either single or dual applications.

**Measuring wheelbase** - Always measure from the center of the axle. The length and the number of axles within the measured group of axles determine the maximum legal weight. Accurately measure and round the measurement to the nearest whole foot. (examples: 34'5" = 34', or 35'6" = 36')

After axle configurations and measurements are obtained, apply the information to the appropriate Wheelbase Tables to determine the maximum allowed weight for that particular group of axles. For vehicles equipped with auxiliary axles, only axles with tires in contact with the roadway will be counted.

**Single axle** - Any single axle, or two consecutive axles having 40" or less spacing.

**Tandem axle** - Any two or more consecutive axles whose centers are more than 40" but not more than 96" apart.

**Group of axles** - Any two or more consecutive axles whose centers are more than 96" apart.

**Gross weight** - Is determined by the total number of axles on the vehicle or combination and the distance between the front (first) and rearmost (last) axle.

**Primary Highway System** - includes all federal and state highways.

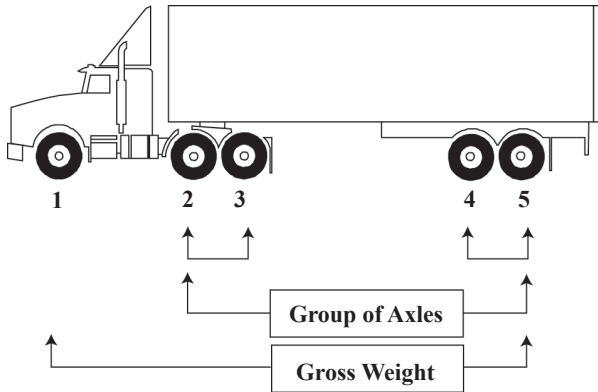
**Non-Primary Highway System** - includes all county and city highways

**Interstate Highway System** - includes all Interstate Highways; I29, I35, I74, I80, I280, I380, and I680. If a federal highway runs concurrently with an interstate highway, the rules for Interstate Highway Systems take precedence.

**Non-Interstate Highway System** - includes all federal, state, county, and city highways that are not part of the Interstate Highway System.

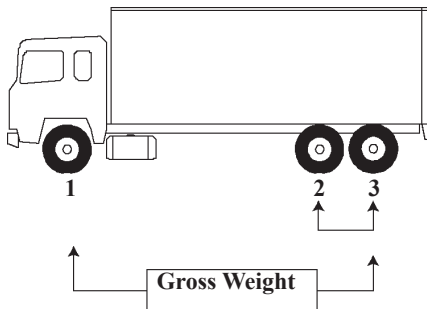
## Single, Group and Gross Weights

Single axle, tandem axle, group axle, and gross axle weights are separate requirements under Iowa law and all limitations must be complied with simultaneously. With some vehicle configurations, you may not be able to achieve the maximum limits for tandem axles, group axles, or gross axle weights at the same time.



### Example

The above truck contains five single axles restricted to 20,000 pounds per axle. The truck also contains two tandems (axles 2-3 and 4-5) restricted to 34,000 pounds per tandem. If the distance from center of axle 2 to center of axle 5 (total of 4 axles) is 37'—applying this information to the wheelbase table on the following pages—legal weight allowed for this group of axles is 68,000 pounds. The truck and trailer combination has 5 axles, if the distance from center of axle 1 to center of axle 5 is 51'—applying this information to the weight chart on the following pages—legal gross weight is 80,000 pounds.



### Example

The above truck contains three single axles restricted to 20,000 pounds per axle. The truck also contains one tandem (axles 2-3) restricted to 34,000 pounds. The truck has three axles, if the distance from center of axle 1 to center of axle 3 is 22'—applying this information to the wheelbase table on the following pages—legal gross weight is 52,500 pounds.

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# Non-Primary Highway System

## Maximum weights for vehicles on county and city highways

### Table 1

Distance in feet between axle centers	Number of consecutive axles					
	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles
4	34,000	34,000				
5	34,000	34,000				
6	34,000	34,000				
7	34,000	34,000				
8	34,000	34,000				
8' 1"	38,000	42,000				
9	39,000	42,500				
10	40,000	43,500	45,000			
11	40,000	44,000	46,000			
12	40,000	45,000	47,000			
13	40,000	45,500		48,500		
14	40,000	46,500	49,000	49,500		
15	40,000	47,000	50,000	50,500		
16	40,000	48,000	51,000	51,500		
17	40,000	48,500	52,000	52,500	54,000	
18	40,000	49,500	53,000	53,500	55,000	
19	40,000	50,000	54,500	54,500	56,000	
20	40,000	51,000	55,500	55,500	57,000	
21	40,000	51,500	56,000	56,500	58,000	
22	40,000	52,500	56,500	57,500	59,000	
23	40,000	53,000	57,500	58,500	60,000	
24	40,000	54,000	58,000	59,500	61,000	
25	40,000	54,500	58,500	60,500	62,000	
26	40,000	55,500	59,500	61,500	63,000	
27	40,000	56,000	60,000	62,500	64,000	
28	40,000	57,000	60,500	63,500	65,000	
29	40,000	57,500	61,500	64,500	66,000	
30	40,000	58,500	62,000	65,500	67,000	
31	40,000	59,000	62,500	66,500	68,000	
32	40,000	60,000	63,500	67,500	69,000	
33	40,000	60,000	64,000	68,500	70,000	
34	40,000	60,000	64,500	69,500	71,000	
35	40,000	60,000	65,500	70,000	72,000	
36	40,000	60,000	68,000	70,500	73,000	
37	40,000	60,000	68,000	71,000	74,000	
38	40,000	60,000	68,000	72,000	75,000	
39	40,000	60,000	68,000	72,500	76,000	
40	40,000	60,000	68,500	73,000	77,000	
41	40,000	60,000	69,500	73,500	78,000	78,000
42	40,000	60,000	70,000	74,000	79,000	79,000
43	40,000	60,000	70,500	75,000	80,000	80,000
44	40,000	60,000	71,500	75,500	80,000	80,000
45	40,000	60,000	72,000	76,000	80,000	80,000
46	40,000	60,000	72,500	76,500	80,000	80,000
47	40,000	60,000	73,500	77,500	80,000	80,000
48	40,000	60,000	74,000	78,000	80,000	80,000
49	40,000	60,000	74,500	78,500	80,000	80,000
50	40,000	60,000	75,500	79,000	80,000	80,000
51	40,000	60,000	76,000	80,000	80,000	80,000
52	40,000	60,000	76,500	80,000	80,000	80,000
53	40,000	60,000	77,500	80,000	80,000	80,000
54	40,000	60,000	78,000	80,000	80,000	80,000
55	40,000	60,000	78,500	80,000	80,000	80,000
56	40,000	60,000	79,500	80,000	80,000	80,000
57	40,000	60,000	80,000	80,000	80,000	80,000

Other than special farm plated trucks, CMV's with 6 or 7 axles may also use Table 2

## Six and Seven Axle Commercial Motor Vehicles

Maximum weights for 6 and 7 axle Commercial Motor Vehicles

- operated by a person with the appropriate class of CDL or
- a person exempt from CDL by Iowa Code 321.176A and
- operated on non-interstate highways

This table does not apply to vehicles operating on the Interstate Highway System or to Special Farm Plated Trucks operating on any roadway.

**Table 2**

Distance in feet center of axles	Number of consecutive axles	
	6 axles	7 axles
44	80,500	80,500
45	81,000	81,500
46	81,500	82,500
47	82,000	83,500
48	83,000	84,000
49	83,500	85,000
50	84,000	86,000
51	84,500	87,000
52	85,000	88,000
53	86,000	88,500
54	86,500	89,500
55	87,000	90,500
56	87,500	91,500
57	88,000	92,000
58	89,000	93,000
59	89,500	94,000
60	90,000	95,000
61	90,000	95,500
62	90,000	96,000

An indivisible load must comply with legal dimension and weight limits or be operated under the provisions of an oversize load permit.

### **Five-Axle Livestock Transports with a Spread-Axle Semitrailer**

A five-axle truck tractor / spread-axle semitrailer combination transporting livestock is allowed a maximum gross weight of up to 86,000 pounds, provided all of the following conditions are met.

- the vehicle combination must have at least 61 feet of distance between the first and last axles on the combination; and
- the semitrailer spread-axle must have at least 8 feet 1 inch of spacing; and
- must transport livestock only; and
- must not travel on the Interstate Highway System when exceeding 80,000 pounds gross weight; and
- must comply with posted bridge embargoes or roadway weight limits.

**This provision does not allow vehicles weighing in excess of 80,000 pounds to operate on any portion of the Interstate Highway System.**

**Primary Highway System**  
**Maximum weights for vehicles on the Interstate Highway System,**  
**and non-interstate federal and state highways**

**Table 3**

Distance in feet between axle centers	Number of consecutive axles					
	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles
4	34,000	34,000				
5	34,000	34,000				
6	34,000	34,000				
7	34,000	34,000				
8	34,000	34,000				
8'1"	38,000	42,000				
9	39,000	42,500				
10	40,000	43,500	48,500			
11	40,000	44,000	49,500			
12	40,000	45,000	50,000			
13	40,000	45,500	50,500	56,000		
14	40,000	46,500	51,500	57,000		
15	40,000	47,000	52,000	57,500		
16	40,000	48,000	52,500	58,000		
17	40,000	48,500	53,500	58,500	64,000	
18	40,000	49,500	54,000	59,000	65,000	
19	40,000	50,000	54,500	60,000	65,500	
20	40,000	51,000	55,500	60,500	66,000	71,500
21	40,000	51,500	56,000	61,000	66,500	72,500
22	40,000	52,500	56,500	61,500	67,000	73,000
23	40,000	53,000	57,500	62,500	68,000	73,500
24	40,000	54,000	58,000	63,000	68,500	74,000
25	40,000	54,500	58,500	63,500	69,000	74,500
26	40,000	55,500	59,500	64,000	69,500	75,000
27	40,000	56,000	60,000	65,000	70,000	76,000
28	40,000	57,000	60,500	65,500	71,000	76,500
29	40,000	57,500	61,500	66,000	71,500	77,000
30	40,000	58,500	62,000	66,500	72,000	77,500
31	40,000	59,000	62,500	67,500	72,500	78,000
32	40,000	60,000	63,500	68,000	73,000	78,500
33	40,000	60,000	64,000	68,500	74,000	79,500
34	40,000	60,000	64,500	69,500	74,500	80,000
35	40,000	60,000	65,500	70,000	75,000	80,000
36	40,000	60,000	68,000	70,500	75,500	80,000
37	40,000	60,000	68,000	71,000	76,000	80,000
38	40,000	60,000	68,000	72,000	77,000	80,000
39	40,000	60,000	68,000	72,500	77,500	80,000
40	40,000	60,000	68,500	73,000	78,000	80,000
41	40,000	60,000	69,500	73,500	78,500	80,000
42	40,000	60,000	70,000	74,000	79,000	80,000
43	40,000	60,000	70,500	75,000	80,000	80,000
44	40,000	60,000	71,500	75,500	80,000	80,000
45	40,000	60,000	72,000	76,000	80,000	80,000
46	40,000	60,000	72,500	76,500	80,000	80,000
47	40,000	60,000	73,500	77,500	80,000	80,000
48	40,000	60,000	74,000	78,000	80,000	80,000
49	40,000	60,000	74,500	78,500	80,000	80,000
50	40,000	60,000	75,500	79,000	80,000	80,000
51	40,000	60,000	76,000	80,000	80,000	80,000
52	40,000	60,000	76,500	80,000	80,000	80,000
53	40,000	60,000	77,500	80,000	80,000	80,000
54	40,000	60,000	78,000	80,000	80,000	80,000
55	40,000	60,000	78,500	80,000	80,000	80,000
56	40,000	60,000	79,500	80,000	80,000	80,000
57	40,000	60,000	80,000	80,000	80,000	80,000

Other than a special farm plated truck, CMV's with 6 or 7 axles operating on non-interstate highways may also use Table 2



# Roadway/Bridge Weight Limits



Many Iowa roadways and bridge structures have weight capabilities that are less than the maximum weights listed in the wheelbase tables in this publication. A city, county or the state may place permanent or temporary weight limits on bridges and culverts; or temporary embargoes on roadways within their respective jurisdictions. Seasonal weight embargoes and temporary or permanent bridge weight limits must be signed and posted by the governing agency. Exceeding posted weight limits on roadways, bridges, and culverts may cause excessive stress and damage to the structure or pavement. Not only is this illegal, but it may also create a serious safety problem for the operator and the motoring public. In addition to traffic penalties for violating roadway or bridge weight limits, operators and the owner of the vehicle causing damage may be held liable for the cost to repair or replace the structure or pavement.

When crossing a bridge or culvert, the posted weight limit applies to the gross weight of the vehicle or combination of vehicles, not just that portion of the vehicle or combination that is positioned on the structure while crossing.

Also, consult the Agricultural Operations section of this book for additional information on the rules and conditions for operating a permitted self-propelled fertilizer / chemical applicator, and for the rules regarding weight limits for grain carts, tank wagons, and fenceline feeders.

The following chart summarizes the requirements for all types of vehicles when operated on roadways with and without embargoes, and bridges with and without weight posted weight limits.

## Roadway Weight Embargo and Bridge & Culvert Weight Limit Applicability

Roadway or Bridge Type 		Legal Limit Roadway	Embargoed Roadway (Posted Limit)	Legal Limit Bridge	Weight Limited Bridge (Posted Limit)
	Vehicle Type				
<b>1</b>	<b>All Motor Vehicles, except 2, 3, 4, 5, 6, 7, and 8</b>	Comply with legal roadway limit *	Comply with embargo limit	Comply with legal roadway limit *	Comply with bridge limit
<b>2</b>	<b>Government Controlled Road Maintenance Equipment and Fire Apparatus</b>	Comply with legal roadway limit *	Comply with legal roadway limit *	Comply with legal roadway limit *	Comply with legal roadway limit *
<b>3</b>	<b>Implements of Husbandry Transported for Repair</b>	Comply with legal roadway limit *	Comply with legal roadway limit *	Comply with legal roadway limit *	Comply with legal roadway limit *
<b>4</b>	<b>Driven or Towed Implements of Husbandry, except 5, 6, 7, and 8.</b>	Exempt	Exempt from embargo limit	Exempt	Comply with bridge limit

5	<b>Wheeled Grain Carts, Tank Wagons, and Fenceline Feeders</b>	Comply with seasonal axle limit, 96,000 pound maximum **	Comply with seasonal axle limit, 96,000 pound maximum **	20,000 pounds per axle, 80,000 pound maximum	Comply with bridge limit
6	<b>Tracked Grain Carts, Tank Wagons, and Fenceline Feeders</b>	96,000 pound maximum	96,000 pound maximum	Comply with weight in track length chart	Comply with weight in track length chart
7	<b>Non-Permitted Self-Propelled Flotation Applicators</b>	20,000 pound maximum per axle	20,000 pound maximum per axle	20,000 pound maximum per axle	Comply with bridge limit
8	<b>Permitted Self-Propelled Flotation Applicators</b>	25,000 pound maximum per axle ***	25,000 pound maximum per axle ***	25,000 pound maximum per axle ***	Comply with bridge limit
<p>* The legal roadway weight limit is determined by the number and positioning of axles. Consult the wheelbase tables and guidance provided in the Vehicle Weight section of this book; and the Code of Iowa, section 321.463.</p> <p>** Seasonal weight limits for Grain Carts, Tank Wagons, and Fenceline Feeders are summarized in the Agricultural Operations section of this book with specific language in the Code of Iowa, section 321.463.</p> <p>*** A small number of Self-propelled Flotation Applicators in use in Iowa and issued a permit prior to July 1, 2007 may be operated under the conditions of the permit. Existing permits must be renewed annually. No new permits may be issued after July 1, 2007.</p>					

# Oversize Loads

Indivisible loads and vehicles that transport indivisible loads which exceed legal dimensions or weight, may be eligible to be moved by permit if the government agency with jurisdiction for the highways on the route of travel authorizes the movement and issues an oversize or overweight load permit.

## Indivisible load or vehicle:

Any load or vehicle exceeding applicable length, height, width, or weight limits which, if separated into smaller loads or vehicles, would:

1. Compromise the intended use of the vehicle, (i.e., make it unable to perform the function for which it was intended); or
2. Destroy the value of the load or vehicle, (i.e., make it unusable for its intended purpose); or
3. Require more than 8 work hours to dismantle using appropriate equipment.

The applicant for an indivisible load permit has the burden of proof as to the number of work hours required to dismantle the load.

## Permit Types:

Single Trip and Annual Permits are available, with different limitations on their use.

State, county, and city oversize load permits must be obtained separately. Except for a state issued All-Systems Permit authorized by a participating county or city, state issued permits are not valid on county and city highways. County and city permits are also not valid on state highways.

## General Requirements:

All vehicles operating under permit must carry a copy of the permit in the vehicle and make it available upon request of any authorized official. A copy of the "Iowa General Provisions for Oversize Load Permit" must also be carried with the permit. All provisions noted on the permit and General Provisions must be followed.

Oversize/Overweight Permits			
Permit Type	Single Trip	Annual	Annual*** Oversize/Overweight
<b>Cost</b>	\$10	\$25	\$300
<b>Axle Weight</b>	20,000 lbs. per axle *See exception	20,000 lbs. per axle	20,000 lbs. per axle
			<b>Multi-Trip</b>
			\$200  20,000 lbs. per axle

<b>Gross Weight</b>	No limit	80,000 lbs.	156,000 lbs.	156,000 lbs.
<b>Height</b>	No limit	13'10"	15'5"	Unlimited
<b>Length</b>	No limit	120'	120'	120'
<b>Width</b>	No limit	12'5"	16'	16'
<b>Interstate Travel</b>	Allowed	Allowed	Allowed	Allowed
<b>Routing</b>	MCS routing required	MCS routing not required when loads over 14'6" wide. MCS routing required when loads are over 50-mile radius unless route continues on at least 4-lane roads.	MCS routing required when loads over 14'6" wide. MCS routing required when loads are over 50-mile radius unless route continues on at least 4-lane roads.	MCS routing not required Carrier provides route and DOT verifies. Load can change, configuration cannot.
<b>Valid</b>	1 trip in 5 days	12 months from month issued	12 months from issued	60 days
<b>Construction Equipment</b>	Allowed up to 36,000 lbs. single axle; 126,000 gross weight with qualifying tires**	Allowed up to 36,000 lbs. single axle; 80,000 lbs. gross weight with qualifying tires.**	Allowed up to 36,000 lbs. single axle; 126,000 lbs. gross weight with qualifying tires.**	Allowed up to 36,000 lbs. single axle; 126,000 gross weight with qualifying tires**
<b>Carrier Route Check</b>	None	None	None	None

These permits are valid only for movement on state and federal highways. County and city permits must be obtained separately. \*Exception: cranes with pneumatic tires meeting the definition of an indivisible vehicle may have a maximum of 24,000 pounds per axle; single trip permit and round-trip permits only; and travel is allowed on the interstate system. \*\*Exception: Formula for construction equipment with flotation pneumatic tires: Axle weight=(20,000 lbs÷(tire width-18) X 1.882 pounds. \*\*\* Vehicles operating under an annual oversize/overweight permit can operate under annuals with no weight guidelines when they can meet the annual permit requirements with no weight dimensions.

Movement is allowed seven days a week except for designated holidays.

- Prohibited holidays are: Memorial Day, Independence Day, and Labor Day.
- Movement is prohibited on these holidays and after twelve o'clock noon on days preceding these holidays and/or holiday weekends.
- When a prohibited holiday falls on a Saturday, Sunday, or Monday, movement is prohibited after twelve o'clock noon on the Friday preceding the holiday weekend, and through the duration of the holiday weekend and holiday.

Permitted loads and vehicles may operate from 30 minutes prior to sunrise until 30 minutes after sunset, unless all of the following continuous movement conditions are met.

Continuous Movement (nighttime) Conditions:

- Width must not exceed 11 feet
- Length must not exceed 100 feet
- Height must not exceed 14 feet - 4 inches
- Weight must not exceed permitted limits
- Roadway width must be at least 22 feet
- Lane width must be at least 11 feet
- The extreme dimensions of the vehicle and load are equipped with operating side-marker and clearance lights according to federal regulations.

Civilian escorts may be required, depending on the vehicle dimensions and route of travel. Oversize loads requiring law enforcement escorts are required to provide at least one week of notice prior to the intended travel date if they choose to utilize the escort services of the Office of Motor Vehicle Enforcement.

Oversize load signs, warning flags, and warning lights may be required, depending on vehicle dimensions.

With the exception of Special Mobile Equipment (SME) or SME qualified loads, all power units must be properly registered for the gross weight of the vehicle and load. Temporary registration permits are not allowed for oversized loads under permit.

Permitted vehicles transporting construction equipment are allowed to have one axle which weighs up to 21,000 pounds, provided the gross weight of the vehicle does not exceed the gross weight authorized by the permit.

The Office of Motor Carrier Services reserves the right to deny oversize load permits when the state of Iowa is not on a direct line of travel from the place of origin to the destination.

# IRS–Heavy Vehicle Use Tax

Federal Heavy Vehicle Use Tax is assessed on large trucks by the Internal Revenue Service to help pay for the construction and maintenance of roads. Federal law requires the state of Iowa to verify the payment of this tax when a truck is registered for 55,000 pounds or over. You will be required to provide proof of payment or proof of exemption, stamped by the IRS, when making application for registration 55,000 pounds or over. Contact the Internal Revenue Service in Kansas City, Mo., at 800-829-1040, or the Iowa DOT Office of Motor Carrier Services at 515-237-3268, or your county treasurer motor vehicle department for more information on Heavy Vehicle Use Tax.

## Vehicle Registration

### Options for Vehicle Registration

**Intrastate** – Owners of trucks and truck-tractors, which travel solely within Iowa, may purchase vehicle registration plates at their county treasurer’s office.

**Interstate** – Owners of trucks and truck-tractors, which travel out of Iowa, may need to purchase apportioned registration through the International Registration Plan (IRP).

**Special (Farm) Plates** – Special Plates are purchased at the county treasurer’s office and are recognized in Iowa and all neighboring states as a valid registration for farmer operated trucks and truck-tractors, regardless of vehicle size.

Regardless of which license plate you buy, you will be required to purchase the proper registration weight on the power unit license. Trailers must also be registered but do not have registration weight.

### Display of Registration Plates

- Trucks with county level or special plates are issued two plates. Both plates must be displayed, one on the front and one on the rear. The validation sticker is placed on the rear license plate.
- Truck-tractors and IRP-plated vehicles are issued one plate which is to be displayed on the front of the vehicle.
- Trailers are issued one plate which is displayed on the rear.

Registration receipts or cab cards must be carried on the vehicle (including trailers) and must be made available upon request of any peace officer. Photocopies of vehicle registrations are not acceptable.

# International Registration Plan

Registration fees are a source of state funding for highway construction and maintenance. Apportioning or pro-rating the registration on a commercial vehicle is how the license fee for the vehicle is divided among the states where the vehicle's miles are actually traveled. Iowa has two types of licensing agreements with other jurisdictions. They are the International Registration Plan (IRP) and reciprocity.

## International Registration Plan (IRP) Qualifying Vehicles

All states except Hawaii and Alaska participate in IRP. Ten Canadian provinces also participate. Carriers from any IRP jurisdiction operating in another IRP jurisdiction must apportion through the International Registration Plan.



**Apportionable Vehicle** - means (except as provided below) any power unit that is used or intended for use in two or more member jurisdictions and that is used for the transportation of property, and if any of these three criteria are met

1. The vehicle has two axles and a gross vehicle weight or registered weight more than 26,000 pounds; or
2. Is used in combination, when the gross vehicle weight of such combination exceeds 26,000 pounds; or
3. The power unit has three or more axles, regardless of weight

**Note:** Vehicle outside of this definition may be subject to apportionment depending on their type of operation in that jurisdiction. Contact the State you will be operating in for more information.

Persons operating non-IRP qualified vehicles in intrastate commerce within another IRP jurisdiction may also need to apportion their vehicles or consider dual licensing. Contact the state where the vehicle is being operated intrastate for specific information. Properly licensed vehicles from IRP jurisdictions that do not meet any of the three criteria are granted reciprocity when traveling through another IRP jurisdiction.

**Reciprocity** – Iowa has registration reciprocity agreements for properly licensed vehicles from the following jurisdictions that are not members of the IRP: Northwest Territory, Nunavut, and Yukon. Iowa carriers must obtain proper authority before traveling to Alaska. IRP-qualified commercial vehicles which are properly licensed by Iowa and Wisconsin residents may be operated in the adjoining state within 30 miles of the Iowa / Wisconsin border without obtaining IRP plates or trip permits.



**Registration Trip Permit** – An alternative to IRP plating for an occasional trip into another IRP jurisdiction is obtaining a registration trip permit from the other jurisdiction(s). If your truck is currently plated outside Iowa, you may purchase a permit to operate in Iowa. This permit costs \$10, is valid for 72 hours, and must be obtained and placed in the vehicle before entering Iowa. Trip permits cannot be used to meet registration requirements of any over dimensional or overweight load permits. Contact the Office of Motor Carrier Services at 515-237-3268 for specific information about IRP registration, or 515-237-3264 for information on trip permits.

## Business Trade Registration

Legislation in 2010 created a new category of license plates for Businesses that use small trucks to transport their goods. To qualify for a Business Trade Plate the following criteria apply:

- Be a 2010 model year or newer truck and weighs 10,000 pounds or less empty; and
- Be owned or leased by a corporation, limited liability company (LLC) or partnership, or a person who files as a farm or business with the Internal Revenue Service (IRS); and
- If the truck is leased, the truck must be used primarily for the purposes of the lessee's own business or farming operation.

Business-trade trucks will be assessed a flat vehicle registration fee based on the vehicle's registered weigh.

2011 Legislation eliminated the Business Trade Plates. By January 1, 2012, Business Trade registrants may apply for and display standard, vanity, collegiate or other specialty plates while still receiving the benefits of a Business Trade Registration. Those who already possess the Business Trade Plate will continue to use it until the vehicle change owners or elect to use any specialty plates which the owner qualifies, subject to the additional fees applicable for the specialty plates.

# Special Farm Registration

Special farm registration for motor trucks and truck tractors may be purchased at the county treasurer's office.

Special farm plate limitations and use:

- must not be used to transport for-hire or for compensation
- must be used by a person engaged in farming
- must transport commodities produced or used on the farm
- may be used in an exchange of services between farmers
- truck tractors may not be operated more than 15,000 miles annually
- truck tractors require annual mileage certification
- may be used for occasional charitable purposes
- may have a gross weight of 6 to 32 tons plus tolerance
- is valid in other IRP states
- other states may honor the plate but only at the licensed weight not including the 25 percent tolerance

Special farm plates are subject to the 5 percent and 25% registration weight tolerance when used in Iowa

2011 Legislation eliminated the Special Farm Plates. By January 1, 2012, Farmers may apply for and display standard, vanity, collegiate or other specialty plates while still receiving the benefits of a Special Farm Registration. Those who already possess the Special Farm Plate will continue to use it until the vehicle change owners or elect to use any specialty plates which the owner qualifies, subject to the additional fees applicable for the specialty plates.

# Registration Weight

**Registration weight** is the tonnage declared on the license plate purchased for the vehicle and is purchased by the ton. Registration weight is sometimes referred to as license tonnage. The power unit registration must have a registration weight equal to or greater than the actual weight of the truck, trailer(s), and cargo; unless privileged to a registration weight exception. Registration weight exceptions are found in the Registration Weight Tolerance and Gross Registration Exceptions sections of this book.

For-hire carriers cannot claim registration weight exceptions and must always purchase registration weight equal to or greater than the gross weight of the truck, trailer(s) and cargo.

**Examples:** A truck-tractor / semi-trailer combination with 5 axles and 51 feet of overall wheelbase is allowed a gross weight of 80,000 pounds, according to Wheelbase Tables 1 and 3. If this truck tractor is licensed for 40 tons (80,000 pounds), the combination may have a gross weight of 80,000 pounds. If it is licensed for 30 tons (60,000 pounds), it may only have a gross weight of 60,000 pounds, as it is limited by the license tonnage.

If a similar vehicle is licensed for 40 tons (80,000 pounds) but only has 48 feet of wheelbase and five axles, it will be allowed a maximum weight of 78,000 pounds, which is the weight limit established in the wheelbase tables.

## Registration Weight Tolerance

### 5 Percent Registration Weight Tolerance For All Vehicles

When in Iowa, all trucks and combinations are allowed to operate in excess of their registration weight by up to 5 percent, but are not allowed to exceed the maximum gross weight listed in the wheelbase tables.

**Example:** Provided it has adequate wheelbase and axles for the gross weight, a truck-tractor / semi-trailer combination licensed for 38 tons will be allowed to weigh 79,800 pounds. 38 tons is 76,000 pounds, multiplied by 5% nets a 3,800 pound registration tolerance. Adding the 5% registration tolerance to the license weight provides a total license weight of 79,800 pounds. ( $76,000 \times 5\% = 3,800$  +  $76,000 = 79,800$ ).

### 25 Percent Registration Weight Tolerance for Raw Agricultural Products

When in Iowa, trucks or combinations transporting raw agricultural products are allowed to operate in excess of their registration weight by up to 25 percent, but are not allowed to exceed the maximum gross weight listed in the wheelbase tables.

**Example:** Provided it has adequate wheelbase and axles for the gross weight, a truck-tractor / semi-trailer combination transporting raw agricultural products licensed for 32 tons will be allowed to weigh 80,000 pounds. 32 tons is 64,000 pounds, multiplied by 25% nets a 16,000 pound registration tolerance. Adding the 25% registration tolerance to the license weight provides a total license weight of 80,000 pounds. ( $64,000 \times 25\% = 16,000$  +  $64,000 = 80,000$ ).

The 5% and 25% registration weight tolerances do not apply to the maximum axle weights provided in the Wheelbase Tables, only to license registration weight.

### Percentage Tolerance is Intrastate Only

The 5 percent and 25 percent registration weight tolerances provided by Iowa law do not apply outside the state of Iowa, except for Iowa special (farm) plated vehicles transporting raw agricultural products operating in the state of Minnesota, which by written agreement, will be granted the 25 percent tolerance. All other states will honor the Iowa special (farm) plate as a valid license plate, but only up to the stated registered weight.

The percentage tolerances are given to all carriers, private or for-hire.

# Raw Agricultural Products

This list shall not be deemed conclusive and shall not exclude other commodities that might be considered raw farm products.

Ag lime	Fresh vegetables	Peat
Blood	Grain, threshed	Potatoes
Corn cobs	Grain, unthreshed	Raw dairy products
Dead animals	Hair	Raw milk
Ear corn	Hay, baled/loose	Saw logs
Eggs, fresh/frozen	Hides	Separated cream
Firewood	Honey	Shelled corn
Flax	Honeycomb	Sod
Flax seed	Live poultry	Soil fertilizer
Fodder	Livestock	Soybeans
Fresh berries	Melons	Straw, baled/loose
Fresh fruit	Nursery stock	Wool

Cracked or ground grain (including soybean meal) is generally not considered a raw agricultural product because it has been processed. However, a provision exists to allow the 25 percent registration tolerance in situations where the raw grain is transported to the place of processing and immediately returned to the farm after processing. A processing receipt is required on the return trip to qualify for the 25 percent registration weight tolerance.

A special farm plated truck, while transporting a load of “Distillers Grain” will also receive the 25 percent registration weight tolerance.

## Gross Registration Exception

### Special Farm Plated Straight Trucks

Special farm plated straight trucks are not required to register for combined gross weight when pulling a farm trailer or implement of husbandry. The special farm plated straight truck must have sufficient registration weight for the truck and load, but not including the towed unit and load or any transfer weight.

**Example:** A special farm plated three-axle straight truck weighing 46,000 pounds, towing a gravity wagon weighing 20,000 pounds—both loaded with raw grain from the farm. Added together they have a combination gross weight of 66,000 pounds. If the straight truck was registered for at least 19 tons, (38,000 pounds) and the 25 percent tolerance is added, the total registration weight is 47,500 (38,000 X 25 percent tolerance = 47,500). The total registration weight exceeds the 46,000 pounds actual weight of the straight truck. This exception allows you to exclude the weight of the loaded gravity wagon from the special farm truck registration.

## **Special Mobile Equipment (SME) - Private Carriers**

Owned or leased special mobile equipment may be excluded from the gross registration weight when transported on trucks or truck-tractor/semitrailers of a private carrier. The truck or truck-tractor registration—at minimum—must register for the weight of the combination (truck or truck-tractor, trailer or semitrailer, and any non-SME load). This exception applies to vehicles within legal dimensions and also those exceeding legal dimensions operated with an oversize permit. The SME exception does not apply outside the state of Iowa.

For-hire carriers may not claim the SME exception and must register for combined gross weight.

**Example:** A construction company is transporting their bulldozer with a truck-tractor / semi-trailer and has a gross weight of 80,000 pounds. If the SME bulldozer weighs 38,000 pounds, this weight may be subtracted from the 80,000 pound gross weight for determining the minimum required registration weight. ( $80,000 - 38,000 = 42,000$ ) The truck-tractor must have at least 42,000 pounds of registration weight, including tolerance. A 20-ton (40,000 pounds) license with 5% tolerance (2,000 pounds) will meet the required 42,000 pound registration weight. ( $40,000 \times 5\% = 2,000 + 40,000 = 42,000$ ).

## **Special Mobile Equipment - General Information**

Special mobile equipment can be hauled, towed or self-propelled equipment or vehicles which are not designed or used primarily on the highways for the transportation of persons or property. SME is operated or moved over the highways incidental to its primary off-road purpose. SME is exempt from registration. SME plates and certificates are no longer issued and not required for a vehicle to receive SME exceptions. Examples of SME include bulldozers, endloaders, cranes, and some truck-mounted vehicles. The Office of Motor Carrier Services has a list of equipment that qualifies as SME and can be contacted at 515-237-3264 if you have questions regarding your equipment.

SME operated in interstate commerce are subject to the same regulations as any commercial vehicle. Some intrastate exceptions exist for SME. Contact the Office of Motor Vehicle Enforcement at 800-925-6469 for more information.

Drivers of truck-mounted, self-propelled special mobile equipment are subject to commercial driver licensing and company-based drug and alcohol testing, as required by state and federal law.

## **Lightweight Combinations -**

### **Farmers and Private Carriers of Livestock or Ag-commodities**

A motor truck in combination with a trailer or semitrailer, operated by a farmer or private carrier hauling horses, with county level registration or special farm registration may qualify for a gross registration weight exception. The exception does not apply to for-hire carriers, truck-tractors, or outside the state of Iowa.

If the weight of the truck with the transfer weight of the loaded trailer applied is 6 tons plus tolerance or less, and the total gross weight of the truck, trailer, and cargo is 12 tons plus tolerance or less, the truck may be registered for 6 tons or less and qualify for this gross weight exception. At minimum, the registered weight for the truck must include the weight of the truck and its cargo, and any transfer weight applied by the loaded trailer. If the truck weighs more than 6 tons plus tolerance when the loaded trailer is attached, or the combined gross weight exceeds 12 tons plus tolerance, this registration exception does not apply and the vehicle must be registered for the combined gross weight of the truck, trailer, and cargo.

### Registration Exception including 5% Tolerance

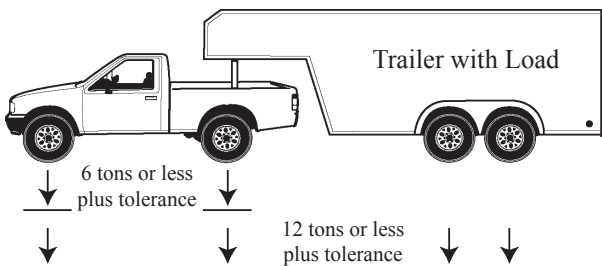
- Truck must be properly registered for 6 tons or less
- Truck and transfer weight must not exceed 12,600 pounds
- Combined gross weight must not exceed 25,200 pounds

### Registration Exception including 25% Tolerance

- Truck must be properly registered for 6 tons or less
- Truck and transfer weight must not exceed 15,000 pounds
- Combined gross weight must not exceed 30,000 pounds

If these limits are exceeded, combined gross weight registration is required.

**Example:** A pickup towing a gooseneck trailer is transporting raw agricultural products. With the loaded trailer attached and transferring weight through the hitch, the pickup alone weighs 13,200 pounds. The pickup and trailer when weighed together as a combination vehicle, have a gross weight of 28,500 pounds. In this example, the pickup must be registered for at least 13,200 pounds. A 6-ton license with a 25% tolerance provides 15,000 pounds of registered weight, which exceeds the minimum needed. ( $12,000 \times 25\% = 3,000 + 12,000 = 15,000$ ) Since the combined gross weight of 28,500 pounds does not exceed the 30,000 pound maximum, this vehicle qualifies for the exception and is legal with a 6-ton license plate. ( $12 \text{ tons: } 24,000 \times 25\% = 6,000 + 24,000 = 30,000$ ).



## Lightweight Combinations - Private Carriers and Personal Use

A motor truck in combination with a trailer or semitrailer, operated by a private carrier, with a county level registration may qualify for a gross registration weight exception. The exception does not apply to for-hire carriers, truck-tractors, or outside the state of Iowa.

If the weight of the truck with the transfer weight of the loaded trailer applied is 6 tons plus tolerance or less, and the total gross weight of the truck, trailer, and cargo is 8 tons plus tolerance or less, the truck may be registered for 6 tons or less and qualify for this gross weight exception. At minimum, the registered weight for the truck must include the weight of the truck and its cargo, and any transfer weight applied by the loaded trailer. If the truck weighs more than 6 tons plus tolerance when the loaded trailer is attached, or the combined gross weight exceeds 8 tons plus tolerance, this registration exception does not apply and the vehicle must be registered for the combined gross weight of the truck, trailer, and cargo.

### Registration Exception including 5% Tolerance

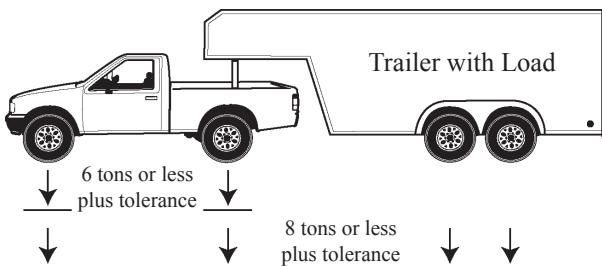
- Truck must be properly registered for 6 tons or less
- Truck and transfer weight must not exceed 12,600 pounds
- Combined gross weight must not exceed 16,800 pounds

### Registration Exception including 25% Tolerance

- Truck must be properly registered for 6 tons or less
- Truck and transfer weight must not exceed 15,000 pounds
- Combined gross weight must not exceed 20,000 pounds

If these limits are exceeded, combined gross weight registration is required.

**Example:** A pickup towing a trailer is transporting non-agricultural products. With the loaded trailer attached and transferring weight through the hitch, the pickup alone weighs 10,400 pounds. The pickup and trailer when weighed together as a combination vehicle, have a gross weight of 16,500 pounds. In this example, the pickup must be registered for at least 10,400 pounds. A 5-ton license with a 5% tolerance provides 10,500 pounds of registered weight, which exceeds the minimum needed. ( $10,000 \times 5\% = 500 + 10,000 = 10,500$ ) Since the combined gross weight of 16,500 pounds does not exceed the 16,800 pound maximum, this vehicle qualifies for the exception and is legal with a 5-ton license plate. (8 tons:  $16,000 \times 5\% = 800 + 16,000 = 16,800$ ).



## Untaxed—Dyed Fuels

Diesel fuel and kerosene destined for a non-taxable use and dyed in accordance with the tax laws and regulations enforced by the Internal Revenue Service (IRS) is not subject to the tax imposed under Internal Revenue Code (IRC) Section 4081. Diesel fuel and kerosene destined for road use is not dyed and is taxed. Generally, only taxed fuel may be used as fuel in a registered vehicle or a vehicle required to be registered. The use of dyed fuel in a diesel powered vehicle, registered or required to be registered, may incur tax and penalties. Mobile machinery, meeting the design and use tests of IRC 6421(e) may not use dyed, untaxed fuel.

## Fuel Taxes and Permits

Vehicles that travel interstate pay fuel tax to cover the miles traveled in each state, unless exempt. This is accomplished through the International Fuel Tax Agreement (IFTA), fuel trip permits, or reciprocity agreements.

### International Fuel Tax Agreement

Iowa is a member of the IFTA. If you are based in an IFTA jurisdiction and operate a qualified vehicle in two or more IFTA jurisdictions, you must comply with IFTA laws. All states except Alaska and the District of Columbia participate in IFTA. All Canadian provinces except the Yukon and Northwest Territories are also IFTA members. See below for options available to non-IFTA jurisdictions.

Carriers from any IFTA jurisdiction operating in another IFTA jurisdiction must obtain an IFTA permit from their base state or purchase a temporary fuel permit for the jurisdiction in which they are operating.

A vehicle is qualified for IFTA if:

1. the vehicle or combination weighs more than 26,000 pounds; or
2. the vehicle or combination is registered for more than 26,000 pounds; or
3. the power unit has three or more axles.

Vehicles from IFTA jurisdictions that do not meet any of the three criteria are granted fuel reciprocity when traveling through another IFTA jurisdiction.

The IFTA license costs \$10. A copy of this license must be carried in each vehicle and produced on request. IFTA decals are required to be displayed on the exterior of the power unit, one on each side. IFTA decals are 50 cents for a set of two.



### **Vehicles Based in Non-IFTA Jurisdictions**

1. Enter Iowa with 30 gallons or less of motor vehicle fuel in the supply tanks of the vehicle and purchase fuel as the vehicle travels through the state. Evidence of adequate fuel purchases must be made available for inspection by law enforcement personnel; or
2. Purchase a \$20 temporary fuel permit. The permit is valid for one trip or 72 hours, whichever comes first. Upon departure from the state, a new permit is required before re-entering.

### **Border States Agreement**

Minnesota and Wisconsin each have an agreement with Iowa to allow IFTA qualified vehicles to operate within 30 miles of the state border without a fuel license or decal.

Nebraska and Iowa have an agreement to allow IFTA-qualified vehicles to operate without fuel license or decal within the Nebraska cities of Bellevue, Dakota City, South Sioux City; and the Iowa cities of Carter Lake, Port Neal, and Sioux City. An additional agreement allows travel between Nebraska City, NE and Hamburg, IA , with travel restricted in Iowa from the Nebraska state line to Hamburg on Highways 2, 275, and 333. The IFTA border commercial zone agreement between Omaha and Council Bluffs extends five miles beyond the corporate city limits.

Missouri and Iowa have an agreement to allow IFTA-qualified farm and ranch vehicles operated by private carriers, and school buses, to operate within 30 miles of the state border without a fuel license or decal. This agreement does not apply to for-hire carrier vehicles.

# Unified Carrier Registration

The Unified Carrier Registration System (UCRS) replaced the Single State Registration Systems (SSRS) in 2007. The UCRS affects both for-hire and private motor carriers involved in interstate commerce; plus freight forwarders, brokers, and leasing companies. Carriers who transport cargo for someone else or operate their own company vehicles across state lines are required to register under UCRS.

A motor carrier must register with UCRS if they operate a self-propelled or towed vehicle on the highways in commerce, if the vehicle:

- Has a gross vehicle weight rating or gross vehicle weight of at least 10,001 pounds, whichever is greater; or
- Is designed to transport more than 10 passengers including the driver; or
- Is transporting USDOT regulated hazardous material in a quantity requiring placarding.

Other business entities also required to register with UCRS are:

- A freight forwarder
- A freight broker
- A commercial vehicle leasing company

The Unified Carrier Registration System application form, instruction sheet, and application information are available at the Iowa Department of Transportation, Office of Motor Carrier Services website, [www.iamvd.com/omcs](http://www.iamvd.com/omcs).

Return completed UCRS application forms with appropriate payment to:

Iowa Department of Transportation  
Office of Motor Carrier Services  
P.O. Box 10382  
Des Moines, Iowa 50306-0382

After the UCRS application has been processed, the applicant will receive a Receipt of UCRS Payment. No other UCRS credential will be issued. There is no requirement to carry or display the Receipt of UCRS Payment in the commercial vehicle.

After the Receipt of UCRS Payment is issued to the applicant, the Iowa Department of Transportation will notify the Federal Motor Carrier Safety Administration that the UCRS fees have been paid.

In lieu of filing a written UCRS application with the Iowa Department of Transportation, applicants may complete an online UCRS application by visiting the national UCRS registration website operated by the State of Indiana at [www.ucr.in.gov](http://www.ucr.in.gov). There is an administrative fee charged for registration through this website, which can be paid by electronic check or credit card.

# Travel Authority

Any person or business that provides transportation for-hire in Iowa must obtain proper travel authority permits from Iowa and/or the Federal Motor Carrier Safety Administration (FMCSA).

Separate travel authority permits are required for interstate and intrastate for-hire transportation. Trucks transporting both interstate and intrastate cargo for-hire will need both permits. Travel authority must be obtained and/or registered with the Office of Motor Carrier Services prior to starting for-hire operations.

A **for-hire** motor carrier is a person or business that provides transportation of persons or property in exchange for any form of compensation or payment.

A **private motor carrier** is a person or business that provides transportation of persons or property that is either used or produced by the carrier or business that operates the vehicle.

**Interstate Commerce** is transporting persons or property across a state line, including international boundaries, or wholly within one state as part of a through movement that originates or terminates in another state or country.

**Intrastate commerce** exists when the vehicle or cargo has not and will not travel across state lines into, or through another vehicle.

If you have questions about for-hire or private carriage, contact Motor Carrier Services at 515-237-3224 or Motor Vehicle Enforcement at 800-925-6469.

# Interstate Authority

**Interstate for-hire** transportation is divided into two categories, interstate regulated and interstate exempt.

**Interstate regulated:** Authority to transport interstate regulated products for-hire, such as manufactured and processed goods, is granted by the Federal Motor Carrier Safety Administration.

To obtain interstate regulated travel authority, contact:

Federal Motor Carrier Safety Administration  
1200 New Jersey Ave SE  
Washington, DC 20590  
800-832-5660  
Internet: [www.fmcsa.dot.gov/](http://www.fmcsa.dot.gov/)


**Interstate exempt:** Motor carriers transporting non-regulated products for-hire, such as raw grain, hay, and livestock, are not required to obtain interstate travel authority from FMCSA. Other types of interstate exempt operations include certain terminal areas, emergency towing, and farm cooperative transportation.

# Intrastate Authority


Carriers who transport persons or property for-hire from one point in Iowa to another point in Iowa need intrastate travel authority.

**Intrastate for-hire** transportation is divided into two different categories, depending on the type of service provided.

**Motor carrier permits** are issued to intrastate for-hire carriers transporting one or more of the following: household goods, liquid (nondairy), liquid dairy, or property (other freight).

 Iowa Department of Transportation Office of Motor Carrier Services, PO Box 10382, Des Moines, IA 50306-0382 PH 515-237-3224 FAX 515-237-3354	<b>IOWA MOTOR CARRIER PERMIT</b>	Form 441054 (4001) 10-00
Authority type:	Other Freight	
CARRIER NAME ADDRESS CITY, IA 00000	<b>SAMPLE COPY</b>	Issue Date: 99/99/9999 US DOT Number: 999999 MC Number: 99999

**Motor carrier certificates** are issued to intrastate for-hire carriers transporting passengers in regular route, and/or charter operations.

 Iowa Department of Transportation Office of Motor Carrier Services, PO Box 10382, Des Moines, IA 50306-0382 PH 515-237-3224 FAX 515-237-3354	<b>IOWA MOTOR CARRIER CERTIFICATE</b>	MCCERT (441054) 10-00
Authority type: Regular Route (Passenger) - Description of route to be served: Between all points in Iowa		
CARRIER NAME ADDRESS CITY, IA 00000	<b>SAMPLE COPY</b>	Issue Date: 99/99/9999 US DOT Number: 999999 MC Number: 99999

The proper travel authority must be obtained before starting for-hire operations. A copy of the permit or certificate must be carried in each vehicle operating under the carrier's travel authority. Intrastate credentials are non-expiring.

The motor carrier must maintain the required levels of insurance on file with the Office of Motor Carrier Services. Failure to maintain the required levels of insurance will result in suspension or revocation of the permit or certificate.

To obtain intrastate travel authority:

Iowa Department of Transportation  
Office of Motor Carrier Services  
P.O. Box 10382  
Des Moines, IA 50306-0382  
515-237-3224

## Private Carriers

**Private carrier** - A private carrier transports persons or property in support of a business that is not related to transportation. Private carriers may not transport persons or property for compensation or any form of payment. The transportation of tools and equipment by a contractor, store inventory by a retailer, food or beverage route sales, and employees by an employer could all be examples of private carriage.

Private carriers may operate in either **interstate or intrastate commerce**, or both.

### Examples of Private Carriage

**Example:** XYZ Company manufactures a product at their factory and transports this product by truck to their distributors. On the return trip, XYZ transports raw materials back to their factory to use in their manufacturing process. The transportation of the finished product and raw materials are both considered private carriage by XYZ.

**Example:** A farmer transports grain or livestock produced on the farm to the market; or the feed, seed, or supplies used in the farm operation back to the farm. Transportation of these commodities by the farmer is considered private carriage.

**Example:** ABC Company mines and crushes rock at their quarry. Transportation of the rock on ABC Company trucks would be private carriage because ABC Company mines and processes the rock.

# Authority Chart

Interstate			Intrastate						
Regulated For-Hire	Exempt For Hire	Private	Household goods	Liquid (non-dairy)	Liquid dairy	Property (other freight)	Passenger-Regular	Passenger-Charter	
●			●	●	●	●	●	●	Authority Application
●									FMCSA MC Authority Required
●	●	●							Unified Carrier Registration and Fee Payment Required
			●	●	●	●	●	●	INForm E insurance LPD
●	●	●	●	●	●	●	●	●	USDOT number displayed on vehicle
			●	●	●	●			Form H insurance (Cargo) must be maintained, no proof required
			●	●	●	●	●	●	Safety certification
				●			●	●	Safety education seminar \$200 16 or more passengers
			●						Tariff (household goods only)
				●			●		Financial statement

## Interstate Vehicle Markings

All commercial vehicles used in interstate commerce must be marked with the operating motor carrier's name and USDOT number. The carrier is not required to mark the city and state of their principle place of business, but may do so if desired. Interstate marking requirements apply to both for-hire and private carriers.

If a vehicle displays more than one carrier name and / or USDOT number, the motor carrier responsible for the operation of the vehicle must be identified by the words "Operated By" preceding the name and USDOT number of the operating carrier.

The markings on the vehicle must be located on both sides of the power unit, be in a contrasting color, and be legible during daylight hours from 50 feet with the vehicle stationary. MC/ICC numbers may be displayed in addition to the USDOT number, but are not required. USDOT numbers for interstate carriers must be obtained from the FMCSA office in the state where the carrier is based.

## Intrastate Vehicle Markings

### **For-hire**

Vehicles operating for-hire in intrastate commerce are required to mark the power unit with the operating motor carrier's name and USDOT number. Carriers that operate only in Iowa in intrastate commerce and never operate interstate must also include the letters "IA" following the USDOT number. A carrier operating in both interstate and intrastate commerce must not include the letters "IA" following the USDOT number. USDOT numbers for intrastate for-hire carriers must be obtained from the Iowa DOT Office of Motor Carrier Services.



# Intrastate Vehicle Markings

## Private

The Office of Motor Vehicle Enforcement is not requesting or requiring INTRASTATE PRIVATE CARRIERS to obtain a US DOT number. No warnings or citations will be issued for INTRASTATE PRIVATE CARRIERS not displaying a US DOT number. The Office of Motor Vehicle Enforcement will continue to work with INTRASTATE PRIVATE CARRIERS to help them better understand the FMCSRs (Federal Motor Carrier Safety Regulations) that currently apply to them so they can be safer and compliant. The Office of Motor Vehicle Enforcement will continue to work with other advocates to assist with this information.

# Liability Insurance

All interstate carriers, private and for-hire, must register with the Federal Motor Carrier Safety Administration's Unified Carrier Registration System (UCRS). Interstate carriers are not issued vehicle credentials under UCRS and must carry proof of liability insurance in the vehicle. Proof of liability insurance must be made available for inspection at the request of any peace officer.

Iowa-based intrastate for-hire carriers carrying a current Iowa Intrastate Permit or Certificate in the vehicle, and making it available at the request of any peace officer, will satisfy the requirement for proof of liability insurance in the vehicle.

Intrastate private carriers must carry proof of liability insurance in the vehicle and make it available for inspection at the request of any peace officer.

Failure to provide proof of liability insurance coverage in the vehicle, or operating with suspended or revoked travel authority, can result in fines, seizure of registration plates, and possible impoundment of the vehicle.

**Insurance Schedule of Limits**  
**Effective January 1, 1998**

<b>Commodity Transported</b>	<b>Minimum Insurance Required</b>
<b><i>Public Liability (LPD) - For-hire vehicles 10,000 lbs. GVWR and over</i></b>	
1. Property (non-hazardous) Includes tow truck operations.	\$750,000
2. Hazardous substances, as defined in 49 Code of Federal Regulations (CFR) 171.8, transported in cargo tanks, portable tanks, or hopper-type vehicles with capacities in excess of 3,500 water gallons; or in bulk Division 1.1, 1.2, and 1.3 materials, Division 2.3 - Hazard Zone A, or Division 6.1 - Packing Group I-Hazard Zone A material; in bulk Division 2.1 or 2.2; or highway route controlled quantities of a Class 7 material, as defined in 49 CFR 173.403.	\$5,000,000
3. Oil listed in 49 CFR 172.101, hazardous waste, hazardous materials, and hazardous substances defined in 49 CFR 171.8 and listed in 49 CFR 172.101, but not mentioned in (2) above or (4) below.	\$1,000,000
4. Any quantity of Division 1.1, 1.2, or 1.3 material; any quantity of Division 2.3-Hazard Zone A material, or Division 6.1-Packaging Group I-Hazard Zone A material; or highway route controlled quantities of a Class 7 material as defined in 49 CFR 173.403.	\$5,000,000

<b>Commodity Transported</b>	<b>Minimum Insurance Required</b>
<i>Public Liability (LPD) - For-hire vehicles under 10,000 lbs. GVWR</i>	
1. Any small freight vehicle under 10,000 pounds GVWR hauling commodities not subject to 1043.2(b)(2)(d). This includes tow truck operations.	\$300,000
2. Any small freight vehicle under 10,000 pounds GVWR hauling any quantity of Division 1.1, 1.2, or 1.3 material; any quantity of Division 2.3-Hazard Zone A material, or Division 6.1-Packing Group I-Hazard Zone A material; or highway route controlled quantities of a Class 7 material as defined in 49 CFR 173.403.	\$5,000,000

*Public Liability (LPD) - For-hire motor carriers of passengers*

1. Any vehicle with a seating capacity of:	
16 passengers or more	\$5,000,000
15 passengers or less	\$1,500,000

*Cargo—For-hire motor carriers*

Exception: Carriers operating under contracts where the contract clearly states who is responsible for the cargo insurance and proof thereof are exempt from having cargo insurance.	\$10,000
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Carriers hauling commodities of negligible value or are not easily damaged, such as scrap iron, manure, gravel, coal, etc., are exempt from having cargo insurance.

Motor carriers of passengers are not required to have cargo insurance.

Note: Cargo insurance must be maintained but not filed with the department.

# Hazardous Materials

The Iowa DOT Office of Motor Vehicle Enforcement enforces the hazardous materials regulations for highway transportation.

What is hazardous material? It is a substance or material which has been determined by the U.S. Secretary of Transportation to be capable of posing an unreasonable risk to health, safety and property when transported in commerce. The term also includes hazardous substances, hazardous waste, marine pollutants, and elevated temperature materials.

The hazardous materials regulations can be found in Title 49 of the Code of Federal Regulations, Parts 100 through 185. These regulations cover shipping papers, marking, labeling, placarding, classification, and bulk and non-bulk packages.

The Transportation of Hazardous Materials Driving and Parking Rules can be found in Title 49 of the Code of Federal Motor Carrier Safety Regulations Part 397. The rules in Part 397 apply to each carrier transporting hazardous materials in a commercial motor vehicle requiring marking or placarding. The hazardous materials regulations apply to anyone who ships or transports hazardous materials in commerce with several exceptions.

In general, placards are required for any quantity of Table 1 material, 1,001 pounds or more of Table 2 material, or a Table 2 material in a package with a capacity greater than 119 gallons.

If you have questions, or would like to request training, regarding safe transportation of hazardous materials, call 515-237-3278.

## Haz-Mat Incident Reporting

If a vehicle transporting hazardous material on the highway is involved in an accident, the carrier or driver must notify the Iowa State Patrol Communications or a local law enforcement agency. Local law enforcement agencies are in turn required to notify the Iowa DOT Office of Motor Vehicle Enforcement and the Iowa State Patrol. The Iowa State Patrol emergency phone number is 800-525-5555.

The Iowa Department of Natural Resources (DNR) requires notification any time a hazardous condition is discovered concerning the storage, handling, transportation or disposal of a hazardous substance. Notification shall be made to the DNR and the local city or county law enforcement agency as soon as the hazardous condition is known, but not more than six hours after discovery. The DNR phone number to report a spill is 515-281-8694. Carriers must also comply with the initial notification and written reports required by the

USDOT Pipeline and Hazardous Materials Safety Administration contained in Part 171.15 and 171.16 of the federal hazardous materials transportation regulations. Consult the regulations or contact the USDOT for specific requirements of these rules. Carriers involved in incidents where hazardous materials, hazardous substances, or hazardous wastes are spilled and are required to be reported to the USDOT must notify the National Response Center at 800-424-8802.

## Accident Reporting

### State of Iowa Accident Report

Iowa law requires the driver of a vehicle involved in an accident to file a report if the accident results in any:

- personal injury to a person; or
- death of a human being; or
- combined property damage of \$1,500 or more.

The report must be filed with the Iowa Department of Transportation within 72 hours after the accident. Accident report forms are provided by the Iowa DOT and are available at any driver license station or local law enforcement agency. A driver is not required to submit an accident report to the Iowa DOT if the investigating law enforcement agency has filed a report.

### Federal Accident Recording

An accident involving a commercial vehicle in interstate or intrastate commerce must also comply with the accident recording requirements of Part 390 of the Federal Motor Carrier Safety Regulations if, the accident resulted in:

- a fatality;
- bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident; or
- one or more motor vehicles incur disabling damage as a result of the accident, requiring the vehicle to be towed from the scene.

In summary, federal regulations require a motor carrier to maintain an accident register and accident files.

An accident register is a list of accidents containing the following:

- date of accident;
- city and state of occurrence;
- driver name;
- number of injuries;
- number of fatalities; and
- whether or not hazardous material cargo was spilled.

An accident file for each accident must contain copies of all accident reports required by state or governmental entities or insurers.

# Annual Vehicle Inspections

## Annual Inspections

Commercial vehicles must pass a thorough inspection by a qualified inspector at least once every 12 months. Each vehicle in a combination is considered a separate vehicle and must pass inspection individually. Proof of a current annual inspection must be carried or displayed on the truck or trailer. This proof may be in the form of an inspection decal meeting the requirements of 396.17 of the FMCSRs, or a copy of an inspection report meeting the requirements of 396.21. Either the report form or decal must be produced upon request. Annual inspections may be performed in-house or at a commercial truck repair facility.

## Inspector Qualifications

The state of Iowa does not certify persons to be qualified inspectors. The motor carrier is responsible to ensure the person performing the annual inspection is a qualified inspector. Inspectors may be qualified through experience or training, and knowledge of the regulations as established in 396.19 of the FMCSRs. In addition to being a qualified inspector, anyone performing maintenance, repair or service to the brake system of commercial vehicle must meet the brake inspector qualifications established by 396.25 of the FMCSRs.

# CMV Safety Requirements

The state of Iowa has adopted the Federal Motor Carrier Safety Regulations for commercial motor vehicles and applies those regulations to interstate and intrastate carriers alike. The Iowa Code also contains statutes regarding the operation and required equipment on other types of vehicles. The federal equipment standards for commercial motor vehicles are found in Part 393 of the FMCSR, the Iowa Codes in Chapter 321. The following summaries of federal and state equipment safety requirements are provided as general information. Exceptions to rules or additional requirements may be found in both the federal and state codes and must be applied in some cases. It is the responsibility of the operator of the vehicle to be informed and comply with all of the laws and regulations concerning motor vehicles operated on the highway.

## **Lighting and Reflectors**

Motor trucks, truck-tractors, semi-trailers, and any other vehicle meeting the definition of a commercial motor vehicle must meet lighting and reflector requirements as specified in the federal regulations. Consult the FMCSR Part 393.11 for a detailed table and diagrams of required CMV lighting and reflectors. Additional lighting requirements and specifications are found in sections 393.9 thru 393.25 of the FMCSR.

Non-commercial vehicles, farm trailers, and implements of husbandry must meet the lighting and reflector requirements in the Iowa Code, as specified for those types of vehicles. These vehicles at minimum, must be maintained with the lighting and reflectors with which they were equipped when manufactured. Specific lighting requirements for implements of husbandry may be found in the **Agricultural Operations** section of this book. Iowa Codes 321.384 through 321.424 contain the requirements for non-commercial vehicle, farm trailer, and implement lighting.

## **Emergency Equipment**

Unless excepted, every commercial vehicle must be equipped with emergency equipment that includes at least the following items:

- Fire Extinguisher
- Minimum 5 B:C UL Rating
- Minimum 10 B:C UL Rating if HazMat CMV
- Warning Triangles – Three DOT specification triangles
- Electrical Fuses – One spare for each size on the vehicle

## **Towed Vehicle Drawbars and Safety Chains**

When operated on the highway, every towed vehicle must be attached to the towing vehicle with a drawbar capable of towing the weight of the towed vehicle. Towing vehicles with a chain or cable without using a drawbar is unsafe and illegal.

When required, a safety chain restraining the towed vehicle to the towing vehicle must be attached to prevent separation in the event of drawbar failure or disconnection. The chain must have sufficient strength to hold the weight of the towed vehicle.

Any vehicle requiring registration, when towing any other vehicle on the highway, is required to be equipped and use a safety chain. Pickup trucks and other passenger vehicles towing any vehicle, including implements of husbandry, must use a safety chain.

## **Brakes and Breakaway Systems**

Motor trucks, truck-tractors, and pickups must be equipped with service brakes acting on all wheels. Trailers must be equipped with service brakes acting on all wheels if they have a GVWR or loaded weight of 3,000 pounds or more.

In Iowa, inertial hydraulic surge brakes are authorized for non-commercial trailer use and also are allowed for commercial use if they meet the conditions that have been established for interstate commerce, as outlined in the following paragraph.

Federal regulations authorize the use of inertial surge brake systems on trailers used in commercial vehicle combinations, provided the following requirements are met:

- Surge brake equipped trailers with a GVWR of 12,000 pounds or less may not exceed 1.75 times the GVWR of the towing unit.
- Surge brake equipped trailers with a GVWR of 12,001 to 20,000 pounds may not exceed 1.25 times the GVWR of the towing unit.
- Trailers with a GVWR in excess of 20,000 pounds may not be equipped with inertial surge brakes.

Emergency breakaway braking systems are required on trailers that have a GVWR or loaded weight of 3,000 pounds or more when used as part of a commercial vehicle combination. Emergency breakaway systems must be capable of stopping and holding the vehicle for at least 15 minutes.

Limited exceptions to the brake equipment requirements exist at the federal and state levels. Contact the Iowa DOT Office of Motor Vehicle Enforcement if you have questions regarding the minimum requirements for your vehicle.

## **Cargo Securement**

All cargo transported on commercial motor vehicles must be secured according to the regulations found in FMCSR sections 393.100 through 393.136. Cargo transported on non-commercial vehicles and implements of husbandry must be secured according to Iowa Code 321.460. In general terms, all cargo must be loaded within or secured on a vehicle in a manner that prevents it from falling, leaking, spilling, blowing, sifting, or otherwise escaping from the transport vehicle. Methods of securement may include using an enclosed vehicle with blocking and bracing, or the use of tiedowns, side kits, covers, and tarpaulins as needed on open top and flatbed vehicles.



## **Alcoholic Beverage Possession**

Possession of any alcoholic beverage, beer, liquor, or wine by any person in any commercial motor vehicle is prohibited.

## **Radar Detectors**

Possession of any radar detection device in any commercial motor vehicle is prohibited.

## **Radar Jamming Device**

Possession of any radar jamming device in any vehicle is prohibited.

# **Daily Vehicle Inspections**

## **Pre-Trip Inspections**

The driver of a commercial vehicle is required to inspect each truck and/or trailer prior to use each day to verify the equipment is safe to operate on the highway. A written inspection report is not required to be completed with a pre-trip inspection.

## **Daily Vehicle Inspection Reports**

At the completion of each work shift, the driver is required to perform a daily vehicle inspection, including a written report for the carrier (Daily Vehicle Inspection Report - DVIR). This daily inspection, sometimes called a “post-trip,” is the communication link between the driver and the carrier, and the current driver and the next driver regarding the condition of the equipment. Defects discovered must be corrected and certification of repair made on the report. If the defect does not affect safe operation and is not corrected, then a certification must be made to reflect the decision to operate the vehicle.

Carriers must retain the original DVIR and certification for a period of three months from the date it was completed.

# Hours of Service/Logbooks

Drivers of commercial vehicles are subject to driving time limits provided in Part 395 of the FMCSR, unless granted an exception or modification by federal or state law. In 2004, federal rules for drivers of property carrying vehicles changed while the rules for drivers of passenger carrying vehicles remained unchanged.

## **Property Carrier HOS Rules:**

1. After a 10-hour rest break, a driver shall not drive more than 11 hours.
2. After a 10-hour rest break, a driver shall not drive after 14 consecutive hours of on-duty time.
3. A driver shall not drive after completing 60 hours on-duty time in seven consecutive days, or 70 hours on-duty in eight consecutive days .

## **Passenger Carrier HOS Rules:**

1. After an 8-hour rest break, a driver shall not drive more than 10 hours.
2. After an 8-hour rest break, a driver shall not drive after 15 hours of on-duty time.
3. A driver shall not drive after completing 60 hours on-duty time in seven consecutive days, or 70 hours on-duty in eight consecutive days .

Unless excepted by rule, drivers must have a logbook which is current to the last change of duty status in their possession when on-duty and make the logbook available for inspection by any law enforcement officer.

For-hire passenger carriers operating in Iowa who are transporting passengers in vehicles with a seating capacity of seven or more persons, including the driver, must comply with hours of service regulations the same as prescribed for larger commercial passenger carrying vehicles.

Numerous exceptions and exemptions to hours of service and record keeping exist at both the federal and state level. Contact the Federal Motor Carrier Safety Administration for information regarding federal exceptions, and the Iowa DOT Office of Motor Vehicle Enforcement for intrastate exceptions.

## **100 Air Mile-Radius Exception**

The most commonly claimed exception to maintaining a logbook in the truck is the 100 Air Mile-Radius Exception found in the Federal Motor Carrier Safety Regulations. Since this is a federal exception, it may be used intrastate or interstate. All of the following conditions must be met to claim this exception.

1. Operate within a 100 air mile-radius of the work reporting location.
2. Return to the work reporting location and be released within 12 hours.
3. Not drive more than 11 hours.
4. Obtain 10 hours off duty before returning to work.
5. Maintain accurate time records at the place of business for six months.

The time records must show:

- time reported to work;
- time released from work;
- total time worked each day; and
- total time for seven prior days.

## **150 Air Mile-Radius Exception**

Drivers of property-carrying commercial motor vehicles between 10,001 pounds and 26,000lbs, not requiring a CDL may claim exception from log books in the vehicle if they meet all of the following criteria.

- Operates within a 150 air-mile radius of the normal work reporting location
- Driver returns to the normal work reporting location at the end of duty
- Driver has at least 10 consecutive hours off duty between each on duty period
- Driver does not drive more than 11 hours following 10 consecutive hours off duty
- Driver does not drive after the 14th hour of coming on duty on 5 of any 7 consecutive days
- Driver does not drive after the 16th hour of coming on duty on 2 of any 7 consecutive days
- Driver Does not drive after having been on duty for 60 hours in 7 consecutive days if the employing motor carrier does not operate commercial motor vehicles every day of the week
- Driver does not drive after having been on duty for 70 hours in 8 consecutive days if the employing motor carrier operates commercial motor vehicles every day of the week
- The motor carrier that employs the driver maintains and retains for a period of 6 months accurate and true time records showing the time the driver reports to duty each day, the total number of hours the driver is on duty each day, the time the driver is released from duty each day and the total time for the preceding 7 days.

# Driver Qualification/Medical Cards

Motor carriers must establish that drivers of commercial vehicles meet the qualification standards as provided in Part 391 of the Federal Motor Carrier Safety Regulations, unless excepted by federal or state law.

Items required to be maintained at the principle place of business:

- Driver qualification file, including:
  - application for employment;
  - previous employer inquiries;
  - MVR-driver's record;
  - annual list of traffic violations;
  - annual review of driver's records;
  - road test and certificate;
  - copy of the medial examiner's certificate;
  - skill performance evaluation (waiver, if required); and
  - entry level training records (if required).
  
- Secured access files
  - controlled substance testing records (if required); and
  - safety performance history records (if required).
  
- Items required to be carried with driver:
  - valid driver's license for class of vehicle operated;
  - medical examiner's certificate; and
  - skill performance evaluation (waiver, if required).

Numerous exceptions and exemptions to qualification issues and record keeping exist at both the federal and state levels. Contact the Federal Motor Carrier Safety Administration for information regarding driver qualification and record keeping rules and exceptions. Contact the Iowa Department of Transportation Office of Motor Vehicle Enforcement for intrastate exceptions.

# Agricultural Operations

## Implements of Husbandry

An implement of husbandry is a vehicle or special mobile equipment designed or reconstructed for agricultural purposes and used exclusively in an agricultural operation. Implements of husbandry may be self-propelled or towed vehicles. Motor trucks, truck-tractors, pickups, farm trailers, and semi-trailers are not implements of husbandry, except for some self-propelled ag-lime and fertilizer spreaders and semi-trailers that are reconstructed and used exclusively for agricultural purposes. The vehicles on the following list are considered to be implements of husbandry. This list should not be considered to exclude other vehicles that may also meet the definition.

- Combines
- Farm tractors, wheeled or tracked
- Fertilizer and chemical applicators
- Fenceline feeders
- Grain carts
- Gravity-flow grain wagons
- Tank wagons

## Maximum Speed for Implements of Husbandry

All self-propelled implements of husbandry must be operated on public highways at speeds 35mph or less. Failure to operate at 35mph or less will result in the loss of all implement of husbandry exemptions and may lead to significant penalties. Towed implements of husbandry are not restricted to 35mph, but must be operated safely at or below posted speed limits and must comply with any speed ratings or restrictions on the implement tires, if so marked.

## Slow Moving Vehicle Signs

Every farm tractor, farm tractor towing equipment, self-propelled implement, or special mobile equipment, operated on the highway at speeds 35mph or less must be equipped and properly display a reflective Slow Moving Vehicle (SMV) sign that meets the American Society of Agricultural Engineers standards. The sign must be visible to the rear of the implement or combination at all times, day or night. When towed implements of husbandry are operated at speeds over 35mph, the sign must be removed or hidden from view.

## Implements on Roadways

All vehicles operating on public roadways, including implements of husbandry regardless of width, must yield one-half of the roadway to other traffic.

## **Implement Lighting Requirements**

At all times between sunset and sunrise when operated on a public highway, self-propelled implements of husbandry shall be equipped with at minimum the following lighting:

- one lighted white headlamp visible to the front;
- one lighted red tail lamp visible to the rear; and
- one lighted amber flashing light visible to the rear.

At all times between sunset and sunrise when operated on a public highway, towed implements of husbandry shall be equipped with at minimum the following lighting:

- one lighted red tail lamp visible to the rear, located at the rear of the rearmost towed implement; and
- if the visibility of the lighted amber flashing light on the towing implement is obstructed to the rear by the towed implement or cargo, an additional lighted amber flashing light located at the rear of the rearmost towed implement.

The required lighting devices must be visible from a distance of 500 feet.

## **Towing Implements of Husbandry**

Any vehicle requiring registration when towing any other vehicle on the highway, is required to be equipped with and use a drawbar and safety chain. Pickup trucks and other passenger vehicles towing any vehicle, including implements of husbandry, must use a drawbar and safety chain.

Implements of husbandry towing other implements of husbandry on the highway must use a drawbar but are not required to be equipped with a safety chain, although their use is strongly recommended.

## **Implement Brake Requirements**

Implements of husbandry are not required to be equipped with service brakes acting on all wheels, but must have adequate brakes on the combination to control the movement and stop the combination of vehicles.

Motor trucks, truck-tractors, and pickups must be equipped with service brakes on all wheels. If towing an implement of husbandry with a truck or pickup, the truck or pickup must have brakes adequate to control and stop the entire combination. Farm trailers, semi-trailers, (including gooseneck trailers) are not implements of husbandry and are required to be equipped with service brakes on all wheels if they have a GVWR or loaded weight of 3,000 pounds or more.

Additional information regarding surge brakes and emergency breakaway systems may be found in the **CMV Safety Requirements** section of this book.

## **Cargo Securement on Implements**

The cargo securement rules for commercial motor vehicles used in a farm operation are the same as any other industry that uses a CMV. Implements of husbandry used in a farm operation are governed by state law, which allows certain agricultural products transported on implements of husbandry to be excepted from the cargo securement rules. Products such as hay, straw, and grain are examples of products included in the exception.

## **Number of Implements in Combination**

Implements of husbandry may be operated in combination with other implements, such as a farm tractor towing one or two grain wagons. The maximum number of implements allowed in a combination is three.

## **Farm Trailers**

Unlike implements of husbandry that by design have an exclusive agricultural purpose, farm trailers are designed and could possibly be used for many purposes, not just agricultural. Bumper-hitch livestock, flatbed, and utility trailers are examples of vehicles that could be considered farm trailers if used exclusively in a farmer's agricultural operation. When operated as a farm trailer, they are not subject to registration. However, farm trailers are subject to the same lighting, safety and axle weight regulations as registered trailers. Semi-trailers and gooseneck trailers may not be considered a farm trailer and must be registered. Bumper-hitch livestock, flatbed, and utility trailers used outside the scope of a farmer's agricultural operation must also be registered.

## **Reconstructed Semi-trailers**

A semi-trailer exclusively used in an agricultural operation may be considered an implement of husbandry if reconstructed by permanent attachment of a converter dolly. Reconstructed semi-trailers may be pulled by farm tractors and must meet the lighting requirements for implements, may claim exception from axle weight limits, and do not need to be registered. Semi-trailers connected to a detachable converter dolly are not reconstructed and not privileged to the implement exceptions.

## All Terrain Vehicles

Operation of an All Terrain Vehicle (ATV) on a public highway is allowed if used as an implement of husbandry in support of an agricultural operation. To be considered an implement of husbandry when used on a public highway, the ATV and driver must meet certain requirements. The term public highway includes all of the area between the property lines, including the traveled portion of the roadway, shoulders, and ditches. Agricultural ATV operation on a highway must meet all of the following requirements:

- must be used incidental to the agricultural purpose of the farm;
- may only be operated between sunrise and sunset;
- the driver must be issued and carry a valid driver's license; and
- must be operated at speeds of 35mph or less.

The owner of an ATV who also owns property adjacent to a highway, except for interstate highways, is allowed to operate the ATV on highway right-of-way. All of the following requirements must be met:

- only the property owner or a family member may operate the ATV;
- only applies to highway right-of-ways adjacent to the property owned;
- does not apply to interstate highways adjacent to property owned;
- may operate in the area from the roadway shoulder to the property line;
- may not operate on the roadway or shoulder;
- the driver must be issued and carry a valid driver's license; and
- must be operated at speeds of 35mph or less.

## Truck Registration

Trucks and truck-tractors may be issued Special Farm Plates if the use of the vehicle is limited exclusively to the owners farming operation or an exchange of services with other farmers. Special Farm Plates may not be used for-hire. The **Vehicle Registration** section of this book has specific information regarding Special Farm Plates and other registration options.

## USDOT Numbers for Farm Operations

Farm operations with a commercial vehicle traveling across state lines must obtain a USDOT number from the Federal Motor Carrier Safety Administration office located in their home state. The power unit of any commercial vehicle or combination of vehicles must be marked with the farm operation name and USDOT number. The term commercial vehicle includes single vehicles with a GVWR or weight of 10,001 or more pounds, or combination vehicles (including pickups and trailers) with a GCWR or combined weight of 10,001 or more pounds. Farm operations required to obtain a USDOT number are also required to comply with Unified Carrier Registration regulations found earlier in this publication.



## **Driver License for Farm Operations**

### **Implements of Husbandry**

Drivers of farm tractors and other self-propelled implements of husbandry operating on a public highway are required to have a valid driver's license unless they operate under an exemption that allows them to operate from farmsite to farmsite within two miles of the farm. Drivers with a suspended or revoked driving privilege may not operate implements of husbandry on a public highway, even within the two-mile exemption from driver license for self-propelled farm implements.

### **Farm CDL Exemption**

Drivers of commercial motor vehicles under the control of the farmer and used in farm operations may claim an exception from the requirement to have a Commercial Driver's License, provided all of the following conditions are met.

- must stay within a 150 air-mile radius of the home farm; and
- must transport supplies, equipment, or products for that farm operation; and
- must transport from farm site to farm site, or to and from the home farm; and
- may not transport for-hire, but may exchange services with other farmers.

Generally, drivers of farm operated commercial motor vehicles may operate across state lines within a 150 air-mile radius of the home farm, provided the neighboring state recognizes the CDL exception from the state of issuance. It is advisable to consult with the officials of a neighboring state before crossing a state line.

### **Farm Straight Trucks – Within a 150 Airmile Radius**

Within 150 airmiles of the farm, farmers and their helpers are exempt from the requirements of a Class D Chauffeurs license and the Class B CDL when operating farm straight trucks of any size on a public highway. At minimum, the farm straight truck driver must have a valid Class C Operators license.

### **Farm Straight Trucks – Beyond a 150 Airmile Radius**

Outside a 150 airmile radius of the farm, if the farm straight truck has a GVWR of 26,000 pounds or less, the farmer or helper must be properly licensed with at least a Class C Operators license.

If the farm straight truck has a GVWR of 26,001 pounds or more, outside the 150 airmile radius the farmer or helper must be properly licensed with a Class B CDL.

### **Farm Truck-Tractor / Semi-trailer – Within a 150 Airmile Radius**

Farmers driving a truck-tractor / semi-trailer combination within a 150 airmile radius of the farm may claim exemption from CDL but must be properly licensed with at least a Class D Chauffeurs license with a number 1 Endorsement.

### **Farm Truck-Tractor / Semi-trailer – Beyond a 150 Airmile Radius**

The driver of a farm truck-tractor / semi-trailer combination beyond 150 a airmile radius of the farm must be properly licensed with a Class A CDL.

### **Medical Certificates for Farm Vehicle Drivers**

Under federal rules, drivers of commercial vehicles must be medically qualified and carry a copy of a medical examiner's certificate when they are driving across state lines. These rules have also been adopted by the state of Iowa for intrastate commerce. However, both federal and state laws provide exceptions for some farm vehicle drivers when driving within the scope of the farm operation. The list below will assist in determining when an Iowa licensed and based farm vehicle driver needs to be medically qualified and carry a copy of their medical certificate with them.

#### **Iowa farmer or helper – Intrastate Commerce – no mileage limit**

- Pickup / no trailer - No medical certificate required
- Pickup / trailer - No medical certificate required
- Straight truck / no trailer - No medical certificate required
- Straight truck / trailer - No medical certificate required
- Truck-tractor / semitrailer - No medical certificate required

#### **Iowa farmer or helper – Interstate Commerce – within 150 airmiles of home farm:**

- Pickup / no trailer - No medical certificate required
- Pickup / trailer - Medical certificate required if over 10,000 GCWR
- Straight truck / no trailer - No medical certificate required
- Straight truck / trailer - Medical certificate required
- Truck-tractor / semitrailer - Medical certificate required

#### **Iowa farmer or helper – Interstate Commerce – over 150 airmiles from home farm:**

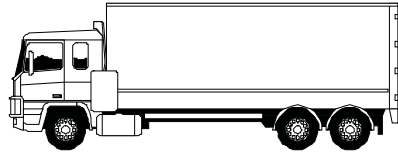
- Pickup / no trailer - Medical certificate required if over 10,000 GVWR
- Pickup / trailer - Medical certificate required if over 10,000 GCWR
- Straight truck / no trailer - Medical certificate required
- Straight truck / trailer - Medical certificate required
- Truck-tractor / semitrailer - Medical certificate required

## **Controlled Substance and Alcohol Testing – Farm Vehicle Drivers**

Company based drug and alcohol testing is required of all drivers of commercial motor vehicles that require a CDL to drive. The rules apply to both interstate and intrastate drivers. Farm vehicle drivers who are legally operating within the 150 airmile exception from CDL may also claim an exception from being in a company based drug and alcohol testing program. Drivers of commercial motor vehicles used in farming operations, who are required to have a CDL, must also participate in a company based drug and alcohol testing program.

### **Truck Weight Limits**

Trucks and truck-tractor semi-trailers used in farming operations are subject to the same weight limits as other industries. Check the **Vehicle Weight** section in this book for information on how to determine the maximum legal weight limits for a farm truck.



### **Implement of Husbandry Highway Weight Limits**

Many types of implements of husbandry are exempt from axle weight limits when operated on the highway. Weight exempt implements include farm tractors, combines, gravity-flow grain wagons, tillage equipment, and similar equipment.

Implements not included in the axle weight exemption are:

- self-propelled ag-lime, fertilizer, and chemical applicators;
- wheeled grain carts, tank wagons, and fenceline feeders;
- tracked grain carts, tank wagons, and fenceline feeders.

Check the following sections for specific information on allowed maximum weights for these types of vehicles. Also, while many implements of husbandry are exempt from axle weight limits, every driven implement of husbandry must comply with posted bridge limits where signed.

## **Self-Propelled Applicator Weight Limits**

Self-propelled agricultural ag-lime, fertilizer, and chemical applicators may be operated as implements of husbandry, but are subject to weight limits when operated on any public roadway.

To determine the weight limit applicable, applicators are first separated into two groups, non-permitted and permitted.

### **Non-Permitted Self-Propelled Applicators:**

The non-permitted applicator group includes all applicators that weigh 20,000 pounds or less on any axle when unladen, applicators with any unladen axle weight between 20,001 and 25,000 pounds which have not been issued a permit, and applicators with any unladen axle weight of 25,001 pounds or more which cannot legally operate on roadways under any circumstance.

A non-permitted applicator must not exceed 20,000 pounds on any single axle. The maximum gross weight limit for an applicator may be determined by following the guidance in the Vehicle Weight section of this book.

Driven non-permitted applicators are not required to comply with posted weight embargos on roadways, but must comply with posted weight limits on bridges.

Operators of non-permitted self-propelled applicators discovered in violation of axle weights may be fined in accordance with the penalties prescribed in the Code of Iowa, section 321.463.

### **Permitted Self-Propelled Applicators:**

Permitted self-propelled applicators include a relatively small group of equipment included in legislation passed into Iowa law in 2007. Self-propelled applicators with flotation tires which, as newly manufactured,

- Have an unladen axle weight between 20,001 and 25,000 pounds,
- were in use in Iowa or purchased prior to February 1, 2007,
- and permitted with the Iowa DOT prior to July 1, 2007

may be operated with the following axle weights, under the following conditions:

- must not exceed 25,000 pounds on any axle,
- must carry a copy of the permit in the applicator,
- must not operate on any interstate highway,
- must not operate on the highway with any quantity of load,
- must not cross any bridge

The annual permit fee is \$600 per county, with a maximum of ten counties per permit. The maximum permit fee is \$3,500. Permits must be renewed annually. Permit fees collected are distributed to the Secondary Roads Fund of the counties listed on the permit.

Permits are issued to the applicator and may be transferred to the new owner if the applicator is sold.

Operators of permitted self-propelled applicators discovered in violation of axle weight or permit provisions may be fined in accordance to the penalties prescribed in the Code of Iowa, section 321.463; and may also be subject to a \$10,000 civil penalty.

## **Grain Carts, Tank Wagons, Fenceline Feeders**

**Grain Cart** – a towed vehicle with non-steerable single or tandem axles designed to move grain. A gravity-flow grain wagon that has a steerable front axle is not a grain cart.

**Tank Wagon** – a towed vehicle designed to carry liquid human or animal excrement. Does not include self-propelled fertilizer applicators.

**Fenceline Feeder** – a self-propelled or towed vehicle used exclusively for the mixing and dispensing of feed at a bovine feedlot.

## **Wheeled Grain Cart, Tank Wagon and Fenceline Feeder Weight Limits**



Grain carts, tank wagons, and fenceline feeders have highway weight limits that change seasonally. As of July 1, 2005, all vehicles of this type, regardless of date of manufacture, must comply with the following weight limits.

The season dates and weight limits are:

### **February 1 – May 31** of each year

- Single axle – 24,000 pounds maximum
- Gross weight – 24,000 pounds multiplied by the number of axles
- Maximum gross weight – Up to 96,000 pounds

### **June 1 each year – January 31** of the following year

- Single axle – 28,000 pounds maximum
- Gross weight – 28,000 pounds multiplied by the number of axles
- Maximum gross weight – Up to 96,000 pounds

The weight of the farm tractor towing the implement is not included in the gross weight limit. Only the axles and gross weight of the grain cart, tank wagon, or fenceline feeder are limited by these rules.

## **Tracked Grain Cart, Tank Wagon and Fenceline Feeder Weight Limits**

Tracked grain carts, tank wagons and fenceline feeders must not exceed 96,000 pounds gross weight when operated on a public highway.

When crossing bridges and culverts, tracked grain carts, tank wagons and fenceline feeders must not exceed the weight limits listed in the following table, even if the bridge is not posted with a weight limit.

The weight limits for tracked implements on roadways and non-posted bridges applies to the weight of the tracked implement only, and does not include the weight of the towing implement.

Track length is the distance of the track in contact with the roadway measured on one side of the implement, rounded to the nearest foot.

<b>Track Length in Feet</b>	<b>Maximum Weight in Pounds</b>
4	34,000
5	34,000
6	34,000
7	34,000
8	42,000
9	42,500
10	45,000
11	46,000
12	47,000
13	48,500
14	49,500
15	50,500
16	51,500
17	54,000
18	55,000
19	56,000
20	57,000
21	58,000
22	59,000
23	60,000
24	61,000
25	62,000
26	63,000
27	64,000
28	65,000
29	66,000
30	67,000
31	68,000
32	69,000
33	70,000
34	71,000
35	72,000
36	73,000
37	74,000
38	75,000
39	76,000
40	77,000
41	78,000
42	79,000
43	80,000

## Driven Implements on Bridges



When a bridge has a posted weight limit, that weight limit applies to all vehicles or combinations, including implements of husbandry being driven on or attempting to drive on a bridge.

The weight limit on the bridge applies to the gross weight of the vehicle or combination of vehicles, not just that portion of the vehicle or combination that is positioned on the structure while crossing.

Simply stated, all vehicles, including driven and towed implements of husbandry must comply with posted bridge weight limits.

Implements of husbandry that are being taken for repair being transported on hauling units are not required to comply with posted bridge weight limits.

## Implements and Roadway Embargoes

The state, counties, and cities are authorized to embargo public highways as needed to protect the roadway from excessive damage due to seasonal or climatic changes. Weight embargoes must be posted and signed by the government agency with jurisdiction over the roadway. Driven implements of husbandry and implements transported on hauling units taken for repair are excepted from roadway weight embargoes.

## Roadway and Bridge Summary Chart

A chart summarizing when different types of vehicles, including implements of husbandry, can legally operate on embargoed roadways and weight limited bridges is located in the Vehicle Weight section of this book.

## Farm Safety Initiative

Please visit our Farm Safety Initiative website:

<http://www.iowadot.gov/farmersafety/index.html> for more information on Agricultural Operations and Commercial Vehicle Laws.

# Truck Driving Schools

Several Iowa community colleges offer truck driver training programs. Contact the schools directly for information on their class offerings.



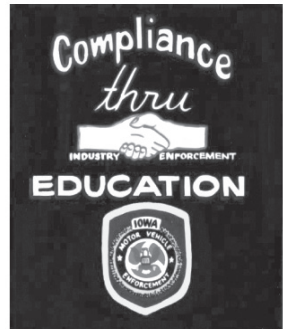
1. Des Moines Area Community College  
2006 S. Ankeny Blvd.  
Ankeny, IA 50021  
515-262-1680 or 800-353-7483
2. Hawkeye Community College  
P. O. Box 8015  
1501 E. Orange Road  
Waterloo, IA 50704  
319-296-2320
3. Indian Hills Community College  
525 Grandview  
Ottumwa, IA 52501  
641-683-5177
4. Iowa Central Community College  
330 Avenue M  
Fort Dodge, IA 50501  
515-576-0099 ext. 2329



5. Kirkwood Community College  
6301 Kirkwood Blvd. S.W.  
Cedar Rapids, IA 52406  
319-398-5690
  
6. Scott Community College  
500 Belmont Road  
Bettendorf, IA 52722-5649  
563-359-7531
  
7. Western Iowa Tech Community College  
4647 Stone Ave.  
P. O. Box 5199  
Sioux City, IA 51102-5199  
712-274-6400 or 800-352-4649
  
8. Northern Iowa Area Community College  
500 College Drive  
P. O. Box 5199  
Mason City, IA 50401  
641-423-1264 or 1-888-466-4222

## Training and Education

The Office of Motor Vehicle Enforcement offers training and educational opportunities to the motor carrier industry, trade associations, service clubs, driver's education, community colleges, local law enforcement and the general public. Programs cover a wide range of topics from general information about MVE, safely sharing the roads with trucks, and specific regulatory training for motor carriers. Except for a safety education seminar required for some new for-hire motor carriers, all presentations, training seminars, and workshops are conducted without charge. To request a Motor Vehicle Enforcement officer for a presentation or training program, contact MVE headquarters at the address or phone number listed below.



Motor Vehicle Enforcement  
Officer Chris Boswell  
PO Box 10473  
Des Moines, Iowa 50306-0473  
515-237-3135  
Email: [Christopher.Boswell@dot.iowa.gov](mailto:Christopher.Boswell@dot.iowa.gov)













If you need information regarding the Federal Motor Carrier Safety Regulations or Iowa law pertaining to the operation of commercial vehicles, contact the Iowa Department of Transportation Office of Motor Vehicle Enforcement:

## **Information Line: 800-925-6469**

**Headquarters: Office of Motor Vehicle Enforcement  
PO Box 10473  
Des Moines, Iowa 50306-0473  
515-237-3247 Fax 515-237-3387  
[www.iowadot.gov/mvd/omve](http://www.iowadot.gov/mvd/omve)**



Federal Motor Carrier Safety Administration  
105 6th St.  
Ames, IA 50010-6337  
515-233-7400 Fax: 515-233-7494  
[www.fmcsa.dot.gov/](http://www.fmcsa.dot.gov/)

Motor Carrier Rating Information and Profiles:  
Safer System: [www.safer.fmcsa.dot.gov](http://www.safer.fmcsa.dot.gov)  
SafeStat: [www.ai.volpe.dot.gov/](http://www.ai.volpe.dot.gov/)



Commercial Vehicle Safety Alliance  
1101 17th Street NW, Suite 803  
Washington, DC 20036  
202-775-1623 Fax: 202-775-1624  
[www.cvsa.org/](http://www.cvsa.org/)