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# IOWA TRUCK
## INFORMATION GUIDE

*July 2019-July 2020 Edition*

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# Introduction

The Iowa Department of Transportation and the offices of Motor Vehicle Enforcement, Vehicle & Motor Carrier Services, and Driver and Identification 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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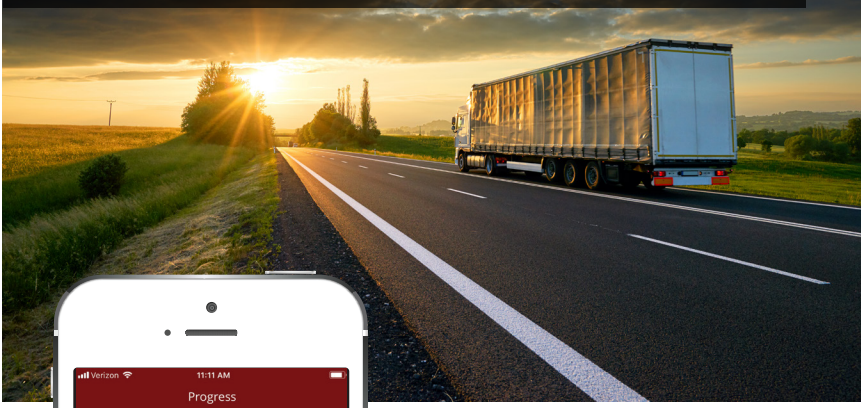

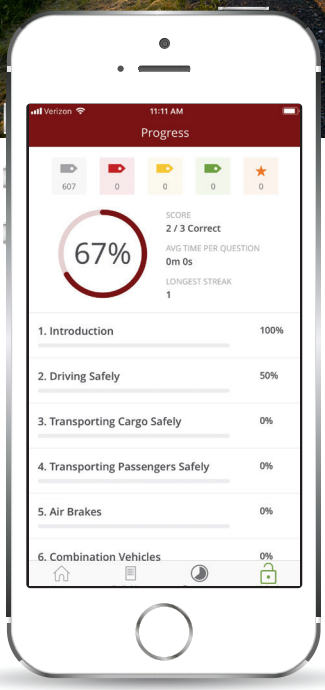


## PRACTICE TESTS
Full length tests similar to the actual CDL test.

## MICRO QUIZZES
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# Table of contents

State and federal agency contact information ..... 4
Who must comply ..... 6
Definitions ..... 6
Licensing for commercial drivers ..... 9
Drug and alcohol testing ..... 14
Commercial disqualification ..... 15
Vehicle dimensions ..... 16
Vehicle weight ..... 17
Roadway/Bridge weight limits ..... 24
Oversize load ..... 25
Internal Revenue Service – Heavy Highway Vehicle Use Tax ..... 28
Vehicle registration ..... 28
International Registration Plan ..... 29
Business-trade registration ..... 30
Standard truck registration ..... 30
Special farm registration ..... 31
Registration weight ..... 31
Registration weight tolerance ..... 32
Raw agricultural products ..... 33
Gross registration exemption ..... 33
Untaxed – dyed fuel ..... 37
Fuel taxes and permits ..... 37
Unified Carrier Registration Agreement ..... 39
Unified Registration System ..... 39
Travel authority ..... 40
Interstate authority ..... 41
Intrastate authority ..... 42
Private carriers ..... 43
Authority chart ..... 44
Interstate vehicle markings ..... 45
Intrastate vehicle markings ..... 45
Liability insurance ..... 46
Hazardous materials ..... 49
Hazardous incident reporting ..... 49
Accident reporting ..... 50
Annual vehicle inspections ..... 51
Commercial motor vehicle (CMV) safety requirements ..... 51
Daily vehicle inspections ..... 55
Hours of service/Logbooks ..... 56
Passenger carrier requirements ..... 59
Driver qualification/Medical certificate ..... 62
Agricultural operations ..... 63
Truck driving schools ..... 74
Training and education ..... 75

| Topic | Iowa agency | Federal agency |
|---|---|---|
| Commercial driver's license (CDL) | Driver and Identification Services<br>P.O. Box 9204<br>Des Moines, IA 50306-9204<br>515-244-8725 | |
| Hazardous materials transportation regulations | Motor Vehicle Enforcement<br>6310 SE Convenience Blvd.<br>Ankeny, IA 50021<br>fax: 515-237-3387<br>email: omve7@iowadot.us | Federal Motor Carrier Safety Admin.<br>105 Sixth St.<br>Ames, IA 50010-6337<br>515-233-7400; fax: 515-233-7494 |
| Federal Heavy Highway Vehicle Use Tax | Vehicle & Motor Carrier Services<br>P.O. Box 10382<br>Des Moines, IA 50306-9204<br>515-237-3268<br>email: omcs@iowadot.us | Internal Revenue Service<br>Kansas City, MO 65999<br>800-829-1040 |
| Livestock health certificates | Iowa Department of Agriculture<br>Regulatory Division<br>Wallace State Office Building<br>502 E. Ninth St.<br>Des Moines, Iowa 50306-5304<br>515-281-5321 | |
| Motor carrier safety regulations | Motor Vehicle Enforcement<br>6310 SE Convenience Blvd.<br>Ankeny, IA 50021<br>email: omve7@iowadot.us | Federal Motor Carrier Safety Admin.<br>105 Sixth St.<br>Ames, IA 50010-6337<br>515-233-7400; fax: 515-233-7494 |

| | | |
|---|---|---|
| Motor fuel | Vehicle & Motor Carrier Services<br>P.O. Box 10382<br>Des Moines, Iowa 50306-9204<br>515-237-3268; fax: 515-237-3225<br>email: omcs@iowadot.us<br>iowadot.gov/mvd/motorcarriers/ifta-irp-filing | |
| Over-dimensional and overweight loads, special mobile equipment and trip permits | Vehicle & Motor Carrier Services<br>P.O. Box 10382<br>Des Moines, Iowa 50306-9204<br>515-237-3268; fax: 515-237-3257<br>email: omcs@iowadot.us<br>iowa.gotpermits.com/iaps/login.asp | |
| Registration (intrastate - within Iowa) | See your county treasurer's office | |
| Registration (interstate)<br>International Registration Plan (IRP) or prorate | Vehicle & Motor Carrier Services<br>P.O. Box 10382<br>Des Moines, Iowa 50306-9204<br>515-237-3268; fax 515-237-3225<br>email: omcs@iowadot.us | |
| Tariffs – household goods carriers only | Vehicle & Motor Carrier Services<br>P.O. Box 10382<br>Des Moines, Iowa 50306-9204<br>515-237-3353; fax: 515-237-3225<br>email: omcs@iowadot.us | Surface Transportation Board<br>ICC Building<br>12th St. and Constitution Avenue NW<br>Washington, DC 20423-0001<br>202-927-5612 |
| Unified Carrier Registration, travel authority, and USDOT numbers | Vehicle & Motor Carrier Services<br>P.O. Box 10382<br>Des Moines, Iowa 50306-9204<br>515-237-3268; fax: 515-237-3225<br>email: omcs@iowadot.us | Federal Motor Carrier Safety Admin.<br>400 Virginia Ave. SW, Suite 600<br>P.O. Box 10382<br>Washington, DC 20024<br>202-358-7027 or 202-358-7028 |

# 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 types of vehicles and bus operations covered by each. The State of Iowa has adopted the FMCSR as 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 Iowa DOT's Motor Vehicle Enforcement's by **email: omve@iowadot.us** or the Federal Motor Carrier Safety Administration by phone at 515-233-7400.

# Definitions

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

A. In interstate commerce is defined as:
- A single vehicle having a gross vehicle weight rating or gross vehicle weight (GVW) more than 10,000 pounds.
- A combination vehicle having a combined weight rating or gross combined weight more than 10,000 pounds.
- Designed or used to transport more than eight passengers (including the driver) for compensation.
- Designed or used to transport more than 15 passengers (including the driver) and is not used to transport passengers for compensation.
- Used in transporting hazardous materials in a quantity requiring placards.

B. In intrastate commerce is defined as:
- A single vehicle having a gross vehicle weight rating or gross vehicle weight more than 10,000 pounds.
- A combination vehicle having a combined weight rating or cross combined weight more than 26,000 pounds.
- 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.
- Designed or used to transport more than eight passengers (including the driver) for compensation.
- Designed or used to transport more than 15 passengers (including the driver) and is not used to transport passengers for compensation.
- 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 that 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 that 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.

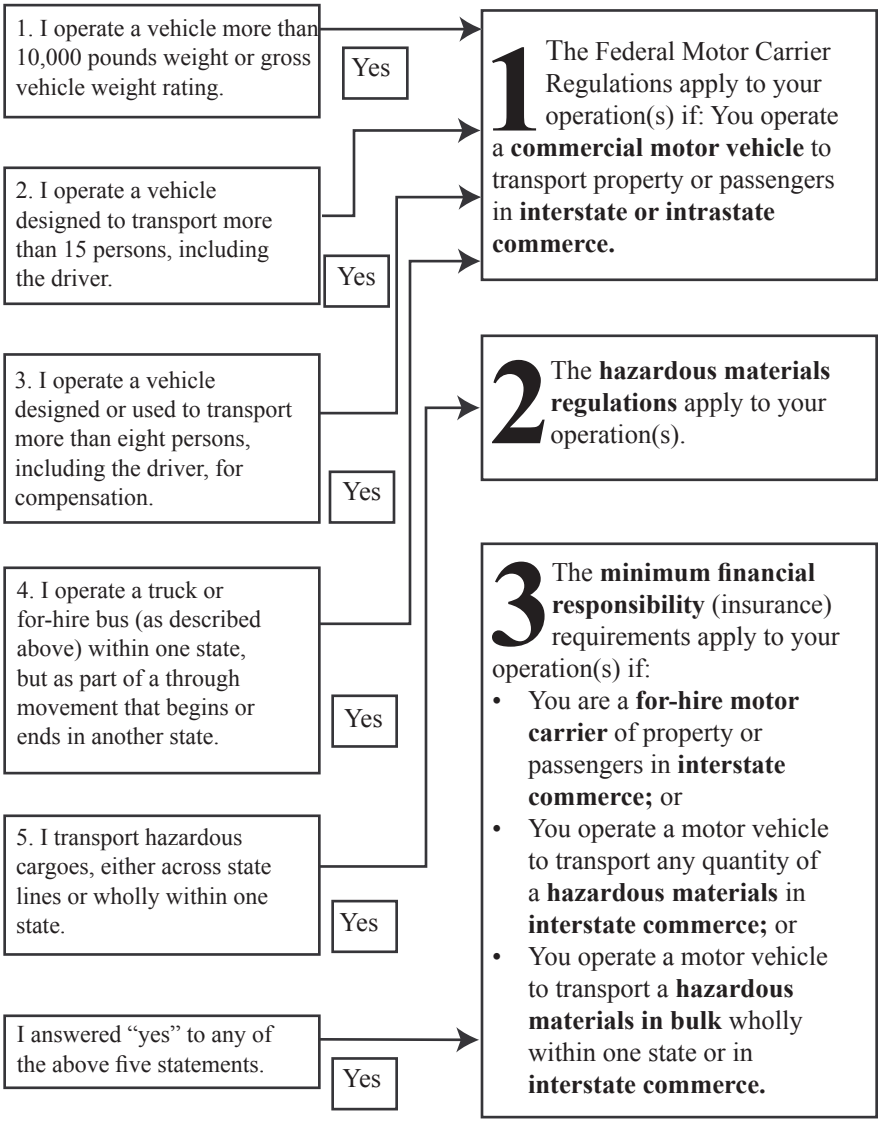
**Private motor carrier** – a person or business that provides transportation of persons or property that is either used or produced by the carrier or business that operates the vehicle.

**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 Federal Motor Carrier Safety Regulations 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 gross vehicle weight rating less than 10,001 pounds (unless transporting explosives, poison gas or radioactive materials).

# Licensing for commercial drivers

## Commercial learner's permit

A commercial learner's permit (CLP) is required for commercial drivers who are:

- Applying for a commercial driver's license (CDL) for the first time.
- Current CDL drivers who want to upgrade their existing CDL where the upgrade requires a skills (driving) test.

**A CLP must be held for at least 14 days before the skills (driving) test can be completed.**

## How do I get a commercial learner's permit?

**First, you must pass the knowledge test(s) required for the type of commercial vehicle you want to operate.**

**You are required to provide the following documents to obtain your CLP** unless you already have a license marked as REAL-ID compliant (which means we already have this information verified). A REAL-ID has a gold star in the top right corner of your license.

- Proof of citizenship, lawful permanent residency, or employment authorization document (EAD) or I-94 document.
  **Acceptable documents can be found online at:**
  **iowadot.gov/mvd/cdl/proof-of-citizenship-or-lawful-presence**
- Proof of your Iowa residency (your license showing your Iowa address will meet this requirement).
- All CDL Holders must certify how they use their commercial motor vehicles, which may require you to obtain a medical certificate. **Visit: iowadot.gov/mvd/CDL/FedMedBrochure.pdf#page=2 to learn more.**

## What can I do with a CLP?

The purpose of a CLP is to allow accompanied behind-the-wheel training in a type and class of commercial motor vehicle (CMV) that your current license (commercial or noncommercial) is not valid to operate.

- Drive a commercial vehicle specific to the type of CLP you obtained **when accompanied by another driver who has a CDL valid for the same type of commercial vehicle.**
- **Continue to drive vehicles by yourself (unaccompanied) that your existing license or CDL is valid for.**

The cost of the CLP is $12, and it is valid for one year from the date of issuance, with no renewal period.

## What can't I do with this permit?

- Drive a commercial vehicle by yourself if your existing license or CDL is not valid to drive that type of vehicle.
- Use a cell phone while driving a commercial vehicle.
- Carry passengers while operating a commercial vehicle (other than the CDL driver accompanying you, other trainees, and test examiners).
- Drive a commercial vehicle containing hazmat or drive a tank vehicle that previously contained hazmat that is not purged of residue.
- Drive a tank vehicle containing cargo.

The same rules that apply to CDL drivers also apply to CLP drivers. Certain violations could result in the disqualification of the driver's commercial operating privileges.

More information about violations and disqualification can be found in the CDL manual, available at any driver's license issuance site or by visiting: **https://forms.iowadot.gov/FormsMgt/External/430004.pdf**

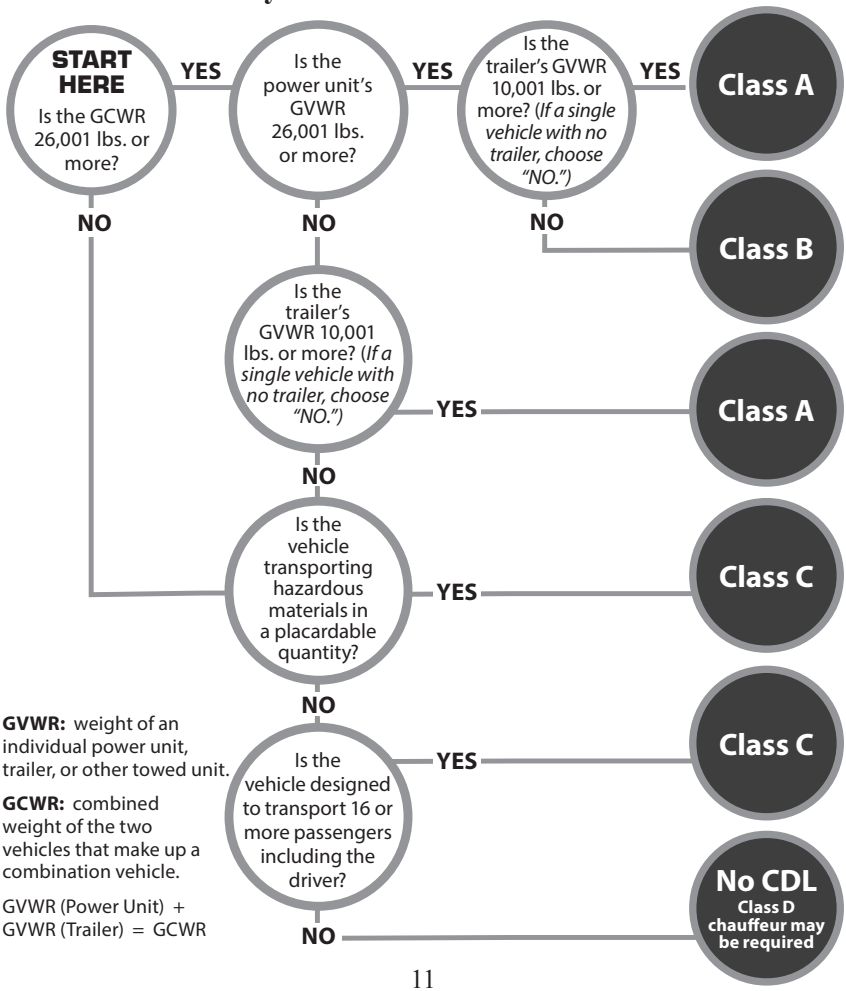
## How do I get a commercial driver's license (or upgrade my existing CDL)?

- **After you've held the CLP for at least 14 days, you must pass the required skills (driving) test.** Contact your local driver's license issuance site to schedule your appointment right away. To find the location nearest you, visit: **https://iowadot.gov/mvd/iowa-dot-locations**
- **Obtain your CDL at any driver's license issuance location. The cost is $8/year plus applicable endorsement fees.**

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

- The combination of vehicles has a gross combination weight rating or gross combination weight, whichever is greater, of 26,001 or more pounds, including a towed vehicle or vehicles having a gross weight rating or gross combination vehicle weight rating, whichever is greater, of 10,001 or more lbs.
- The motor vehicle has a gross vehicle weight rating or gross vehicle weight, whichever is greater, of 26,001 or more pounds.
- The motor vehicle is designed to transport 16 or more persons, including the operator, or is of a size and design to transport 16 or more persons, including the operator, but is redesigned or modified to transport less than 16 persons with disabilities.
- The motor vehicle is used in the transportation of hazardous material of a type or quantity requiring vehicle placarding.

## What CDL class do you need? Use the chart below to decide.



All CDLs 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.

## Class D – chauffeur 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 radius commercial driver's license exception.
- Class D-2: A person operating a truck with a gross vehicle weight rating 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
- Knowledge and skills testing are required for issuance of a Chauffeur's license, however the skills test may be waived for the D-3 license if the circumstances support that decision.

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

## Testing

Drivers who are either getting an initial CDL, or renewing, upgrading or transferring an existing CDL, are required to take all applicable knowledge and skills tests. The successful completion of all required knowledge tests is a precondition of a driver being issued their commercial learner's permit (CLP). Successful completion of all required skills test is a precondition for a driver to be issued their CDL.

Applicants wishing to add the hazardous materials endorsement (HME) to their CDL are required to pass the written hazardous materials (hazmat) knowledge exam and have a current and valid TSA Threat Assessment. This threat assessment includes a background investigation and fingerprint verification and must be completed prior to issuance of the hazmat endorsement. The threat assessment is a separate federal requirement and is not an endorsement or restriction on the CDL; the Iowa DOT does not oversee the threat assessment process. Instead, guidance and application information for the TSA Threat Assessment is available from the federal Transportation Security Administration (TSA); phone 855-347-8371, or at their website: https://universalenroll.dhs.gov/programs/hme

When renewing an Iowa CDL, written general knowledge and skills testing is not required if renewed within 60 days prior to the expiration date on the license and within one year after expiration. However, individuals wishing to renew a HME are required to successfully complete the written hazmat knowledge exam

and have a current TSA Threat Assessment. To avoid delays in HME renewal, HME holders are encouraged to start the TSA Threat Assessment renewal process at the earliest possible date, up to 45 days prior to the expiration date. Drivers may contact TSA at the number above if they have questions regarding their expiration date or the threat assessment renewal process.

## Certification for commercial driver's license (CDL)

Every driver applying for a CDL (initial issuance, renewal, upgrade, transfer) must self-certify to the type of driving they are or will be engaged in. Drivers must indicate if they drive in interstate or intrastate operations, and if they are excepted from any federal and/or state regulations. Drivers who self-certify to nonexcepted interstate driving must provide the Iowa DOT a copy of their valid Medical Certificate. Drivers who self-certify to nonexcepted intrastate driving are required to have a valid Medical Certificate but they are not required to provide it to the Iowa DOT. Further guidance on driver self-certification is available on the Iowa DOT website:
**iowadot.gov/mvd/CDL/FedMedBrochure.pdf#page=2**

## Restricted commercial driver's license (CDL)

If an applicant meets the minimum standards for issuance, a restricted seasonal CDL may be issued to suppliers or employees of suppliers of agricultural inputs: suppliers or applicators of agricultural chemicals, fertilizer, seed or animal feeds.

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

A restricted CDL is valid only within 150 air-mile radius of the employer's place of business.

A licensee may have up to three individual periods of validity for a restricted commercial driver's license, provided the cumulative period of validity for all individual periods does not exceed 180 days in any calendar year. An individual period of validity may be 60, 90, or 180 consecutive days, at the election of the licensee. A licensee may add 30 days to an individual period of validity by applying for an extension, subject to the 180-day cumulative maximum period of validity. A request for extension must be made no later than the date of expiration of the individual period of validity for which an extension is requested; a request for extension made after that date shall be treated as a request for a new individual period of validity. An extension shall be calculated from the date of expiration of the individual period of validity for which an extension is requested. Any period of validity authorized previously by another state's license shall be considered a part of the 180-day cumulative maximum period of validity.

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

- Liquid fertilizer with a tank capacity of 3,000 gallons or less.
- Solid fertilizer not mixed with any organic substance.

**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 (CDL), provided all of the following conditions are met.

- The vehicle is not used for any commercial or club purpose.
- The power unit towing a towable recreational vehicle or fifth-wheel towable recreational vehicle has a gross vehicle weight rating of 26,000 pounds or less.
- Check for applicability with chauffeur license.

# 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 commercial driver's license (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 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 49 CFR 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's 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, denial, or is otherwise barred.
- The driver is convicted of certain traffic-related violations.
- Through administrative action taken on an unqualified driver by the Federal Motor Carrier Safety Administration.
- A full listing of the disqualification types and durations may be found in the sets of lookup tables listed in 49 CFR 383.51 and at: **www.fmcsa.dot.gov/regulations/title49/section/383.51**

Commercial driver's license (CDL) disqualification is determined by the type of vehicle being driven at the time of the violation (commercial motor vehicle [CMV], placarded hazardous material, non-CMV), and the type of violation charged (operating while intoxicated or drugged [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.

- Major offenses: Drivers convicted of any major offense, while operating CMVs or non-CMVs, are subject to CDL disqualification.
- Serious traffic violations (STV):
  - Drivers convicted of two or more STVs in any three-year period, committed while driving CMVs, will be subject to CDL disqualification.
  - Drivers convicted of two or more STVs in any three-year period, committed while driving non-CMVs, will be subject to CDL disqualification if the conviction leads to the suspension, revocation, cancellation or denial of any non-CMV driving privilege.
- Rail crossing violations: Drivers of CMVs 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 CMVs that 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 0.08 or more. The 0.08 BAC standard for OWI applies to commercial and noncommercial drivers alike. Federal and state laws also include disqualification for drivers who drive CMVs with a BAC of 0.04 or more. The 0.04 BAC for CMV drivers is not automatically an OWI charge, although some drivers under the 0.08 BAC limit may be impaired and charged with OWI. The 0.04 BAC is, however, a disqualifying offense when the driver is driving a commercial vehicle, even if OWI is never charged. The 0.04 BAC disqualification for CMV drivers does not apply when operating noncommercial vehicles.

# Vehicle dimensions

## The maximum legal dimensions allowed on Iowa roadways.

**Length**

45-foot single vehicle power unit

45-foot bus

61-foot articulated bus

45-foot motor home and recreational motorsports vehicle

65-foot motor home towing another vehicle, or any vehicle towing a towable recreational vehicle or fifth wheel towable recreational vehicle

85-foot combination of two vehicles, one of which is a recreational motorports vehicle

70-foot combination of three vehicles other than truck-tractor

97-foot power units saddle mounted and/or full mounted on other power units. Except for triple saddle mounts, combinations of four vehicles are not allowed.

53 foot maximum – semitrailer, loaded or empty

57-foot lowboy trailers used exclusively for the transportation of construction equipment when used in a truck-tractor semitrailer combination

28 foot 6 inch maximum – trailers or semitrailers when used in double-bottom combination

65 foot 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-foot overhang in front and 4-foot overhang in rear is allowed in addition to the overall length.

80-foot stinger steer auto transports

No overall length limits on truck-tractor, semitrailer combinations.

**Width**

8 feet 6 inches

**Height**

13 feet 6 inches

14-foot 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 Highway System and Primary Highway System. The Non-Primary Highway System includes all city and county roads. The Primary Highway System includes 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 Highway System and Primary Highway System.

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 550 pounds.

**County and city nonprimary highways**
- Single axle – 20,000 pounds
- Tandem axle – 34,000 pounds
- Group of axles – use weight charts in Table 1 and Table 2
- Gross weight – use weight charts in Table 1 and Table 2
- Maximum gross weight up to 86,000 pounds for a five-axle tractor/spread axle semitrailer transporting livestock
- Maximum gross weight up to 90,000 pounds for six-axle vehicles
- Maximum gross weight up to 96,000 pounds for seven or more axle vehicles

**State and federal noninterstate primary highways**
- Single axle – 20,000 pounds
- Tandem axle – 34,000 pounds
- Group of axles – use weight charts in Table 2 and Table 3
- Gross weight – use weight charts in Table 2 and Table 3
- Maximum gross weight up to 86,000 pounds for a five-axle tractor/spread axle semitrailer transporting livestock
- Maximum gross weight up to 90,000 pounds for six-axle vehicles
- Maximum gross weight up to 96,000 pounds for seven 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.

**Retractable axles:** A vehicle or combination of vehicles equipped with a retractable axle may raise the axle when necessary to negotiate a turn, provided that the retractable axle is lowered within one thousand feet following completion of the turn. This does not apply to a vehicle or combination of vehicles operated on an interstate highway, including a ramp to or from an interstate highway, or on a bridge**.**

**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 feet 5 inches = 34 feet, or 35 feet 6 inches = 36 feet).

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 inches or less spacing.

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

**Group of axles:** Any two or more consecutive axles whose centers are more than 96 inches 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:** This system includes all federal and state highways.

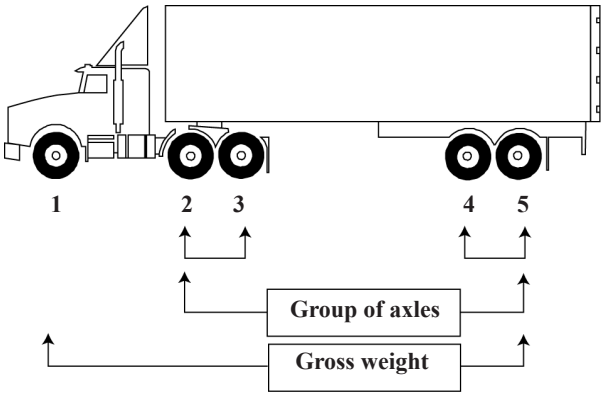
**Non-Primary Highway System:** This systems includes all county and city roads.

**Interstate Highway System:** This system includes all interstate highways; I-29, I-35, I-74, I-80, I-280, I-380 and I-680. If a federal highway runs concurrently with an interstate, the rules for interstate highway systems take precedence.

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

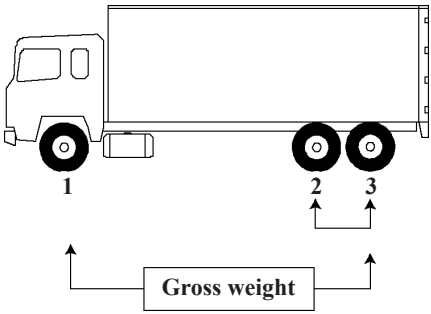
## Single, group and gross weights

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 and 3 and axles 4 and 5) restricted to 34,000 pounds per tandem. If the distance from center of axle 2 to center of axle 5 (total of four axles) is 37 feet – 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 five axles, if the distance from center of axle 1 to center of axle 5 is 51 feet – 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 and 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 feet – applying this information to the wheelbase table on the following pages – legal gross weight is 52,500 pounds.

# 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: Two axles | Three axles | Four axles | Five axles | Six axles | Seven 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 | 48,000 | 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, CMVs with six or seven axles may also use Table 2.

## Six- and seven-axle commercial motor vehicles (CMVs)

Maximum weights for six- and seven-axle CMVs:

- Operated by a person with the appropriate class of commercial driver's license, or
- A person exempt from commercial driver's license by Iowa Code 321.176A, and
- Operated on noninterstate highways.

This table does not apply to vehicles operating on the Interstate Highway System or to special farm registered trucks operating on any roadway.

## Construction Vehicle weight

As of July 1st, 2018, there is a provision that amends Iowa code 321.463(9). A vehicle or combination of vehicles transporting construction equipment or materials to a construction site can use Tables 1 and 3 on non-primary roads shown in 321.463, without the approval from the local authority's.

However, when crossing a bridge, such a vehicle or combination of vehicles shall comply with any weight restriction imposed for the bridge pursuant to section 321.471 or 321.474, provided signs that conform to the manual of uniform traffic-control devices adopted by the department that gives notice of the restriction are posted as required under section 321.472 or 321.474, as applicable

Table 2

| Distance in feet center of axles | Number of consecutive axles | |
|---|---|---|
| | Six axles | Seven 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.
- The semitrailer spread-axle must have at least 8 feet 1 inch of spacing.
- Must transport livestock only.
- Must not travel on the Interstate Highway System when exceeding 80,000 pounds gross weight.
- 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 noninterstate federal and state highways

## Table 3

| Distance in feet between axle centers | Number of consecutive axles | | | | | |
|---|---|---|---|---|---|---|
| | Two axles | Three axles | Four axles | Five axles | Six axles | Seven 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, CMVs with six or seven axles operating on noninterstate highways may also use Table 2.

# Roadway/Bridge weight limits

Many Iowa roadways and bridge structures have weight capacities that are less than the maximum weights listed in the wheelbase tables in this publication. A city, county or state may place:

- Permanent or temporary weight limits on bridges and culverts.
- 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 fence-line 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 posted weight limits.

*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 Iowa Code 321.463.
**Seasonal weight limits for grain carts, tank wagons and fence-line feeders are summarized in the **agricultural operations section** of this book with specific language in Iowa Code 321.463.
***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.

# Oversize load

Indivisible loads and vehicles that transport indivisible loads that exceed legal dimensions or weight, may be eligible to be moved by permit if the government agency with jurisdiction for the roads on the route of travel authorizes the movement and issues an oversize or overweight 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).
2. Destroy the value of the load or vehicle (i.e., make it unusable for its intended purpose).
3. Require more than eight 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.

The Iowa DOT may issue annual permits for the operation of a vehicle or combination of vehicles transporting divisible loads of raw forest products from fields to storage, processing, or other commercial facilities.

Intermodal containers for International shipments shall be considered an indivisible load for purposes of transportation under oversize permit.

**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 | Multitrip |
|---|---|---|---|---|
| **Cost** | $35 | $50 | $400 | $200 |
| **Axle weight** | 20,000 pounds per axle *See exception. | 20,000 pounds per axle | 20,000 pounds per axle | 20,000 pounds per axle |
| **Gross weight** | No limit | 80,000 pounds | 156,000 pounds | 156,000 pounds |
| **Height** | No limit | 13 feet 10 in. / 15 feet 5 in. | 15 feet 5 in. | 15 feet 5 in. |
| **Length** | No limit | 120 feet / 120 feet | 120 feet | 120 feet |

| | | | | | |
|---|---|---|---|---|---|
| **Width** | No limit | 12 feet 5 in. | 16 feet | 13 feet 5 inches | 16 feet |
| **Interstate travel** | Allowed | Allowed | Allowed | No interstate highway travel more than 80,000 pounds | Allowed |
| **Routing** | MCS routing required | MCS routing not required | MCS routing required when loads are more than 14 feet 6 in. wide. MCS routing required when loads are more than a 50-mile radius unless route continues on at least four-lane roads. | MCS routing not required. | Carrier provides route and Iowa DOT verifies. Load can change, configuration cannot. |
| **Valid** | One trip in five days | 12 months from month issued | | 12 months from issued | 60 days |
| **Special mobile equipment except cranes** | Allowed up to 36,000 pounds single axle; 126,000 gross weight with qualifying tires** | Allowed up to 36,000 pounds single axle; 80,000 pounds gross weight with qualifying tires** | | Allowed up to 36,000 pounds single axle; 126,000 gross weight with qualifying tires** | |
| **Hay, straw, or stover annual permit ($25)** | **Maximum Dimensions of**<br>**Length:** 75 feet **Width:** 12 feet 5 in. **Height:** 14 feet 6 in. **Weight:** 80,000 pounds | | | | |
| **Carrier route check** | None | None | None | - Construction and embargo maps<br>- Vertical clearance maps<br>- 156 Kip map<br>- Check with Iowa DOT to ensure no changes | 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 pounds + (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 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 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 include:

- Width must not exceed 11 feet.
- Length must not exceed 100 feet.
- Height must not exceed 14 feet 6 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 Iowa DOT's 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 that weighs up to 21,000 pounds, provided the gross weight of the vehicle does not exceed the gross weight authorized by the permit.

Vehicle & 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.

# Internal Revenue Service – Heavy Highway Vehicle Use Tax

Federal Heavy Highway Vehicle Use Tax is assessed on large trucks by the IRS to help pay for the construction and maintenance of roads. Federal law requires the State of Iowa to verify payment of this tax when a truck is registered for 55,000 pounds or more. 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 more. Contact the IRS office in Kansas City, Mo., at 800-829-1040, or the Iowa DOT's Vehicle and Motor Carrier Services Bureau at 515-237-3268, email omcs@iowadot.us or your county treasurer's office for more information on Heavy Highway 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.

**Business-trade plate:** A business-trade truck is a model year 2010 or newer motor truck with an unladen weight of 10,000 pounds or less which is owned by a corporation, limited liability company, or partnership or by a person who files a schedule C or schedule F form with the federal internal revenue service and which is eligible for depreciation under §167 of the Internal Revenue Code.

If the motor truck is a leased vehicle, the motor truck is a business-trade truck only if the lessee is a corporation, limited liability company, or partnership and the truck is used primarily for purposes of the business operations of the corporation, limited liability company, or partnership or the lessee is a person who files a schedule C or schedule F form with the federal internal revenue service and the truck is used primarily for purposes of the person's own business or farming operation.

## 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 that must be displayed on the front of the vehicle.
- Trailers are issued one plate that must be displayed on the rear of the vehicle.

Registration receipts or cab cards must be carried in the vehicle (including trailers) and must be made available upon request of any peace officer.

# International Registration Plan

Registration fees are a source of state funding for highway construction and maintenance. Apportioning or prorating 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: 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 IRP.

**Apportionable vehicle:**
any power unit
(except as provided below) used or intended for use in two or more member jurisdictions and used for the transportation of persons operated for-hire or designed, used, or maintained primarily for transportation of property, have an established place of business in Iowa, the fleet must accumulate mileage in Iowa and one other state, and operational records for the vehicles must be kept or be made available in Iowa for audit, 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 (11,793.401 kilograms).
2. Is used in combination, when the gross vehicle weight of such combination exceeds 26,000 pounds (11,793.401 kilograms).
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 that 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 $35, 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. Visit the Iowa DOT's Vehicle & Motor Carrier Services website: **https://iowadot.gov/mvd/motorcarriers** for information about IRP registration and information on trip permits.

# Business-trade registration

As of Jan. 1, 2012, business-trade registrants may apply for and display standard, vanity, collegiate or other specialty plate 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 is transferred to another owner or elects to use any specialty plate the owner qualifies for, subject to additional fees applicable for the specialty plate. To qualify for a business-trade registration, all of the following criteria must apply.

- The truck must be a 2010 model year or newer truck and weigh 10,000 pounds or less empty.
- It must be owned or leased by a corporation, limited liability company or partnership, or a person who files as a farm or business with the Internal Revenue Service.
- 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 weight.

# Standard truck registration

- Truck must be a 2010 model year or newer and weigh 10,000 pounds or less empty.
- Fee shall be equal to one percent of the value of the vehicle plus 40 cents for each hundred pounds or fraction thereof of the weight of the vehicle.
- There is no "tonnage" applied to these vehicles.
- 2009 and older trucks will still be issued plates based on tonnage.

# Special farm registration

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

Special farm registration 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 39 tons plus tolerance.
- Is valid in other International Registration Plan 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 percent registration weight tolerance when used in Iowa.

2011 legislation eliminated the special farm plates starting Jan. 1, 2012, to allow farmers to 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 owner changes or elects to use any specialty plate the owner qualifies for, subject to the additional fees applicable for the specialty plate.

An owner of a special truck, registered pursuant to Iowa Code 321.121, who has been issued either regular registration plates or special registration plates must obtain from the county treasurer's office a sticker that distinguishes the vehicle as a special truck. The sticker shall be affixed to the lower-right corner of the rear registration plate. If the vehicle displays front and rear plates, two stickers shall be issued with one sticker affixed to the lower-right corner of the front and rear plates. For natural resources plates, the stickers must be affixed to the lower-left corner of the front and rear 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/semitrailer combination with five axles and 51 feet of overall wheelbase is allowed a gross weight of 80,000 pounds, according to wheelbase Table 1 and Table 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/semitrailer combination licensed for 38 tons will be allowed to weigh 79,800 pounds: 38 tons is 76,000 pounds, multiplied by 5 percent nets a 3,800 pound registration tolerance. Adding the 5 percent registration tolerance to the license weight provides a total license weight of 79,800 pounds (76,000 x 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/semitrailer 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 percent nets a 16,000 pound registration tolerance. Adding the 25 percent registration tolerance to the license weight provides a total license weight of 80,000 pounds (64,000 x 25% = 16,000 + 64,000 = 80,000).

The 5 percent and 25 percent 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 “distiller grain” will also receive the 25 percent registration weight tolerance.

## Gross registration exception

### Registration issued for special straight trucks

Registration plates issued for special straight trucks are not required for combined gross weight when pulling a farm trailer or implement of husbandry. The special 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 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% 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 straight truck registration.

## Special mobile equipment (SME) – private carriers

Owned or leased SME 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/semitrailer 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 percent tolerance (2,000 pounds) will meet the required 42,000 pound registration weight (40,000 x 5% = 2,000 + 40,000 = 42,000).

## Special mobile equipment (SME) – general information

SME can be hauled, towed or self-propelled equipment or vehicles that are not designed or used primarily on 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, end loaders, cranes, and some truck-mounted vehicles. The Iowa DOT's Vehicle and Motor Carrier Services has a list of equipment that qualifies as SME. Contact that office at 515-237-3268 if you have questions regarding SMEs.

SME operated in interstate commerce are subject to the same regulations as any commercial vehicle. Some intrastate exceptions exist for SME. Contact the Iowa DOT's Motor Vehicle Enforcement at omve@iowadot.us for more information.

Drivers of truck-mounted, self-propelled SME 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 agricultural 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 percent tolerance**

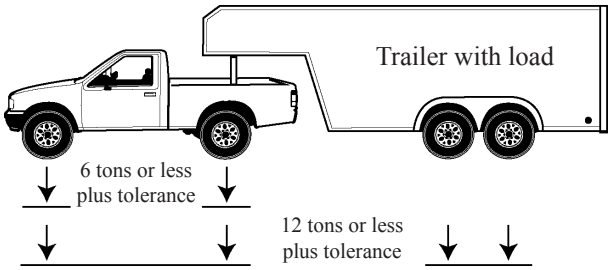
- Truck must be properly registered for 6 tons or less.
- Truck and transfer weight must not exceed 12,600 pounds.
- Combined gross weight must not exceed 25,200 pounds.

**Registration exception including 25 percent 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 percent tolerance provides 15,000 pounds of registered weight, which exceeds the minimum needed (12,000 x 25% = 3,000 + 12,000 = 15,000). Because 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 tons: 24,000 x 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 percent tolerance**

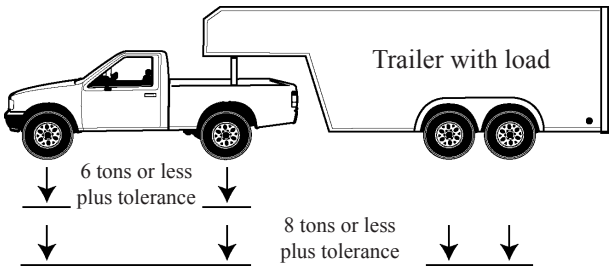
- Truck must be properly registered for 6 tons or less.
- Truck and transfer weight must not exceed 12,600 pounds.
- Combined gross weight must not exceed 16,800 pounds.

**Registration exception including 25 percent 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 nonagricultural 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 percent tolerance provides 10,500 pounds of registered weight, which exceeds the minimum needed (10,000 x 5% = 500 + 10,000 = 10,500). Because 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 x 5% = 800 + 16,000 = 16,800).



# Untaxed – dyed fuels

Diesel fuel and kerosene destined for a nontaxable use and dyed in accordance with the tax laws and regulations enforced by the Internal Revenue Service is not subject to the tax imposed under I.R.C. § 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 I.R.C. § 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 (IFTA)

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 one of the following applies.

1. The vehicle or combination weighs more than 26,000 pounds (11,793.401 kilograms).
2. The vehicle or combination is registered for more than 26,000 pounds (11,793.401 kilograms).
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**
Vehicles based in non-IFTA jurisdictions need to comply with one of the following.

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 will need to display evidence of adequate fuel purchases for inspection by law enforcement personnel.
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, Sioux City. An additional agreement allows travel between Nebraska City, Neb., and Hamburg, Iowa, 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 Agreement

The Unified Carrier Registration Agreement (UCRA) requires all for-hire motor carriers transporting property or passengers and motor private carriers transporting property to register with the USDOT as well as brokers, freight forwarders, and leasing companies to pay UCR fees. For more information on UCRA please visit www.ucr.in.gov.

A motor carrier must register with UCRA if they operate a self-propelled or towed vehicle on the highways in commerce, if the vehicle meets one of the following conditions.

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

Other business entities also required to register with UCRA are:

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

Applicants must file online by visiting the UCRA national registration site, (NRS) website at: **www.ucr.gov**. There is an administrative fee charged for registration through this website, which can be paid by electronic check or credit card. Credentials for UCR are **NOT** required to be carried.

# Unified Registration System (URS)

Federal rule making created the URS system to replace certain existing federal systems with a single, online, federal system.

**Fees:** All new applications for USDOT Numbers and operating authority will be $300 each. For example, if the applicant registers for a USDOT No., and registers as both a motor carrier and a broker, the fee will be $300 each, or $900 total. USDOT numbers for INTRASTATE carriers will remain at no charge.

# 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.

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 Iowa DOT's Vehicle & 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 state.

If you have questions about for-hire or private carriage, contact the Iowa DOT's Vehicle & Motor Carrier Services at 515-237-3268, emai:l **omcs@iowadot.us**.

# 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
www.fmcsa.dot.gov

**Interstate exempt:** Motor carriers transporting nonregulated 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 categories.

- Household goods
- Liquid (nondairy)
- Liquid dairy
- Property (other freight)

Temporary permits are issued to Liquid (nondairy) carriers prior to attending the required Safety Education Seminar. Upon completion of the course within six months of application the Liquid (nondairy) carrier will receive a non-expiring permit.

**Motor carrier certificates** are issued to intrastate for-hire carriers transporting passengers in regular route and/or charter operations. Temporary permits are issued to carriers transporting sixteen or more persons including the driver until the carrier completes the required safety education seminar. The carrier is required to complete the class within six months of application.

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 nonexpiring.

The motor carrier must maintain the required levels of insurance on file with the Iowa DOT's Vehicle & 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 a completed Iowa application for Intrastate Motor Carrier Permit/Certificate, payment, a Form E (proof of insurance), Tariff (household goods carriers only), and Financial Statement (motor carrier of liquid (nondairy) and regular route passenger operations only) needs to be submitted to:

Iowa Department of Transportation
Vehicle & Motor Carrier Services
P.O. Box 10382
Des Moines, IA 50306-9204
515-237-3268
Fax: 515-237-3225
Email: omcs@iowadot.us

# 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 its factory and transports this product by truck to its distributors. On the return trip, XYZ transports raw materials back to its factory to use in its 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 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's trucks would be private carriage because ABC mines and processes the rock.

# Authority chart

| Interstate | | | Intrastate | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Regulated for-hire | Exempt for-hire | Private | Household goods | Liquid (nondairy) | Liquid dairy | Property (other freight) | Passenger – regular | Passenger – charter | |
| ● | | | ● | ● | ● | ● | ● | ● | Authority application |
| ● | | | | | | | | | FMCSA motor carrier 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 (Motor carrier/Interstate Commerce Commission) numbers may be displayed in addition to the USDOT number, but are not required. USDOT numbers for interstate carriers must be obtained from the Federal Motor Carrier Safety Administration's 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's Vehicle and Motor Carrier Services.

## Private

The Iowa DOT's Motor Vehicle Enforcement is not requesting or requiring intrastate private carriers to obtain a USDOT number. No warnings or citations will be issued for intrastate private carriers not displaying a USDOT number. Motor Vehicle Enforcement will continue to work with intrastate private carriers to help them better understand the Federal Motor Carrier Safety Regulations that currently apply to them so they can be safer and compliant. 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 should carry proof of liability insurance in the vehicle. Vehicles displaying International Registration Plan registration are not required to display proof of liability insurance roadside.

Iowa-based intrastate for-hire carriers carrying a current Iowa Motor Carrier Intrastate Permit or Iowa Motor Carrier 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 Jan. 1, 1998**

| Commodity transported | Minimum insurance required |
|---|---|
| *Public liability – for-hire vehicles 10,000 pounds gross vehicle weight rating and more* | |
| 1. Property (nonhazardous) - includes tow truck operations | $750,000 |
| 2. Hazardous substances, as defined in 49 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 |

| Commodity transported | Minimum insurance required |
|---|---|
| *Public liability – for-hire vehicles less than 10,000 pounds gross vehicle weight rating* | |
| 1. Any small freight vehicle less than 10,000 pounds gross vehicle weight rating hauling commodities not subject to 49 CFR 1043.2(b)(2)(d); this includes tow truck operations | $300,000 |
| 2. Any small freight vehicle less than 10,000 pounds gross vehicle weight rating 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 – 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 |
| Carriers hauling commodities of negligible value or 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's Motor Vehicle Enforcement enforces the hazardous materials regulations for highway transportation.

What is hazardous material? It is a substance or material that 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 49 CFR 100-185. These regulations cover shipping papers, marking, labeling, placarding, classification, and bulk and nonbulk packages.

The Transportation of Hazardous Materials Driving and Parking Rules can be found in 49 CFR 397. The regulations in 49 CFR 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 the Iowa DOT's Motor Vehicle Enforcement at 515-237-3214.

# Hazmat 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's 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 Iowa DNR and local city or county law enforcement agency as soon as the hazardous condition is known, but not more than six hours after discovery. The Iowa 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 U.S. DOT Pipeline and Hazardous Materials Safety Administration contained in 49 CFR 171.15 and 171.16. Consult the regulations or contact the U.S. DOT 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 U.S. DOT must notify the National Response Center at 800-424-8802.

# Accident reporting

## Iowa Accident Report

Iowa law requires the driver of a vehicle involved in an accident to file an Iowa Accident Report form if the accident results in any **of these three criteria.**

- Personal injury to a person.
- Death of a human being.
- Combined property damage of $1,500 or more.

The report must be filed with the Iowa DOT within 72 hours after the accident. Accident report forms are provided by the Iowa DOT and are available at any Iowa driver's license station, participating county treasurer driver's license issuance location, 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 49 CFR 390 if the accident resulted in any of the following.

- 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.
- 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:

- Date of accident.
- City and state of occurrence.
- Driver's name.
- Number of injuries.
- Number of fatalities.
- 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 49 CFR 396.17, or a copy of an inspection report meeting the requirements of 49 CFR 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.

Private intrastate farmers and ranchers operating a Covered Farm Vehicle (CFV) anywhere in Iowa or private Interstate farmers and ranchers operating a CFV within 150 air miles of their farm or ranch are not required to have an annual inspection. See the Agricultural operations section for more information.

## Inspector qualifications

**iowadot.gov/mvd/cdl/roadside-inspections**

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 49 CFR 396.19. In addition to being a qualified inspector, anyone performing maintenance, repair or service to the brake system of a commercial vehicle must meet the brake inspector qualifications established by 49 CFR 396.25.

# Commercial motor vehicle (CMV) safety requirements

The State of Iowa has adopted the Federal Motor Carrier Safety Regulations for CMVs 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 CMVs are found in 49 CFR 393 and Iowa Code 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.

## Cell phone usage

As of Jan. 3, 2012, operators of a commercial motor vehicle shall not reach for, dial, or hold the actual mobile telephone in his or her hand while driving or

sitting in traffic. The driver may operate the phone using the hands free mode that allows the use of a single button to answer or dial from the normal seated position with the safety belt fastened. A remote button near the drivers control may also be used. The law does not apply to vehicles on private property while safely parked. In Iowa this rule applies to both drivers in interstate and intrastate operations.

## Lighting and reflectors

Motor trucks, truck-tractors, semitrailers, and any other vehicle meeting the definition of a commercial motor vehicle (CMV) must meet lighting and reflector requirements as specified in the federal regulations. Consult 49 CFR 393.11 for a detailed table and diagrams of required CMV lighting and reflectors. Additional lighting requirements and specifications are found in 49 CFR 393.9-393.25.

Noncommercial 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 Code 321.384-321.424 contains the requirements for a noncommercial 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 commercial motor vehicle
- 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 gross vehicle weight rating or loaded weight of 3,000 pounds or more.

In Iowa, inertial hydraulic surge brakes are authorized for noncommercial 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 gross vehicle weight rating of 12,000 pounds or less may not exceed 1.75 times the gross vehicle weight rating of the towing unit.
- Surge brake equipped trailers with a gross vehicle weight rating of 12,001 to 20,000 pounds may not exceed 1.25 times the gross vehicle weight rating of the towing unit.
- Trailers with a gross vehicle weight rating 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 gross vehicle weight rating 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's Motor Vehicle Enforcement at omve@iowadot.us 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 49 CFR 393.100-393.136. Cargo transported on noncommercial 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 tie-downs, side kits, covers, and tarpaulins as needed on open top and flatbed vehicles.

**Tables to §393.108 [Working load limits (WLL), chains and synthetic webbing]** The following Chart has been supplied as a courtesy. For a full listing of approved devices and application of working load limits please refer to 49CFR 393.106 through 393.108

| Size in inches | WLL in pounds | | | | |
|---|---|---|---|---|---|
| | Grade 30 proof coil | Grade 43 high test | Grade 70 transport | Grade 80 alloy | Grade 100 alloy |
| **1/4** | 1,300 | 2,600 | 3,150 | 3,500 | 4,300 |
| **5/16** | 1,900 | 3,900 | 4,700 | 4,500 | 5,700 |
| **3/8** | 2,650 | 5,400 | 6,600 | 7,100 | 8,800 |
| **7/16** | 3,700 | 7,200 | 8,750 | | |
| **1/2** | 4,500 | 9,200 | 11,300 | 12,000 | 15,000 |
| **5/8** | 6,900 | 13,000 | 15,800 | 18,100 | 22,600 |
| **Chain mark examples** | Chains that have no markings or markings no longer discernible will be considered Grade 30 proof coil | | | | |
| **Example 1** | 3 | 4 | 7 | 8 | 10 |
| **Example 2** | 30 | 43 | 70 | 80 | 100 |
| **Example 3** | 300 | 430 | 700 | 800 | 1000 |

| Synthetic Webbing | |
|---|---|
| **Width in inches** | **WLL in pounds** |
| 1 3/4 | 1,750 |
| 2 | 2000 |
| 3 | 3000 |
| 4 | 4000 |

## 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

## Pretrip 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 pretrip 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.

If no vehicle defects are noted during the post-trip inspection the report form does not have to be completed.

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 49 CFR 395, 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.

As of Dec. 18, 2017, all drivers of commercial vehicles who are subject to hours of service requirements in 49 CFR part 395 must comply with the electronic logging device (ELD) mandate, unless specifically excepted.

## Who must comply

- The ELD rule applies to most motor carriers and drivers who are currently required to maintain records of duty status (RODS) per Part 395, 49 CFR 395.8(a). The rule applies to commercial buses as well as trucks, and to Canada- and Mexico-domiciled drivers.

## The ELD rule allows limited exceptions to the ELD mandate

Additionally, the following drivers are not required to use ELDs; however, they are still bound by the RODS requirements in 49 CFR 395 and must prepare logs on paper, using an Automatic On-Board Recording Device (AOBRD), or with a logging software program when required

- Drivers who use the time card exception
- Drivers who keep RODS no more than 8 days during any 30-day period
- Drivers who conduct drive-away-tow-away operations, where the vehicle being driven is the commodity being delivered, or the vehicle being transported is a motor home or a recreation vehicle trailer with one or more sets of wheels on the surface of the roadway
- Drivers of vehicles manufactured before model year 2000
- Drivers using a grand fathered AOBRD

## Where do I go to find if a ELD is registered?

https://csa.fmcsa.dot.gov/ELD/List

**Property carrier hours of service 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.
4. A driver shall not drive after being on duty and/or driving for more than 8 hours since a break of at least ½ hour in length.

**Passenger carrier hour of service rules**

1. After an eight-hour rest break, a driver shall not drive more than 10 hours.
2. After an eight-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.
4. A driver shall not drive after being on duty and/or driving for more than 8 hours since a break of at least ½ hour in length.

Unless excepted by rule, drivers must have a logbook that 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.

A driver of a motor vehicle operated for hire which is designed to transport seven or more persons but fewer than sixteen persons including the driver and is used to transport railroad workers to or from their places of employment or during the course of their employment is subject to the passenger carrier hour of service rules listed above. The driver shall not accept a call for service from the driver's employer during a period of uninterrupted rest.

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's Motor Vehicle Enforcement at omve@iowadot.us 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. Because 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.
- Total time for seven prior days.

## 150 air-mile radius exception

Drivers of property-carrying commercial motor vehicles (CMVs) between 10,001 pounds and 26,000 pounds, not requiring a commercial driver's license may claim exception from logbooks 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 five of any seven consecutive days.
- Driver does not drive after the 16th hour of coming on duty on two of any seven consecutive days.
- Driver does not drive after having been on duty for 60 hours in seven consecutive days if the employing motor carrier does not operate CMVs every day of the week.
- Driver does not drive after having been on duty for 70 hours in eight consecutive days if the employing motor carrier operates CMVs every day of the week.
- The motor carrier that employs the driver maintains and retains for a period of six months accurate and true time records showing the time the driver reports to duty each day, total number of hours the driver is on duty each day, time the driver is released from duty each day and total time for the preceding seven days.

## 150 air-mile radius exception, Agricultural Commodity

- Drivers operating under this exception are not required to record their record of duty within 150 air miles of the source of the agricultural commodity and exempt from part 395.
- The commodity must maintain its original form no processed
- 150 air-mile radius starts at the first loading point, although multiple loading points are allowed.
- A driver operating beyond the 150 air-mile radius of the first loading point loses the exemption must complies with hours of service as applicable in 49 CFR part 395.
    - o Exemption subject to change and current as of 06-28-18

# Passenger carrier requirements

The following requirements for passenger carriers are a basic overview and are not intended to cover all requirements. For additional information, see Contacts below.

## For-hire passenger carriers

All vehicles used to transport passengers for compensation are considered for-hire passenger carriers, including taxicab services with a seating capacity of less than seven passengers and not operating on a regular route between specified points. Proper travel authority must be obtained from the Iowa Department of Transportation's Vehicle & Motor Carrier Services, and the Federal Motor Carrier Safety Administration for interstate travel authority.

## Intra-city operations of passenger carrying vehicles

All vehicles whose services are licensed in a municipality are not subject to travel authority, unless operated outside of their licensed area. This means they can only operate within the geographical city limits they have received permission to do so. If they operate from the city to a neighboring city, or outside the city or jurisdiction they are not licensed for, then, they must obtain authority from the **Iowa Department of Transportation's** Vehicle & Motor Carrier Services in the form of an "Iowa Motor Carrier Certificate," including taxicab services with a seating capacity of less than seven passengers and not operating on a regular route between specified points.

### Interstate Travel Authority

If you carry passenger's for-hire and travel to another state with seating capacity of less than seven passengers, no authority is needed. If you travel to another state with seating capacity for seven or more passengers you must file for Unified Carrier Registration and you must obtain interstate travel authority and a "MC" number from the  Federal Motor Carrier Safety Administration.

This process includes a $300 application fee with name, address, tax identification number for passenger service, USDOT Number (if not obtained yet, they will provide now), file form BOC-3, this is for the process agent ($35-$75 fee). This is obtainable in 16-20 weeks.

### Intrastate travel authority

This process requires a $150 Application fee with name, address, tax identification number for passenger service, USDOT Number and if 15 passengers or more attending a $200 safety seminar class (with up to 6 months to attend). Under 15 passengers needs no seminar. Form E insurance verification forwarded to Iowa DOT for processing.

**Transportation Network Companies (TNCs)**
TNCs are required to obtain a Transportation Network Company permit from the Iowa DOT, which is valid for one year. Compliance with the terms of the permit and payment of fees are both required. An application and all supporting documents and fees must be submitted to the Vehicle and Motor Carrier Services.

Application, documentation, and permit questions should be directed to 515-237-3268 or online at omcs@iowadot.us

**Drivers License Requirements (for hire)**
Drivers must have one of the following class licenses.
Class B licenses (CDL) for vehicles with a GVWR or gross vehicle weight, whichever is greater, of 26,001 pounds or more
Class C licenses (CDL) for vehicles with a GVWR and a gross vehicle weight of 26,000 or less

An endorsement "P" is required on CDL licenses if the vehicle has a seating capacity of 16 or more persons, including the driver
- 15 PEOPLE aboard a bus = no endorsement
- 16 PEOPLE aboard a bus = "P" endorsement

Class D chauffeurs license (non-CDL) for vehicles that carry 15 or fewer passengers, including the driver for-hire.

**Safety requirements**
For-hire passenger carrier vehicles must comply with all Federal Motor Carrier Safety Regulations and 49 CFR safety regulations. These are the requirements for drivers licensing, medical qualifications, driver requirements, parts and accessories of the vehicle, records of duty status, and hazardous materials regulations (if applicable).

**Registration requirements**
For-hire passenger carrier vehicles must be registered for empty weight plus 150 pounds per seating capacity at a minimum or gross weight, whichever is more.

**Insurance requirements**
Public liability insurance requirements of for-hire motor carriers of passengers are:
- $1,500,000 – 15 passengers or less.
- $5,000,000 – 16 passengers or more.

## Private Passenger carrying vehicles for personal or business use

**Private buses for personal use**
Personal use example could be Mom and Dad taking their kids camping, or a couple of friends who use the bus to go fishing twice a year. Non business expenses not tax deductible. Vehicle must conform to all Iowa laws (code 321) pertaining to motor vehicle safety.

**Driver's License requirements for private business or personal use**
Drivers must have one of the following class licenses.
Class B licenses (CDL) for vehicles with a GVWR or gross vehicle weight, whichever is greater, of 26,001 pounds or more
Class C licenses (CDL) for vehicles with a GVWR and a gross vehicle weight of 26,000 or less

An endorsement "P" is required on CDL licenses if the vehicle has a seating capacity of 16 or more persons, including the driver
- 15 PEOPLE aboard a bus = no endorsement
- 16 PEOPLE aboard a bus = "P" endorsement

Class D chauffeurs license (non-CDL) for vehicles that carry 15 or fewer passengers, including the driver for-hire.

**Safety Requirements for private buses used for business purposes.**
Business use example may be a canoe rental establishment that transports paddlers back up stream when they are done. A handicap home that takes its residents to an employer that uses them for routinely performed tasks (i.e. putting nuts and bolts in packages, sorting empty cans for recycling, sorting papers, packing boxes with advertisements, etc.

For private business use, vehicles must comply with all Federal Motor Carrier Safety Regulations and 49 CFR safety regulations.

**Registration requirements**
All passenger carrying vehicles over 10 passengers must be registered for empty weight plus 150 pounds per seating capacity at a minimum or "gross weight", whichever is more.

## Buses converted into a motor home

Buses converted into motor homes for other than family or personal use must follow private or for-hire requirements below
A bus converted into a motor home is a motor vehicle designed as an integral unit to be used as a conveyance upon public streets and highways and used as a temporary or recreational dwelling. It must have at least four of the following requirements, two of which shall be systems specified in items 1, 4 or 5 below. These items shall also meet American National Standards Institute and National Fire Protection Association standards in effect on the date of manufacture.
1. Permanently installed cooking facilities
2. Permanently installed ice box or mechanical refrigerator
3. Permanently installed potable water supply, including plumbing and a sink with faucet either self-contained or connections for an external source, or both.
4. Permanently installed self-contained toilet or toilet connected to a plumbing system with connection for external water disposal, or both.
5. Permanently installed heating or air conditioning system, or both, separate from the vehicle engine or the vehicle engine's electrical system.

6. A one-hundred-ten (110) to one-hundred-fifteen (115) volt alternating current electrical system separate from the vehicle engine's electrical system with its own power supply or a connection for an external source (or both), or a liquefied petroleum system.

**Drivers License requirement**
Drivers of buses converted into motor homes for family or personal use must have a valid operator's license. Vehicles must conform to all Iowa laws (code 321) pertaining to motor vehicle safety.

## Open container law

According to Iowa Code 321.284 – Open Containers in Motor Vehicles, a passenger in a motor vehicle upon a public street or highway shall not possess in the passenger area of the motor vehicle an open or unsealed bottle, can, jar or other receptacle containing an alcoholic beverage.

"Passenger area" means the area of a motor vehicle designed to seat the driver and passengers while the motor vehicle is in operation and any area that is readily accessible to the driver or a passenger while in their seating positions, including the glove compartment. An open or unsealed receptacle containing an alcoholic beverage may be transported in the trunk of the motor vehicle. An unsealed receptacle containing an alcoholic beverage may be transported behind the last upright seat of the motor vehicle if the motor vehicle does not have a trunk.

***This section does not apply to a passenger being transported in a motor vehicle designed, maintained or used primarily for the transportation of persons for compensation, or a passenger being transported in the living quarters of a motor home, manufactured or mobile home, towable recreational vehicle or fifth-wheel towable recreational vehicle.***

Private Buses are not allowed to have open containers of alcohol.

# Driver qualification/Medical cards

Motor carriers must establish that drivers of commercial vehicles meet the qualification standards as provided in 49 CFR 391, unless excepted by federal or state law.

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

- Driver qualification file items include:
  - -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 medical examiner's certificate.
-Skill performance evaluation (waiver, if required).
-Entry-level training records (if required).

- Secured access file items include:
  -Controlled substance testing records (if required).
  -Safety performance history records (if required).

- Items required to be carried with driver include:
  -Valid driver's license for class of vehicle operated.
  -Medical examiner's certificate.
  -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 DOT's Motor Vehicle Enforcement at omve@iowadot.us 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 semitrailers are not implements of husbandry, except for some self-propelled ag-lime and fertilizer spreaders and semitrailers 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
- Fence-line 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 35 mph or less. Failure to operate at 35 mph 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 35

mph, 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 35 mph or less must be equipped and properly display a reflective slow-moving vehicle 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 greater than 35 mph, 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.
- 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.
- 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, semitrailers, including gooseneck trailers, are not implements of husbandry and are required to be equipped with service brakes on all wheels if they have a gross vehicle weight rating or loaded weight of 3,000 pounds or more.

Additional information regarding surge brakes and emergency breakaway systems may be found in the **commercial motor vehicle (CMV) safety requirements section** of this book.

## Cargo securement on implements

The cargo securement rules for commercial motor vehicles (CMVs) 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. Semitrailers 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 semitrailers

A semitrailer exclusively used in an agricultural operation may be considered an implement of husbandry if reconstructed by permanent attachment of a converter dolly. Reconstructed semitrailers 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. Semitrailers connected

to a detachable converter dolly are not reconstructed and not privileged to the implement exceptions.

## All-terrain vehicles (ATV)

Operation of an 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.
- Must be operated at speeds of 35 mph 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 the 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.
- Must be operated at speeds of 35 mph 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's 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 gross vehicle weight rating or weight of 10,001 or more pounds, or combination vehicles (including pickups and trailers) with a gross combined weight rating 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.

## MAP 21 Covered Farm Vehicles (CFV)

Under federal rules farmers and ranchers who operate Covered Farm Vehicles (CFV) are given additional relief from regulations. The federal law defines covered farm vehicles as vehicles that:

- Are operated by a farm/ranch owner or operator, or an employee or a family member of the farmer or rancher.
- Transport agricultural commodities, livestock or machinery or supplies to and from a farm or ranch.
- Are NOT operated for-hire.
- Are NOT transporting hazardous materials in quantities requiring placarding.

To be considered a covered farm vehicle, MAP-21 requires that the vehicle be equipped with a special license plate or other designation by the state of registration that will allow law enforcement personnel to identify the vehicle as a covered farm vehicle. Pending release of the final FMCSA rules, Iowa farm operators have two options for identifying their vehicles as covered farm vehicles.

1. Register vehicle as a special farm truck
2. Complete a "Designation as Iowa Covered Farm Vehicle" (form 441088). There is no fee required. The forms can be obtained online at **https://iowadot.seamlessdocs.com/f/CO191110001287446 19**

- No CDL is required (exemption from 49 CFR § 383).
- No enrollment and testing in a company-based controlled substance and alcohol testing program are required (exemption from 49 CFR § 382).
- No physical examination and Medical Examiner's Certificate are needed (exemption from 49 CFR § 391, subpart E).
- Hours of service regulations do not apply (exemption from 49 CFR § 395).

Covered farm vehicles and their operators are not subject to the inspection, repair and maintenance provisions of 49 CFR § 396, but must comply with other FMCSA safety regulations, including the general provisions of 49 CFR § 390, remaining driver qualification provisions of 49 CFR § 391, driving provisions of 49 CFR § 392, and provisions regarding parts and accessories necessary for safe operation under 49 CFR § 393.

Covered farm vehicles remain subject to inspection by motor vehicle enforcement officers and other law enforcement personnel under these regulations and under state motor vehicle laws.
The provisions of MAP-21 are not being adopted uniformly or at the same time by the states. Therefore, if you plan to travel in other states using the covered farm vehicle exemptions, be sure that you know what regulations apply in those other states. Presently, Missouri and Minnesota are the only border states that have agreed to immediately honor the covered farm vehicle exemptions for Iowa's farm operators traveling in their states. (Kansas, Wyoming and Colorado have also indicated that they will honor the covered farm vehicle exemptions for Iowa farm operators.) Existing reciprocity agreements with Nebraska, South Dakota and Wisconsin remain in effect. The Iowa DOT will update this

information as additional states determine and formalize their implementation of MAP-21.

- Kansas: Transportation Division
  785-271-3145

- Nebraska: Nebraska State Patrol, Carrier Enforcement Division
  402-471-0105

- Minnesota: Minnesota State Patrol
  651-405-6196

- Wisconsin: Motor Carrier Enforcement
  608-267-9762

- South Dakota: Motor Carrier Headquarters
  605-773-4578

  Jefferson Port of Entry
  605-356-0124

- Illinois: State Patrol Commercial Vehicles Section
  217-782-6267

- Missouri: Missouri State Patrol Commercial Vehicle Enforcement
  573-526-6128.

## 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 farm site to farm site within two miles of the farm. Drivers with a suspended or revoked driving privilege may not operate farm tractors or self-propelled implements of husbandry on a public highway. A driver's license is required if the implement is not operated farm site to farm site or travels more than two miles from the farm.

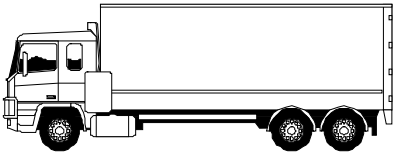
## Truck weight limits

Trucks and truck-tractor semitrailers 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 fence-line feeders.
- Tracked grain carts, tank wagons and fence-line 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: nonpermitted and permitted.

## Grain carts, tank wagons and fence-line feeders

**Grain cart:** A towed vehicle with nonsteerable 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.

**Fence-line 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 fence-line feeder weight limits

Grain carts, tank wagons and fence-line 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:

**Feb. 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 – Jan. 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 fence-line feeder are limited by these rules.

## Tracked grain cart, tank wagon and fence-line feeder weight limits

Tracked grain carts, tank wagons and fence-line 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 fence-line 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 nonposted 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.

| Track length in feet | Maximum weight in pounds |
|---|---|
| 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 transported on hauling units that are being taken for repair 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

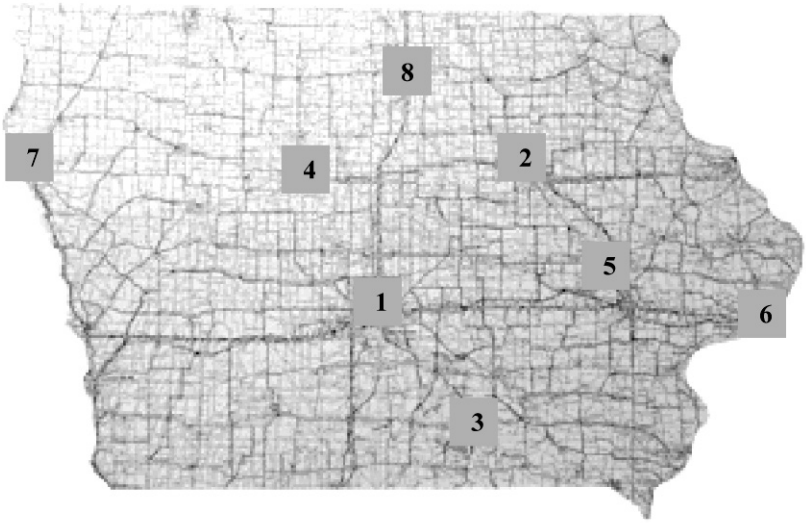
A chart summarizing when different types of vehicles, including implements of husbandry, can legally operate on embargoed roadways and weight limited bridges is located in the **vehicle weight section** of this book.

## Farm Safety Initiative

For information on agricultural operations and commercial vehicle laws, visit the Iowa DOT's Farm Safety Initiative website: **www.iowadot.gov/farmersafety**.

# 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, Iowa 50021
   515-262-1680 or 800-353-7483

2. Hawkeye Community College
   P.O. Box 8015
   1501 E. Orange Road
   Waterloo, Iowa 50704
   319-296-2320

3. Indian Hills Community College
   525 Grandview
   Ottumwa, Iowa 52501
   641-683-5177

4. Iowa Central Community College
   330 Avenue M
   Fort Dodge, Iowa 50501
   515-576-0099, ext. 2329

5. Kirkwood Community College
   6301 Kirkwood Blvd. SW
   Cedar Rapids, Iowa 52406
   319-398-5690

6. Scott Community College
   500 Belmont Road
   Bettendorf, Iowa 52722-5649
   563-359-7531

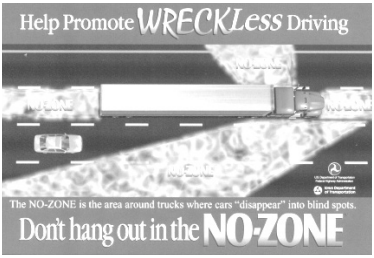
7. Western Iowa Tech Community College
   4647 Stone Ave.
   P. O. Box 5199
   Sioux City, Iowa 51102-5199
   712-274-6400 or 800-352-4649

8. Northern Iowa Area Community College
   500 College Drive
   P. O. Box 5199
   Mason City, Iowa 50401
   641-423-1264 or 888-466-4222

# Training and education

The Iowa DOT's Motor Vehicle Enforcement offers training and educational opportunities to the motor carrier industry, trade associations, service clubs, driver education, community colleges, local law enforcement and the public. Programs cover a wide range of topics from general information about motor vehicle enforcement, 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 the Iowa DOT's Motor Vehicle Enforcement at:

Iowa Department of Transportation
Motor Vehicle Enforcement
MVE public information officer
6310 S.E. Convenience Blvd.
Ankeny Iowa, 50021
E-mail: omve7@iowadot.us



**CSA**

CSA is a Federal Motor Carrier Service Administration's program designed to increase safety on the nation's roads. Questions about the program and its effects on companies and drivers should be directed to the FMCSA at 800-832-5660 or check out the CSA website: http://csa.fmcsa.dot.gov.

## Notes

If you need information regarding the Federal Motor Carrier Safety Regulations or Iowa law pertaining to the operation of commercial vehicles, contact the Iowa DOT's Motor Vehicle Enforcement at omve@iowadot.us.

**Headquarters**

**Motor Vehicle Enforcement**
**fax 515-237-3387**
**www.iowadot.gov/mve**
**6310 SE Convenience Blvd.**
**Ankeny, Iowa 50021**

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Federal Motor Carrier Safety Administration
105 Sixth St.
Ames, Iowa 50010-6337
515-233-7400; fax 515-233-7494
www.fmcsa.dot.gov

Motor carrier rating information and profiles:

- Safer System: www.safer.fmcsa.dot.gov
- SafeStat: www.ai.volpe.dot.gov

Commercial Vehicle Safety Alliance
1101 17th St. NW, Suite 803
Washington, DC 20036
202-775-1623; fax 202-775-1624
www.cvsa.org

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