



Iowa Truck Information Guide



Introduction

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

This information will summarize many of the rules and regulations concerning the operation of any freight-carrying vehicle: bus, truck, truck-tractor, trailer or implement. However, it does not contain every rule; if you need more detailed information, please contact the agencies on pages 4 and 5.

Disclaimer

This manual is intended for information only and is not a thorough listing of all applicable state or federal statutes. It is not intended to be a substitute for applicable state or federal statutes.

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| Topic | | Iowa Agency | Federal Agency |
|---|--|--|--|
| Commercial Drivers License (CDL) | Office of Driver Services Park Fair Mall, 100 Euclid Ave. P.O. Box 9204 Des Moines, IA 50306-9204 800-532-1121 or 515-244-8725 | | |
| Hazardous Materials Transportation Regulations | Office of Motor Vehicle Enforcement P.O. Box 10473 Des Moines, IA 50309-0473 515-237-3278 FAX 515-237-3387 e-mail: omve@dot.iowa.gov | Office of Motor Vehicle Enforcement P.O. Box 10473 Des Moines, IA 50309-0473 515-237-3278 FAX 515-237-3387 e-mail: omve@dot.iowa.gov | Federal Motor Carrier Safety Admin. 105 Sixth St. Ames, IA 50010-6337 515-233-7400 FAX 515-233-7494 |
| Federal Heavy Vehicle Use Tax | Office of Motor Carrier Services Park Fair Mall, 100 Euclid Ave. P.O. Box 10382 Des Moines, IA 50306-0382 515-237-3268 | Office of Motor Carrier Services Park Fair Mall, 100 Euclid Ave. P.O. Box 10382 Des Moines, IA 50306-0382 515-237-3268 | Internal Revenue Service Kansas City, MO 65999 800-829-1040 |
| Livestock Health Certificates | Department of Agriculture Regulatory Division Wallace Bldg. Des Moines, IA 50306-5304 | | |
| Motor Carrier Safety Regulations | Office of Motor Vehicle Enforcement P.O. Box 10473 Des Moines, IA 50309-0473 800-925-6469 e-mail: omve@dot.iowa.gov | Office of Motor Vehicle Enforcement P.O. Box 10473 Des Moines, IA 50309-0473 800-925-6469 e-mail: omve@dot.iowa.gov | Federal Motor Carrier Safety Admin. 105 Sixth St. Ames, IA 50010-6337 515-233-7400 FAX 515-233-7494 |

| | | |
|---|---|--|
| Motor Fuel | Office of Motor Carrier Services Park Fair Mall, 100 Euclid Ave. Des Moines, IA 50306-0382 515-237-3224 FAX 515-237-3354 | |
| Over-Dimensional and Overweight Loads, Special Mobile Equipment and Trip Permits | Office of Motor Carrier Services Park Fair Mall, 100 Euclid Ave. Des Moines, IA 50306-0382 515-237-3264 FAX 515-237-3257 | |
| Registration (Intrastate-Within Iowa) | See your county treasurer | |
| Registration (Interstate) IRP or Prorate | Office of Motor Carrier Services Park Fair Mall, 100 Euclid Ave. Des Moines, IA 50306-0382 515-237-3268 FAX 515-237-3225 | |
| Tariffs-Household Goods Carriers Only | Office of Motor Carrier Services Park Fair Mall, 100 Euclid Ave. Des Moines, IA 50306-0382 515-237-3353 FAX 515-237-3354 | Surface Transportation Board ICC Building 12th St. and Constitution Ave. N.W. Washington, DC 20423-0001 202-927-5612 |
| Travel Authority and USDOT Numbers | Office of Motor Carrier Services Park Fair Mall, 100 Euclid Ave. Des Moines, IA 50306-0382 515-237-3224 FAX 515-237-3354 | Federal Motor Carrier Safety Admin. 400 Virginia Ave. S.W., Suite 600 Washington, DC 20024 202-358-7027 or 202-358-7028 |

Who Must Comply?

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

Definitions

Commercial vehicle - Any self-propelled or towed motor vehicle used on a highway in intrastate or interstate commerce to transport passengers or property when the vehicle:

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

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

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

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

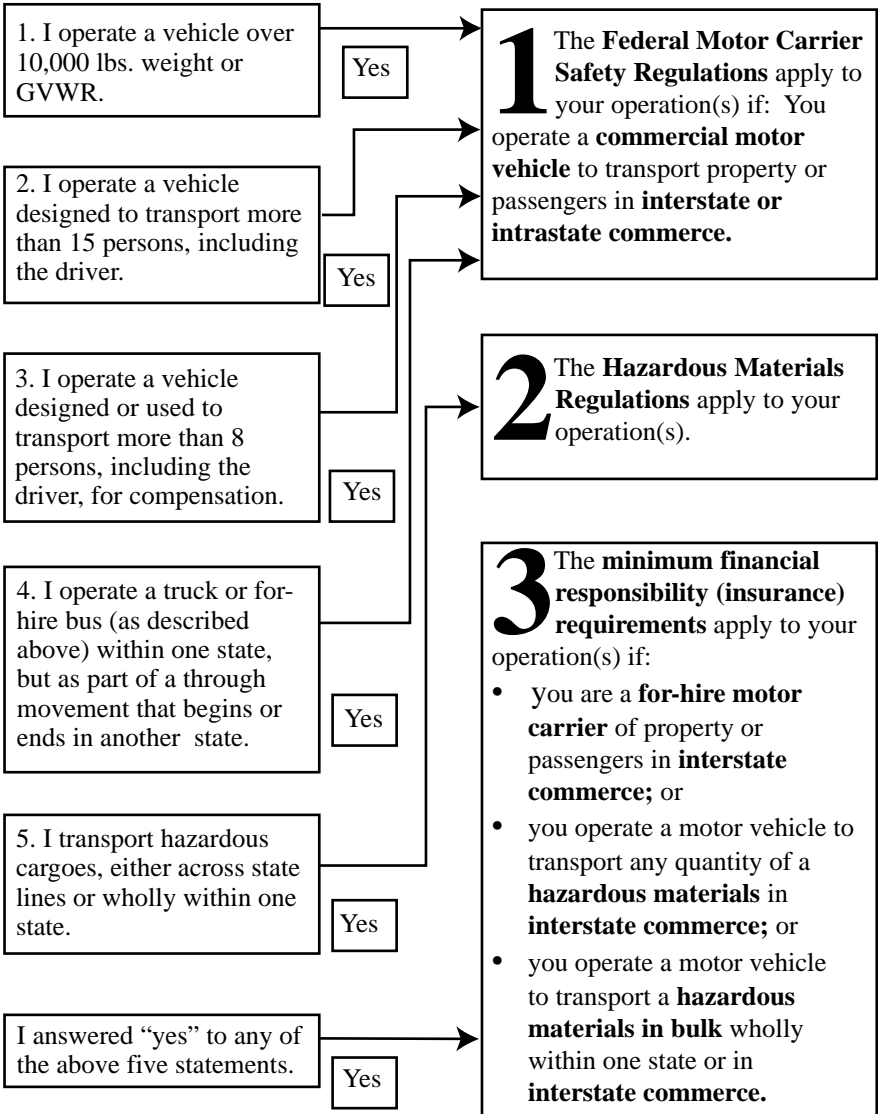
Private motor carrier - A person or business that provides transportation of persons or property that is either used or produced by the carrier or business that operates the vehicle.

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

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

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

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



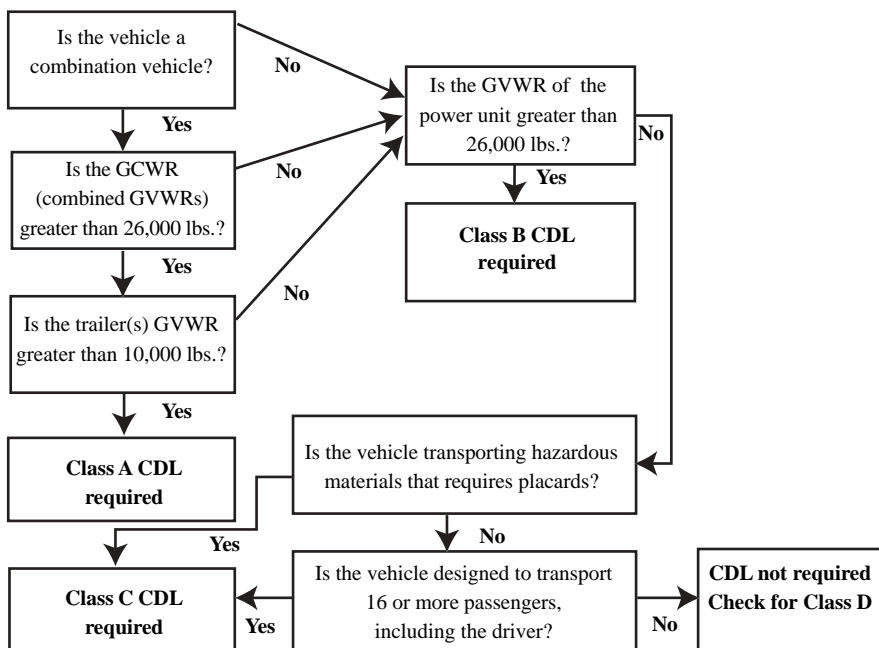
EXCEPTION: The financial responsibility requirements *do not apply* to school buses operating to and from school or school-sponsored activities, taxicabs, van pools, or trucks with a GVWR under 10,001 pounds (unless transporting explosives, poison gas or radioactive materials).

Driver Licensing

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

- A single vehicle with a Gross Vehicle Weight Rating (GVWR) of more than 26,000 pounds.
- A combination vehicle with a Gross Combined Weight Rating (GCWR) of more than 26,000 pounds when the towed vehicle GVWR is over 10,000 pounds.
- A passenger vehicle has a seating capacity for more than 15 persons including the driver.
- A vehicle transports hazardous material in a quantity requiring a placard.

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



A driver issued a Class A CDL may drive Group A, B or C commercial motor vehicles with the proper endorsements. A driver issued a Class B CDL may drive Group B or C commercial motor vehicles with the proper endorsements. A driver issued a Class C CDL may only drive Group C commercial motor vehicles.

Testing

Individuals applying for an original (first time) commercial driver's license (CDL) will be required to pass the knowledge (written) and skills (driving) tests. All applicants for a first-time Iowa commercial driver license or permit must provide his/her actual Social Security card before any testing is allowed. When renewing your Iowa CDL, testing is not required if renewed within 60 days of the expiration date. However, individuals wishing to maintain a hazardous materials endorsement will be required to take a knowledge (written) test.

Restricted Commercial Driver's License

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

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

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

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

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

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

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

Commercial Driver's License Exemptions

Drivers of commercial motor vehicles may claim exemption from the requirement for a CDL in the following circumstances:

- Farmers and their helpers are exempt from the Commercial Drivers License requirements when operating a commercial motor vehicle if all of the following conditions are met:
 - vehicle must be owned by the farmer;
 - must stay within a 150 air-mile radius of the farm;
 - transporting their own products, machinery, or supplies;
 - only to or from the farm, or farm site to farm site; and
 - may not haul for-hire, but may exchange services.

Check the **Information for Farmers** section of the book for specific information on driver licensing for Iowa based farmers.

- Drivers of recreational vehicles used for personal or family use may also qualify for exemption from CDL when:
 - the vehicle is not used for any commercial purpose; and
 - the power unit towing a travel trailer or fifth wheel trailer has a GVWR of 26,000 pounds or less.

Class D - Chauffeur's License

A class D chauffeur's license with applicable endorsement is required for the driver of the following vehicles:

- D1 - A truck-tractor/semitrailer combination owned by a farmer and operated by the farmer or hired hand, when claiming the 150 air-mile CDL exception.
- D2 - A person operating a truck with a GVWR 16,001 to 26,000 pounds.
- D3 - A person paid or compensated to operate a vehicle designed to transport 15 or fewer passengers, including the driver.

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

Drug and Alcohol Testing

All drivers of CDL class commercial motor vehicles must be enrolled and tested in a company-based controlled substance and alcohol testing program. The rules apply to all interstate and intrastate CDL class drivers, including drivers utilizing the seasonal Restricted CDL for agribusiness. Drivers exempted from CDL by their state are not required to be in a 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

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

Commercial Disqualification

Disqualification is the loss of commercial operator's privilege that will occur if:

- the driver loses any driving privilege through suspension, revocation, cancellation or denial; or
- through administrative action by the FMCSA; or
- automatically upon conviction of certain offenses.

Determining CMV disqualification is based upon what type of vehicle is being driven at the time of the offense, a CMV or a non-CMV, not whether a driver is issued a CDL. The tables distinguish between the type of offense and the type of vehicle being operated, and indicate the applicable disqualification period, if any. A driver must be convicted of a disqualifying offense for a disqualification to take effect.

- **Major Offenses:** Applies to commercial drivers operating commercial and non-commercial vehicles.
- **Serious Traffic Violations:** For Iowa licensed drivers, only applies to convictions when driving commercial vehicles. Other states may apply convictions of Serious Traffic Violations committed in non-commercial vehicles.
- **Rail Crossing Violations:** Applies only when driving a commercial vehicle.
- **FTO Out-of-Service Orders:** Applies to a commercial vehicle driver in situations when a commercial vehicle or driver has been placed out-of-service and the commercial vehicle driver fails to comply with the terms of that order.

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

Major Offenses

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

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

Serious Traffic Violations

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

Rail Crossing Violations

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

Failure to Obey Out-of-Service Order

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

Vehicle Dimensions

The maximum legal dimensions allowed on Iowa roadways.

| | |
|---------------|---|
| Length | 40' single vehicle |
| | 45' bus |
| | 61' articulated bus |
| | 45' motor home |
| | 65' motor home towing another vehicle, or any vehicle towing a travel trailer or 5th wheel travel trailer |
| | 70' combination of three vehicles other than truck-tractor |
| | Combinations of four or more vehicles are not allowed, except power units saddle-mounted or full-mounted on other power units. They shall not exceed 75' in overall length. |
| | 53' maximum – Semitrailer, loaded or empty |
| | 57' lowboy trailers used exclusively for the transportation of construction equipment when used in a truck-tractor semitrailer combination |
| | 28'6" maximum – Trailers or semitrailers when used in double-bottom combination |
| | No overall length limits on truck-tractor, semitrailer combinations. |
| | 65' maximum – Power units designed to carry cargo when used in combination with a trailer or semitrailer. When used exclusively for transporting automobiles, boats or recreational vehicle chassis; 3' overhang in front and 4' overhang in rear is allowed in addition to the overall length. |
| | 75' stinger steer auto transports |
| Width | 8'6" |
| Height | 13'6" |
| | 14' auto transporters hauling passenger vehicles, light delivery trucks, pickup trucks or recreational vehicle chassis |

Vehicle Weight

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

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

County and City Non-Primary Highways

- Single axle – 20,000 pounds
- Tandem axle - 34,000 pounds
- Group of axles - Use weight charts in tables 1 and 2
- Gross weight - Use weight charts in tables 1 and 2
- Maximum gross weight of 80,000 pounds, except for livestock and construction vehicles, which may weigh up to 96,000 pounds

State and Federal Non-Interstate Primary Highways

- Single axle - 20,000 pounds
- Tandem axle - 34,000 pounds
- Group of axles - Use weight charts in tables 2 and 3
- Gross weight - Use weight charts in tables 2 and 3
- Maximum gross weight of 80,000 pounds, except for livestock and construction vehicles, which may weigh up to 96,000 pounds

Interstate Primary Highways

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

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

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

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

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

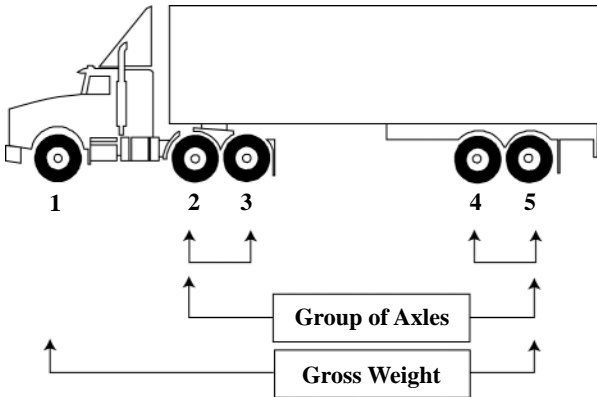
Tandem axle - Any two or more consecutive axles whose centers are more than 40" but not more than 96" apart.

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

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

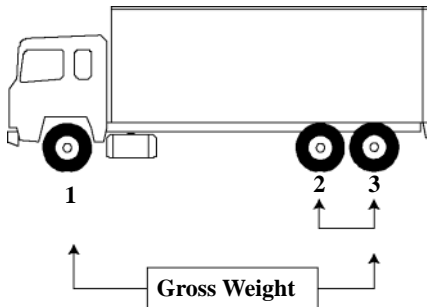
Single, Group and Gross Weights

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



Example

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



Example

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

Non-Primary Highway System - maximum legal tandem, group and gross weights

Table 1

| Distance in feet between axle centers | Number of consecutive axles | | | | | |
|---|-----------------------------|---------|---------|---------|---------|---------|
| | 2 axles | 3 axles | 4 axles | 5 axles | 6 axles | 7 axles |
| 4 | 34,000 | 34,000 | | | | |
| 5 | 34,000 | 34,000 | | | | |
| 6 | 34,000 | 34,000 | | | | |
| 7 | 34,000 | 34,000 | | | | |
| 8 | 34,000 | 34,000 | | | | |
| 8'1" | 38,000 | 42,000 | | | | |
| 9 | 39,000 | 42,500 | | | | |
| 10 | 40,000 | 43,500 | 45,000 | | | |
| 11 | 40,000 | 44,000 | 46,000 | | | |
| 12 | 40,000 | 45,000 | 47,000 | | | |
| 13 | 40,000 | 45,500 | 48,000 | 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 |

6 and 7 axle livestock
and construction
vehicles may also
use Table 2.

**Non-Primary and Non-Interstate Primary Highway Systems-
maximum legal axel group and gross weights for livestock
and construction vehicles**

Table 2

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

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

Spread-Axle Livestock Transports

Five-axle livestock transportation trucks with a spread axle trailer are allowed a gross weight of 86,000 pounds under the following conditions:

- travel over 80,000 pounds gross weight is not allowed on the Interstate Highway System. This law applies only to the Non-Interstate Highway System;
- the truck/trailer must have at least 61 feet of overall wheelbase;
- the trailer spread-axles must have at least 8 feet–1 inch of spacing;
- may only transport livestock on the vehicle;
- not allowed to exceed posted bridge or roadway embargoes.

If you have questions regarding this law, contact the Office of Motor Vehicle Enforcement at 800-925-6469, or by the Internet at www.dot.state.ia.us/mvd/omve/livestock.htm.

**Primary Highway System -
maximum legal tandem, group and gross weights**

Table 3

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

Roadway/Bridge Weight Limits

Many Iowa roadways and bridge structures have weight capabilities that are less than the maximum weights listed in the wheelbase tables in this publication. A city, county or the state may place permanent or temporary weight limits on bridges and culverts; or temporary embargoes on roadways within their respective jurisdictions. Seasonal weight embargoes and temporary or permanent bridge weight limits must be signed and posted by the governing agency. It is illegal to exceed the posted weight limit or embargo, even though the vehicle may be within legal wheelbase and axle limits.

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.

Implements of husbandry transported on hauling units for repair, fire apparatus and road maintenance equipment operated by a government agency are not required to comply with posted roadway embargoes, or bridge and culvert weight limits.

Except for grain carts, tank wagons and fenceline feeders that are restricted by specific weight rules; driven and towed implements of husbandry are not required to comply with weight embargoes on roadways.

All driven and towed implements of husbandry, including grain carts, tank wagons and fenceline feeders must comply with posted bridge and culvert weight limits.

Oversize Loads

Vehicles and/or loads that are indivisible and exceed legal dimensions or weights can be moved, if you obtain an oversize permit.

- Indivisible means a vehicle or load which, if separated into small units, would:
 1. compromise intended use of the vehicle (e.g. make it unable to perform the function for which it was intended);
 2. destroy the value of load or vehicle (e.g. make it unusable for its intended purpose); or
 3. require more than eight work hours to dismantle, using appropriate equipment.
- It is not necessary to purchase a permit for an entire year; single trip permits are available.
- Oversize loads can be moved from 30 minutes before sunrise until 30 minutes after sunset, unless qualified for continuous movement.
- With the exception of special mobile equipment (SME) or SME qualified loads, all power units must be registered for the gross weight. Temporary registration permits are not allowed for oversize loads.

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

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Oversize loads requiring law enforcement escort are required to provide at least one week notice prior to the intended travel date, if they choose to utilize the escort services of the DOTs Office of Motor Vehicle Enforcement.

Vehicles operating with an over-dimensional permit transporting construction machinery 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.

Oversize/Overweight Permits

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

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

These permits are valid only for movement on state and federal highways. County and city permits must be obtained separately. *Exception: cranes with pneumatic tires meeting the definition of an indivisible vehicle may have a maximum of 24,000 pounds per axle; single trip permit and round-trip permits only; and travel is allowed on the interstate system. **Exception: Formula for construction equipment with flotation pneumatic tires: Axle weight=(24,000 lbs+(tire width-18) X 1,882 pounds. *** Vehicles operating under an annual oversize/overweight permit can operate under annuals with no weight guidelines when they can meet the annual permit requirements with no weight dimensions.

IRS - Heavy Use Tax

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

Vehicle Registration

Options for Vehicle Registration

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

Interstate – Owners of trucks and truck-tractors, which travel out of Iowa, may need to purchase apportioned registration through the International Registration Plan (IRP). See Page 24 to determine if your vehicle is of a type or size to require apportioned registration.

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. Specific information on allowed use of Special Plates is found on page 25.

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. See pages 25-30 for information on registration weight and the exceptions to gross weight registration.

Display of Registration Plates

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

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

International Registration Plan

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

International Registration Plan (IRP) Qualifying Vehicles

All states except Hawaii and Alaska participate in IRP. Ten Canadian provinces also participate. Carriers from any IRP jurisdiction operating in another IRP jurisdiction must apportion through the International Registration Plan if any of the following three criteria are met:



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

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

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

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

Special Farm Plates

Special farm plates for motor trucks and truck-tractors may be purchased at the county treasurers office. The fee for a special plate is less than the fee for a regular or IRP plate and has restricted use as follows:



- must not be used for hire;
- gross weight registration between 6 and 32 tons;
- used by a person engaged in farming;
- transport commodities produced or purchased by the owner for use on the owner's own farming operation;
- occasional use for charitable purposes;
- may assist another person engaged in farming through an exchange of services;
- truck-tractors cannot be operated more than 15,000 miles annually; and
- a mileage certification required annually.

The special farm plate is identified by the word "Special" printed vertically on the left edge of the plate. Special farm plates are subject to the 5 percent and 25 percent registration weight tolerances.

Registration Weight

Registration weight is the tonnage declared on the license plate purchased for the vehicle and is sold by the ton. Registration weight is sometimes referred to as license tonnage. The power unit registration must have a declared weight equal to or greater than the weight of the truck, trailer, and cargo; unless privileged to a registration weight exception. Registration weight exceptions and license tonnage tolerances are found on Pages 26-30. For hire carriers are not privileged to the registration weight exceptions and must always license for gross weight, although they may still utilize the license tolerances stated on Page 26. In deciding the proper registration tonnage for the vehicle, it is important to first determine the maximum allowed single, tandem, group, and gross axle weights for that vehicle. See pages 15-19 to determine the maximum weight limits.

Examples: A truck-tractor / semi-trailer combination with 5 axles and 51 feet of overall wheelbase is allowed a gross weight of 80,000 pounds, according to Wheelbase Tables 1 and 3. If this truck tractor is licensed for 40 tons (80,000 pounds), the combination may have a gross weight of 80,000 pounds. If it is licensed for 30 tons (60,000 pounds), it may only have a gross weight of 60,000 pounds, as it is limited by the license tonnage. If a similar vehicle is licensed for 40 tons (80,000 pounds) but only has 48 feet of wheelbase and five axles, it will be allowed a maximum weight of 78,000 pounds, which is the weight limit established in the wheelbase tables.

Registration Weight Tolerance

5 Percent Registration Weight Tolerance For All Vehicles

When in Iowa, all trucks or combinations are allowed to operate in excess of their registration weight up to 5 percent, not to exceed their maximum gross weight.

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

25 Percent Registration Weight Tolerance for Raw Agricultural Products

When in Iowa, trucks or combinations transporting raw agricultural products are allowed to operate in excess of their registration weight by up to 25 percent, up to their maximum gross weight. A list of qualifying raw agricultural products is on page 27.

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

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

Percentage Tolerance is Intrastate Only

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

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

Raw Agricultural Products

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

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

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

Gross Registration Exceptions

Special Farm Plated Straight Trucks

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

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

Special Mobile Equipment (SME) - Private Carriers

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

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

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

Special Mobile Equipment - General Information

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

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

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

Lightweight Combinations - Farmers and Private Carriers of Horses

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

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

Registration Exception including 5% Tolerance

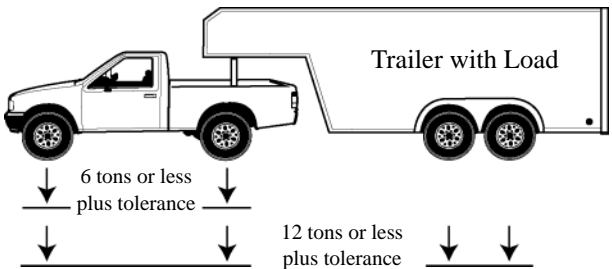
- Truck must be properly registered for 6 tons or less
- Truck and transfer weight must not exceed 12,600 pounds
- Combined gross weight must not exceed 25,200 pounds

Registration Exception including 25% Tolerance

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

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

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



Lightweight Combinations - Private Carriers and Personal Use

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

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

Registration Exception including 5% Tolerance

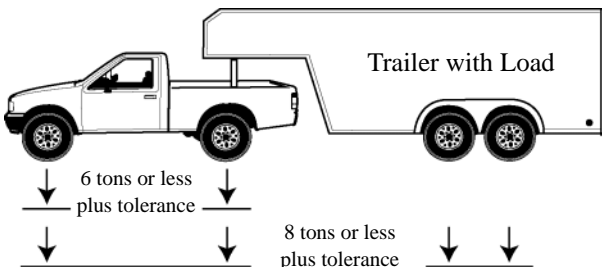
- Truck must be properly registered for 6 tons or less
- Truck and transfer weight must not exceed 12,600 pounds
- Combined gross weight must not exceed 16,800 pounds

Registration Exception including 25% Tolerance

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

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

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



Untaxed--Dyed Fuels

Fuel purchased for off-road use is non-taxed and dyed to indicate its non-tax status. Dyed fuel is regulated by the Internal Revenue Service (IRS) and generally cannot be used in any vehicle requiring registration. Vehicles designed and used primarily off-road that are operated on the highways incidental to their primary off-road use may be exempt. The presence of dyed fuel in a highway use vehicle can incur substantial fines and penalties. If you have questions, contact the Internal Revenue Service, Diesel Fuel Compliance Section, at 515-284-4672 or 214-906-4821.

Fuel Taxes and Permits

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

International Fuel Tax Agreement

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

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

A vehicle is qualified for IFTA if:

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

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

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

Vehicles Based in Non-IFTA Jurisdictions

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

Border States Agreement

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

Nebraska and Iowa have an agreement to allow IFTA-qualified vehicles to operate without fuel license or decal within the Nebraska cities of Omaha, Bellevue, Dakota City, South Sioux City and Nebraska City; and the Iowa cities of Council Bluffs, Carter Lake, Port Neal and Sioux City.

Travel Authority

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

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

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

A **private motor carrier** is a person or business that provides transportation of persons or property that is either used or produced by the carrier or business that operates the vehicle. For more information on private carriers see page 36.

Interstate commerce is moving 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.

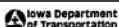
If you have questions about for-hire or private carriage, contact Motor Carrier Services at 515-237-3224 or Motor Vehicle Enforcement at 800-925-6469.

Interstate Authority

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

Interstate regulated carriers transport manufactured and processed products which were previously regulated by the Interstate Commerce Commission (ICC). The Federal Motor Carrier Safety Administration (FMCSA) has assumed the responsibilities of the former ICC. To obtain interstate regulated travel authority, contact the FMCSA at the address listed on the next page. After an Iowa-based carrier obtains interstate authority, it must be registered with the Iowa DOT Office of Motor Carrier Services. A current Single State Registration System permit must be carried in every vehicle operating under the carrier's interstate travel authority. This permit must be renewed annually and must be displayed at the request of any peace officer.

442020 (3004)
1-04



Office of Motor Carrier Services
Park Fair Mall, 100 Euclid Ave.,
PO Box 10382
Des Moines, IA 50306-0382
PH 515/237-3264 FAX 515/237-3364

REGISTRATION RECEIPT - RS - 3

Effective Date: 06/21/05
Expiration Date: 12/31/05

In accordance with CFR49 Part 367 this receipt (or copy), evidencing registration of DOT for hire authority, must be carried in the cab of the vehicle and may not be altered. Alterations will result in confiscation and penalty.

This Receipt authorizes this motor carrier to operate in the following states:

IA, IL, IN, KS, MN

ICCMC Number: MC99999 USDOT 999999

Carrier Name: CARRIER NAME

Carrier Address: DBA NAME
ADDRESS
CITY IA 00000

SAMPLE COPY

This receipt is only effective if the named carrier maintains insurance.

Interstate exempt carriers transport products which were not previously regulated by the ICC. Raw grain and livestock are examples of these types of cargo. Other exempt operations include certain terminal areas, emergency towing, and farm cooperative operations. You must register with the Office of Motor Carrier Services to transport exempt products. As proof of this registration, you must carry in the vehicle: a copy of the annual renewal displaying your assigned RNE number, or display the RNE number in the Iowa square of a D-1 Cab Card, or display the RNE number on a separate piece of paper.

The required levels of insurance for interstate carriers must remain in effect continuously to avoid penalty or suspension of authority.

To obtain interstate regulated travel authority:

Federal Motor Carrier Safety Administration
400 Virginia Ave. S.W., Suite 600
Washington, DC 20024
202-358-7027 or 202-358-7028
Internet: www.fmcsa.dot.gov/

To register your interstate regulated travel authority or to register as an interstate exempt carrier:


Iowa Department of Transportation
Office of Motor Carrier Services
Park Fair Mall, 100 Euclid Ave.
Des Moines, IA 50306-0382
515-237-3224
Internet: www.dot.state.ia.us/mvd/omcs

Intrastate Authority


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

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

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

| | |
|--|---|
|  Iowa Department of Transportation Office of Motor Carrier Services, Park Fair Mall, 100 Euclid Ave., PO Box 10382, Des Moines, IA 50306-0382 PH 515-237-3224 FAX 515-237-3354 | IOWA MOTOR CARRIER PERMIT Form 441054 (4001) 10-00 |
| Authority type: | Other Freight |
| SAMPLE COPY | |
| CARRIER NAME ADDRESS CITY, IA 00000 | Issue Date: 06/21/2005 US DOT Number: 999999 MC Number: 99999 |

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

| | |
|---|---|
|  Iowa Department of Transportation Office of Motor Carrier Services, Park Fair Mall, 100 Euclid Ave., PO Box 10382, Des Moines IA 50306-0382 PH 515/237-3224 FAX 515/237-3354 | IOWA MOTOR CARRIER CERTIFICATE MCCERT (441054) 10-00 |
| Authority type: Regular Route (Passenger) - Description of route to be served: Between all points in Iowa | |
| SAMPLE COPY | |
| CARRIER NAME ADDRESS CITY, IA 00000 | Issue Date: 07/01/2005 US DOT Number: 999999 MC Number: 99999 |

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

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

To obtain intrastate travel authority:

Iowa Department of Transportation
Office of Motor Carrier Services
Park Fair Mall, 100 Euclid Ave.
Des Moines, IA 50306-0382
515-237-3224

Private Carriers

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

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

Examples of Private Carriage

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

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

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

Authority Chart

| Interstate | | | | Intrastate | | | | |
|----------------|--------|-----------------|--------------------|--------------|--------------------------|-------------------|-------------------|---|
| Regulated-SSRS | Exempt | Household goods | Liquid (non-dairy) | Liquid dairy | Property (other freight) | Passenger-Regular | Passenger-Charter | |
| ● | ● | ● | ● | ● | ● | ● | ● | Application |
| | | ● | ● | ● | ● | ● | ● | One-time application fee \$150 |
| | ● | | | | | | | One-time filing fee \$25-except |
| | ● | ● | ● | ● | ● | ● | ● | INForm E insurance LPD |
| | | ● | ● | ● | ● | | | Form H insurance (Cargo) must be maintained, no proof required |
| | ● | | | | | | | Annual fee \$1/vehicle-except MN |
| ● | | | | | | | | Annual base state fee |
| ● | | | | | | | | BMC 91 or 91X insurance |
| ● | ● | ● | ● | ● | ● | ● | ● | USDOT number |
| ● | | | | | | | | BOC-Process agents |
| ● | | | | | | | | FMCSA authority (SSRS) |
| | | ● | ● | ● | ● | ● | ● | 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 carrier operates leased or rented vehicles, the markings must clearly designate the operating carrier's name and USDOT number by using the terms "leased to" or "operated by" preceding the carrier marking.

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

Intrastate Vehicle Markings

For-hire

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

Private

Vehicles operating as private carriers in intrastate commerce are not required to mark their vehicles, but may do so if desired.

Liability Insurance

All vehicles operated in Iowa must carry proof of liability insurance.

Private carriers operating interstate or intrastate must carry an insurance card or fleet insurance credential in the vehicle.

For-hire carriers are required to provide proof of liability insurance to obtain travel authority and must maintain coverage to keep the authority in effect. Carrying a current Interstate Single State Registration System permit or Iowa Intrastate Permit or Certificate in the vehicle and making it available at the request of any peace officer will satisfy Iowa law concerning proof of insurance in the vehicle.

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

Insurance Schedule of Limits
Effective January 1, 1998

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

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

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

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

Cargo—For-hire motor carriers

| | |
|--|----------|
| Exception: Carriers operating under contracts where the contract clearly states who is responsible for the cargo insurance and proof thereof are exempt from having cargo insurance. | \$10,000 |
|--|----------|

Carriers hauling commodities of negligible value or are not easily damaged, such as scrap iron, manure, gravel, coal, etc., are exempt from having cargo insurance.

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

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

Hazardous Materials

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

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

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

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

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

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

Haz-Mat Incident Reporting

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

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

U.S. DOT Research and Special Programs Administration contained in Part 171.15 and 171.16 of the federal hazardous materials transportation regulations. 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

State of Iowa Accident Report

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

- personal injury to a person; or
- death of a human being; or
- combined property damage of \$1,000 or more.

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

Federal Accident Recording

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

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

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

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

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

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

Annual Vehicle Inspections

Annual Inspections

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

Inspector Qualifications

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

CMV Safety Requirements

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

Lighting and Reflectors

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

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

Emergency Equipment

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

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

Towed Vehicle Drawbars and Safety Chains

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

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

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

Brakes and Breakaway Systems

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

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

On September 14, 2004, the FMCSA issued a notice of proposed rulemaking and immediate policy to include as an authorized brake system in interstate commerce, commercial vehicle combinations equipped with properly functioning inertial hydraulic surge brake systems provided the following requirements are met.

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

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

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

Cargo Securement

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

Alcohol Possession

Possession of any beer, liquor, or wine product by any person in any commercial vehicle in excess of 10,000 pounds GVWR or GCWR is prohibited.

Radar Detectors

Possession of any radar detection or jamming device in any commercial vehicle in excess of 10,000 pounds GVWR or GCWR is prohibited.

Daily Vehicle Inspections

Pre-Trip Inspections

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

Daily Vehicle Inspection Reports

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

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

Hours of Service/Logbooks

Drivers of commercial vehicles are subject to driving time limits as set forth in Part 395 of the Federal Motor Carrier Safety Regulations, unless excepted or modified by federal or state law. The current federal rules provide for three driving time rules that are in effect simultaneously.



1. After a 10-hour break, a driver shall not drive more than 11 hours.
2. After a 10-hour break, a driver shall not drive after 14 consecutive hours.
3. A driver shall not drive after completing 60 hours on duty in seven days, or 70 hours on duty in 8 days, unless the 34-consecutive-hour-restart provisions have been met.

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

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

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

100 Air Mile-Radius Exception

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

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

The time records must show:

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

Driver Qualification/Medical Cards

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

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

- Driver qualification file, including:
 - application for employment;
 - previous employer inquiries;
 - MVR-driver's record;
 - annual list of traffic violations;
 - annual review of driver's records;
 - road test and certificate;
 - copy of the medial examiner's certificate; and
 - skill performance evaluation (waiver, if required).

- Items required to be carried with driver:
 - valid driver's license for class of vehicle operated;
 - medical examiner's certificate; and
 - skill performance evaluation (waiver, if required).

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

Information for Farmers

Implements of Husbandry

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

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

Maximum Speed for Implements of Husbandry

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

Slow Moving Vehicle Signs

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

Implement Lighting Requirements

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

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

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

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

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

Towing Implements of Husbandry

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

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

Implement Brake Requirements

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

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

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

Cargo Securement on Implements

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

Number of Implements in Combination

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

Farm Trailers

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

Reconstructed Semi-trailers

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

All Terrain Vehicles

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

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

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

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

Truck Registration

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

Driver License for Farm Operations

Implements of Husbandry

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

Farm CDL Exemption

Farmers and their helpers are exempt from the Commercial Drivers License requirements when operating a commercial motor vehicle in the following circumstances:

- vehicle must be owned by the farmer;
- must stay within a 150 air-mile radius of the farm;
- transporting their own products, machinery, or supplies;
- only to or from the farm, or farmsite to farmsite; and
- may not haul for-hire, but may exchange services.

Farm Straight Trucks – Within a 150 Airmile Radius

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

Farm Straight Trucks – Beyond a 150 Airmile Radius

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

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

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

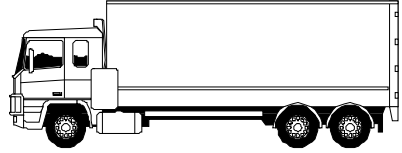
Farmers driving a truck-tractor / semi-trailer combination within a 150 airmile radius of the farm may claim exemption from CDL but must be properly licensed with at least a Class D Chauffeurs license with a number 1 Endorsement.

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

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

Truck Weight Limits

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



Implement of Husbandry Highway Weight Limits

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

Implements not included in the axle weight exemption are:

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

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

Self-Propelled Applicator Weight Limits

Ag-lime, fertilizer, and chemical applicators may be operated as implements of husbandry, but are subject to legal axle weight limits when operated on the highway. Agricultural ag-lime, fertilizer and chemical application equipment mounted on a straight truck chassis are included in this category. Check the **Vehicle Weight** section of this book to determine the maximum legal weight for these vehicles.

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

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

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

Wheeled Grain Cart, Tank Wagon and Fenceline Feeder Weight Limits

Grain carts, tank wagons, and fenceline feeders have highway weight limits that change seasonally. The law became effective in 2001 and has two compliance dates, depending on the date of manufacture on the equipment. Tampering with a marked manufacturer's date or PIN number is prohibited.



Units manufactured July 1, 2001 and after are required to comply with the weight limits from the day they are manufactured. Units manufactured before July 1, 2001 are not subject to these rules until July 1, 2005. On July 1, 2005, all grain carts, tank wagons, and fenceline feeders will be treated equally.

The seasonal dates and weight limits are:

February 1 - May 31 of each year

- 24,000 pounds on a single axle
- Gross weight is 24,000 pounds per axle with a 96,000 pound maximum

June 1 each year - **January 31** of the following year

- 28,000 pounds per single axle
- Gross weight is 28,000 pounds per axle with a 96,000 pound maximum

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

Tracked Grain Cart, Tank Wagon and Fenceline Feeder Weight Limits

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

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

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

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

| 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 and Culverts

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



The weight limit on the bridge or culvert 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 a posted bridge or culvert weight limits.

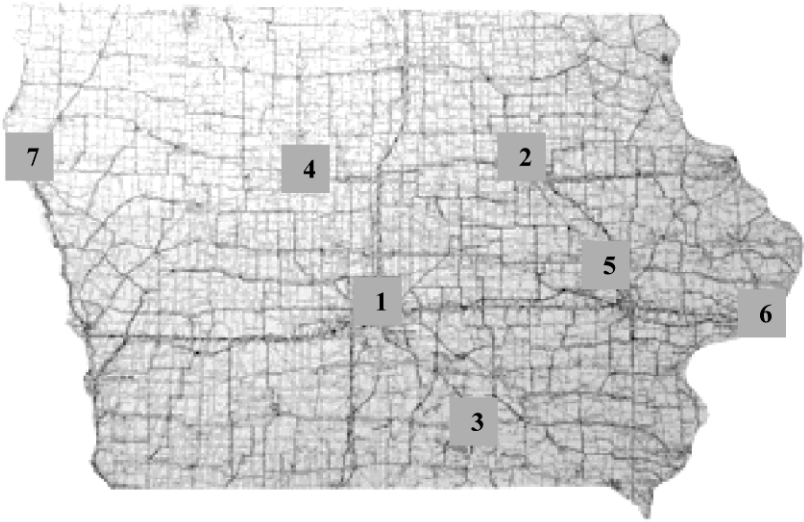
Implements of husbandry transported on hauling units for repair, fire apparatus and road maintenance equipment operated by a government agency are not required to comply with posted bridge and culvert weight limits.

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.

Truck Driving Schools

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



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

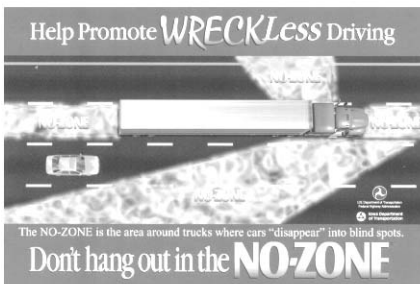
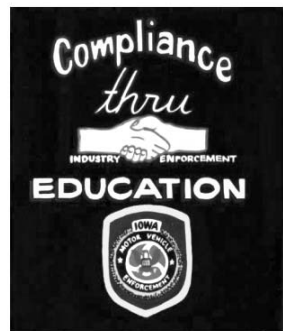
5. Kirkwood Community College
6301 Kirkwood Blvd. S.W.
Cedar Rapids, IA 52406
319-398-5690

6. Scott Community College
500 Belmont Road
Bettendorf, IA 52722-5649
319-359-7531

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

Training and Education

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



MVE Training Coordinator
154 Collins Road N.E.
Cedar Rapids, IA 52402
319-377-1170



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

Information Line: 800-925-6469

Headquarters: Office of Motor Vehicle Enforcement
Park Fair Mall, 100 Euclid Ave.
Des Moines, IA 50306-0382
515-237-3247 Fax: 515-237-3387
www.dot.state.ia.us/mvd/omve/

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



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 Street NW, Suite 803
Washington, DC 20036
202-775-1623 Fax: 202-775-1624
www.cvsa.org/

