

RULES FOR THE ROAD

A SELECT COLLECTION OF
INFORMATION ON MOTOR
VEHICLE REGULATIONS





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Note: Laws and regulations change over time. This document is current as of the date of publication, but the laws and regulations discussed in it are subject to change without notice.

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REFERENCE GUIDE

TRUCK REGULATION RESOURCES FOR ILLINOIS FARMERS

MOTOR CARRIER SAFETY

IL DEPARTMENT OF TRANSPORTATION

Office of Motor Carrier Safety
1340 North 9th Street
PO Box 19212 Springfield, IL 62794
P: 217-785-1181
F: 217-782-9159
dot.state.il.us

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

3250 Executive Park Drive
Springfield, IL 62703
P: 217-492-4608
P: 800-832-5660
fmcsa.dot.gov

MOTOR CARRIER SAFETY REGULATIONS

Illinois

ilga.gov/commission/jcar/
admincode/092/092parts.html

Federal

fmcsa.dot.gov/regulations/rulemaking

THE MOTOR CARRIER SAFETY PLANNER

fmcsa.dot.gov/safety/carrier-safety/motor-carrier-safety-planner

MOTOR FUEL TAXES

IL DEPARTMENT OF REVENUE

Motor Fuel Use Tax
PO Box 19477
Springfield, IL 62794
P: 217-785-1397
revenue.state.il.us

DYED DIESEL FUEL & TAX EXEMPT

P: 217-782-2291
www2.illinois.gov/rev/research/
taxinformation/motorfuel/Pages/default.aspx

INTERSTATE FUEL PERMIT (IFTA)

P: 217-785-1397
www2.illinois.gov/rev/research/
taxinformation/motorfuel/mfut/Pages/
licensereg.aspx

HAZARDOUS MATERIALS TRANSPORTATION

IL DEPARTMENT OF TRANSPORTATION

HazMat Compliance Unit
1340 North 9th Street
PO Box 19212
Springfield, IL 62794
P: 217-785-1181
F: 217-782-9159

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

3250 Executive Park Dr
Springfield, IL 62703
P: 217-492-4608

HAZMAT RULES & EDUCATION

fmcsa.dot.gov/regulations/hazardous-materials/how-comply-federal-hazardous-materials-regulations

COMMERCIAL DRIVERS LICENSE

IL SECRETARY OF STATE

CDL Section
2701 Dirksen Parkway
Springfield, IL 62723
P: 217-524-1350
cyberdriveillinois.com/departments/drivers/
drivers_license/CDL/home.html

CDL Study Guide

cyberdriveillinois.com/publications/pdf_
publications/dsd_cdl10.pdf

Rules of the Road

cyberdriveillinois.com/publications/pdf_
publications/dsd_a112.pdf

CDL Testing Locations

cyberdriveillinois.com/facilities/
facilitylist.html

CARRIER FOR HIRE

IL COMMERCE COMMISSION TRANSPORTATION DIVISION

527 East Capitol
Springfield, IL 62701
P: 217-782-6447
F: 217-785-1448
icc.illinois.gov/transportation/

SAFETY TESTING

IL DEPARTMENT OF TRANSPORTATION

Division of Traffic Safety Bureau of Safety Programs & Administrative Services
1340 North 9th Street
PO Box 19212
Springfield, IL 62794
P: 217-785-1181
F: 217-558-2236
idot.illinois.gov/transportation-system/
safety/roadway/index

Illinois Test Lane Locations

idot.illinois.gov/Assets/uploads/files/
Transportation-System/Specialty-Lists/
Safety/LanesForInternet.pdf

EMISSIONS TESTING

IL EPA

Div. of Mobile Source Programs
1021 N. Grand Ave., East
Springfield, IL 62794-9275
P: 800-635-2380
Email: epa.vim2528@illinois.gov
epa.illinois.gov/

Vehicle Emissions Testing Program

www2.illinois.gov/epa/topics/air-quality/
mobile-sources/Pages/vehicle-emissions-
testing.aspx

SIZE & WEIGHT

IL DEPARTMENT OF TRANSPORTATION

Bureau of Operations
2300 S. Dirksen Parkway
Rm 117
Springfield, IL 62764
P: 217-782-6271
P: 217-785-1477
idot.illinois.gov/doing-business/permits/
Oversize-and-Overweight-Permits/index

Order Permits Online

webapps.dot.illinois.gov/ITAP/

IDOT Interactive Maps

Including construction routes; permit routes; weather information; planning & programming for routes, and more.
gettingaroundillinois.com/

IDOT OS/OW Permit Manual

idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Permits/Oversize%20and%20Overweight%20Permit%20Movements%20on%20State%20Highways%202015.pdf

USDOT#

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

3250 Executive Park Dr
Springfield, IL 62703

P: 217-492-4608

fmcsa.dot.gov

Printable Application Form & Instructions.

fmcsa.dot.gov/registration-licensing/print-forms/print-forms.htm

On-line Application

fmcsa.dot.gov/registration/getting-started

UCR (UNIFIED CARRIER REGISTRATION)

IL COMMERCE COMMISSION

Transportation Division
527 East Capitol
Springfield, IL 62701

P: 217-782-4654

F: 217-785-1448

icc.illinois.gov/motorcarrier/ucr.aspx
ucr.gov

VEHICLE REGISTRATION

LICENSE PLATES FOR TRUCKS & TRAILERS

IL SECRETARY OF STATE

Commercial & Farm Truck Division
300 Howlett Bldg
501 S. 2nd St Springfield, IL 62706

P: 217-785-1800

F: 217-524-0123

cyberdriveillinois.com/publications/motorist/cft.html

Title & Registration Guide

cyberdriveillinois.com/departments/vehicles/title_and_registration/pert.html

Farm & Mileage Plates

cyberdriveillinois.com/departments/vehicles/license_plate_guide/truck_and_trailer_plates/farm_truck_trailer.html

IRP Summary for Registration Year 2022

cyberdriveillinois.com/publications/pdf_publications/vsd585.pdf

MORE MATERIALS

IL FARM BUREAU WEBSITE (DOWNLOADS)

ilfb.org/resources/farmer-rural-resources/transportation-resources/

[This document available with hyperlinks.]

J. J. KELLER & ASSOCIATES, INC.

[Full line of printed regulations, forms & more.]

P: 877-564-2333

jjkeller.com/

LABELMASTER

[Full line of printed regulations, forms & more.]

P: 800-621-5808

labelmaster.com/

GOVERNMENT WEBSITES

[Some government agencies provide additional printed materials. Most provide PDF downloads of their publications.]

IL VEHICLE CODE

[Statutory law for vehicles.]

ilga.gov/legislation/ilcs/ilcs2.asp?ChapterID=49

DRUG & ALCOHOL SCREENING PROGRAM

FOR IL FARM BUREAU® MEMBERS 1-217-525-0310

Provided through Midwest Truckers Association
mid-westtruckers.com

ILLINOIS STATE POLICE (ASK FOR THE MOTOR CARRIER SAFETY OFFICER)

DIST.	LOCATION	PHONE
1	3107 E. Lincolnway, Sterling, IL 61081	815-632-4010
2	777 S. State Street, Elgin, IL 60123-7689	847-931-2405
Chicago	9511 W. Harrison, DesPlaines, IL 60016	847-294-4400
5	16648 S. Broadway, Lockport, IL 60441	815-726-6377
6	800 Old Airport Road, Pontiac, IL 61764	815-844-1500
7	800 Hillcrest Road, East Moline, IL 61244	309-752-4915
8	1265 Lourdes Road, Metamora, IL 61548	309-383-2133
9	3780 E. Lake Shore Dr., Springfield, IL 62712	217-786-7107
10	P. O. Box 110, Pesotum, IL 61863	217-867-2050
11	1100 Eastport Plaza, Collinsville, IL 62234	618-346-3990
12	401 Industrial Dr., Ste. A, Effingham, IL 62401	217-347-2711
13	1391 S. Washington St., DuQuoin, IL 62832	618-542-2171
14	1600 N. Lafayette St. Macomb, IL 61455	309-833-4046
15	2700 Ogden Ave., Downers Grove, IL 60515 (Tollways only)	630-241-6800 Ext. 5030
16	16450 West State Road, Pecatonica, IL 61063	815-239-1152
17	2971 East 350th Road, LaSalle, IL 61301	815-224-1171
18	102 IL. Route 16, Litchfield, IL 62056	217-324-4900
19	919 IL Route 14, Carmi, IL 62821	618-382-4606
20	P. O. Box 32, Pittsfield, IL 62363	217-285-2034
21	P0 Box 147, Ashkum, IL 60911	815-698-2395
22	1154 Shawnee College Rd., Ullin, IL 62992	618-845-3740

NEW LAWS

ENTRY LEVEL DRIVER TRAINING (ELDT)

Beginning February 7, 2022, before a driver may apply for or upgrade to a Class A or B CDL or seek an endorsement for hazardous materials (H), passengers (P), or school busses (S), the driver must complete entry-level driver training. The training must be provided by an entity listed on the Federal Motor Carrier Safety Administration's (FMCSA's) Training Provider Registry website. The training must include both classroom and behind-the-wheel components.

This training only applies to drivers applying for a CDL, upgrading to a new class of CDL, or seeking an additional endorsement. Those with a non-CDL driver's license are also not required to have training. This includes the non-CDL J50, and the non-CDL J51 license available to those that qualify for farmer exemptions from the CDL.

FMCSA CLARIFIES DEFINITIONS

To assist in enforcement consistency and understanding of agricultural terms when determining whether the Hours of Service (HOS) exemption applies, the FMCSA made changes to the following definitions:

Agricultural commodity: Any agricultural commodity, non-processed food, feed, fiber, or livestock as defined in this section.

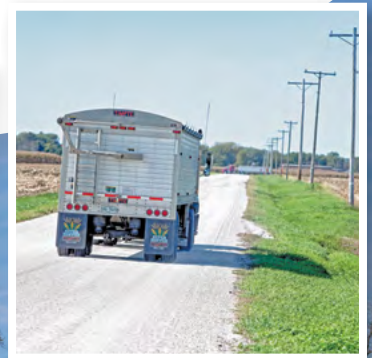
As used in this definition, the term 'any agricultural commodity' means horticultural products at risk of perishing, or degrading in quality, during transport by commercial motor vehicle, including plants, sod, flowers, shrubs, ornamentals, seedlings, live trees, and Christmas trees.

Livestock: Livestock as defined in sec. 602 of the Emergency Livestock Feed Assistance Act of 1988 [7 U.S.C.1471], as amended, insects, and all other living animals cultivated, grown, or raised for commercial purposes, including aquatic animals.

Non-processed food: Food commodities in a raw or natural state and not subjected to significant post-harvest changes to enhance shelf life, such as canning, jarring, freezing, or drying. The term 'non-processed food' includes fresh fruits and vegetables, and cereal and oilseed crops which have been minimally processed by cleaning, cooling, trimming, cutting, chopping, shucking, bagging, or packaging to facilitate transport by commercial motor vehicle.

DRUG & ALCOHOL CLEARINGHOUSE

The Federal Motor Carrier Safety Administration (FMCSA) established the Commercial Driver's License (CDL) Drug and Alcohol Clearinghouse (Clearinghouse). This new database contains information pertaining to violations of the U.S. Department of Transportation (DOT) controlled substances (drug) and alcohol testing program for holders of CDLs. This falls under (CFR 49 Part 382) Controlled Substance, Alcohol Use and Testing, from which drivers of a Covered Farm Vehicle are exempt.



COVERED FARM VEHICLE (CFV) EXEMPTION

Qualifying for the CFV exemption allows farmers to enjoy breaks from the Federal Motor Carrier Safety Regulations (FMCSR). There are limits to the exemptions. If at any time not all qualifications are met, none of the exemptions are available.

HOW TO QUALIFY

1. Farmer, family member, or employee of a farmer
2. Hauling only for the farm
3. Not hauling for hire
4. Range [see chart]
5. Registered with a “farm” license plate
6. Not required to be placarded

RANGE (WITHIN WHICH THE EXEMPTION MAY BE APPLIED)		
LOCATION	CFV	
	≤ 26,001 pounds	> 26,001 pounds
INSIDE ILLINOIS	No limit	No limit
OUTSIDE ILLINOIS	No limit	150 Miles
The 150 miles is from the carrier’s base of operation, i.e., the farm.		

WHAT IS EXEMPT

CFV Exemptions cover five major areas:

1. Commercial Driver’s License (CDL) [49 CFR 383] Non-CDL Class A or B required depending on vehicle with J51 restriction
2. Controlled Substances, Alcohol Use, and Testing [49 CFR 382]
3. Physical Qualifications and Examinations [49 CFR 391, Subpart E] Includes the medical card requirement
4. Hours of Service [49 CFR 395]
5. Inspection, Repair, and Maintenance [49 CFR 396]. Only for interstate commerce vehicles

Special Notes on Exemptions

CDL [Commercial Driver’s License] [625 ILC 5/6-5x00] and [49 CFR 383.5]

With some exceptions, a CDL generally must be obtained by the driver of any of the following vehicles:

- Any **combination** of vehicles with a Gross Combination Weight Rating (GCWR) or a Gross Combination Weight (GCW) of more than 26,000 pounds, providing the Gross Vehicle Weight Rating (GVWR) or Gross Vehicle Weight (GVW) of the vehicle being towed is in excess of 10,000 pounds.
- Any **single** vehicle with a GVWR or GVW of 26,001 or more pounds, or any such vehicle towing another not in excess of 10,000 pounds.
- Any vehicle regardless of size, designed to transport **16 or more persons**, including the driver.
- Any vehicle required by federal regulations to be **placarded** for transporting hazardous materials.

Note: This 26,000-pound threshold differs from the 10,000-pound threshold used for the Medical Card requirement.

CLASSIFICATION

Whether operating with a CDL or a Non-CDL, drivers must have a properly classified driver’s license for the vehicle size and type they are operating.

Class A – Combination vehicles, 26,001 pounds or more GCWR or GCW, providing the GVWR or GVW of the vehicle being towed is in excess of 10,000 pounds.

Class B – Single vehicle with a GVWR or GVW of 26,001 or more pounds, or any such vehicle. *May include trailer of 10,000 pounds or less.*

Class C – Single vehicle with a GVWR of at least 16,001 pounds but less than 26,001 pounds. *May include trailer of 10,000 pounds or less.*

Class D – Single vehicle with a GVWR of less than 16,001 pounds. *May include small trailer, but combined weight may not exceed 26,000 pounds.*

CDL AND THE FARM SEMI

Farm semi drivers must possess a Class A CDL or a Non-CDL farm semi license with a **J51** restriction. All tests and penalties for this Non-CDL farm semi license are the same as those required for the CDL, so there is little benefit in obtaining the **J51** instead of going ahead and getting the full CDL.

The Farm Vehicle Driver (FVD) exemption allows for a Non-CDL farm semi driver’s license with a J50 restriction.



APPLICABILITY

The CFV exemption applies to the truck-tractor/semi-trailer (semi) equally as it does to other vehicle types. No additional requirements need to be met to qualify. Unlike the FVD exemption, the CFV exemption for farm semi operators can be applied to non-family farm employees, not just family members.

ENDORSEMENTS

Drivers who qualify for a non-CDL license are not required to have the special endorsements associated only with the CDL; however, those drivers who are required to have a CDL must undergo special knowledge and/or skills testing if they will be driving a vehicle:

1. With double or triple trailers.
2. With a tank of 1,000 gallons or more liquid capacity or multiple tanks each with a capacity of more than 119 gallons that, in aggregate, total to more than 1,000 gallons (Measure tank capacity, not content. Applies to any liquid, even water).
3. That is placarded because of the type and quantity of hazardous materials carried (Requires fingerprinting and background check. Apply at least 90 days in advance of driver's license expiration). OR
4. With capacity for 16 or more passengers, including the driver.

DRUG AND ALCOHOL TESTING

Requirement [49 DFR 382 103]

Generally, if a driver is required to have a CDL, he/she is also required to submit to drug & alcohol testing. The testing involves pre-employment, random, post-accident, reasonable suspicion, and return-to-duty testing requirements. Several other factors are worthy of note:

1. Having a CDL when not required does not trigger this testing requirement.
2. The employer is responsible for providing the testing program, not the driver.
3. An employer who employs himself/herself as a driver (as many farmers do) must comply with both the requirements that apply to employers and the requirements that apply to drivers (employees).
4. Individual drivers must be pooled with a larger group (consortium) to ensure random selection.

FARM EXEMPTION AND THE CFV [49 CFR 382.103(D) & (D)(4)]

There are two avenues of exemption. Drug and alcohol testing is generally not required of drivers who have been exempted from the requirement to have a CDL – even if that farmer has a CDL. (It is the requirement that the driver have a CDL that triggers drug testing, not merely the coincidence that the driver has that license). And drivers of a CFV are expressly exempted from drug and alcohol testing and the drug and alcohol clearinghouse requirements.

OVERVIEW OF DRUG & ALCOHOL TESTING REQUIREMENTS

<http://www.fmcsa.dot.gov/rules-regulations/topics/drug/engtesting.htm>



FARM VEHICLE DRIVER (FVD) EXEMPTION

Qualifying for the FVD exemption allows farmers to enjoy breaks from the Federal Motor Carrier Safety Regulations (FMCSR). There are limits to the exemptions. If at any time not all qualifications are met, none of the exemptions are available. This exemption still exists; however, it has fewer benefits and more limitations than the CFV exemption.

HOW TO QUALIFY

1. Farmer or family member.
2. Hauling only for the farm.
3. Not hauling for hire.
4. Range 150 miles.

WHAT IS EXEMPT

Exemptions cover two major areas:

1. Commercial Driver's License (CDL) [49 CFR 383]
 - Available for most farm trucks.
 - Available for semi operators if additional qualifications are met. *See Farm Semi note below.
2. Physical Qualifications and Examinations [49 CFR 391, Subpart E] for operators of straight trucks only [49 CFR 391.67].

*Note - The FVD rule provides a back-door exemption from the controlled substances, alcohol use testing due to the exemption from the CDL. If a CDL is not required, neither is the testing.

SPECIAL NOTES ON EXEMPTIONS COMMERCIAL DRIVER'S LICENSE (CDL)

[625 ILCS 5/6-500] & [49 CFR 383.5]

With some exceptions, a CDL generally must be obtained by the driver of any of the following vehicles:

1. Any **combination** of vehicles with a Gross Combination Weight Rating (GCWR) or a Gross Combination Weight (GCW) of more than 26,000 pounds, providing the GVWR or Gross Vehicle Weight (GVW) of the vehicle being towed is in excess of 10,000 pounds.
2. Any **single** vehicle with a GVWR or GVW of 26,001 or more pounds, or any such vehicle towing another not in excess of 10,000 pounds.
3. Any vehicle regardless of size, designed to transport **16 or more persons**, including the driver.
4. Any vehicle required by federal regulations to be **placarded** for transporting hazardous materials.

*Note: This 26,000-pound threshold differs from the 10,000-pound threshold used for the Medical Card Requirement.

CLASSIFICATION

Whether operating with a CDL or a Non-CDL, drivers must have a properly classified driver's license for the vehicle size and type they are operating.

- **Class A** – Combination vehicles, 26,001 pounds or more GCWR or GCW, providing the GVWR or GVW of the vehicle being towed is in excess of 10,000 pounds.
- **Class B** – Single vehicle with a GVWR or GVW of 26,001 or more pounds, or any such vehicle. *May include trailer of 10,000 pounds or less.*
- **Class C** – Single Vehicle with a GVWR of at least 16,001 pounds but less than 26,001 pounds. *May include trailer of 10,000 pounds or less.*
- **Class D** – Single vehicle with a GVWR of less than 16,001 pounds. *May include small trailer.*

FARM SEMI AND THE FVD

In addition to the four conditions listed previously, farm semi drivers operating under the FVD exemption must also meet these four additional conditions in order to be eligible for an exemption from having to obtain a CDL:

1. Semi must be "farm" plated.
2. Driver must be age 21 or older.
3. Does not operate the semi outside the state of Illinois.
4. Employee must be a family member (parent, spouse, sibling, or child in blood or in law).

J50

This Non-CDL farm semi license comes with a **J50** restriction. Since all tests and penalties for this Non-CDL farm semi license are all the same as those required for the CDL, there is little benefit in obtaining the **J50** instead of going ahead and getting the full CDL.

ENDORSEMENTS

Drivers who qualify for a non-CDL license are not required to have the special endorsements associated only with the CDL; however, those drivers who are required to have a CDL must undergo special knowledge and/or skills testing if they will be driving a vehicle:

1. With double or triple trailers.
2. With a tank of 1,000 gallons or more liquid capacity or multiple tanks each with a capacity of more than 119 gallons that, in aggregate, total to more than 1,000 gallons (Measure tank capacity, not content; applies to any liquid, even water).

3. That is placarded because of the type and quantity of hazardous materials carried (Requires fingerprinting and background check. Apply at least 90 days in advance of driver's license expiration). OR
4. With capacity for 16 or more passengers, including the driver.

DRUG AND ALCOHOL TESTING REQUIREMENT [49 CFR 382.103]

Generally, if a driver is required to have a CDL, he/she is also required to submit to drug & alcohol testing.

The testing involves pre-employment, random, post-accident, reasonable suspicion and return-to-duty testing requirements. Several other factors are worthy of note:

1. Having a CDL when not required does not trigger this testing requirement.
2. The employer is responsible for providing the testing program, not the driver.
3. An employer who employs himself/herself as a driver (*as many farmers do*) must comply with both the requirements that apply to employers and the requirements that apply to drivers (employees).
4. Individual drivers must be pooled with a larger group consortium to ensure random selection.

DRUG AND ALCOHOL TESTING AND THE FVD [49 CFR 382.103(D)]

Drug and alcohol testing is generally not required of drivers who have been exempted from the requirement to have a CDL—even if that farmer has a CDL. (*It is the requirement that the driver have a CDL that triggers drug testing, not merely the coincidence that the driver has that license.*)

OVERVIEW OF DRUG & ALCOHOL TESTING REQUIREMENTS

<http://www.fmcsa.dot.gov/rules-regulations/topics/drug/engtesting.htm>

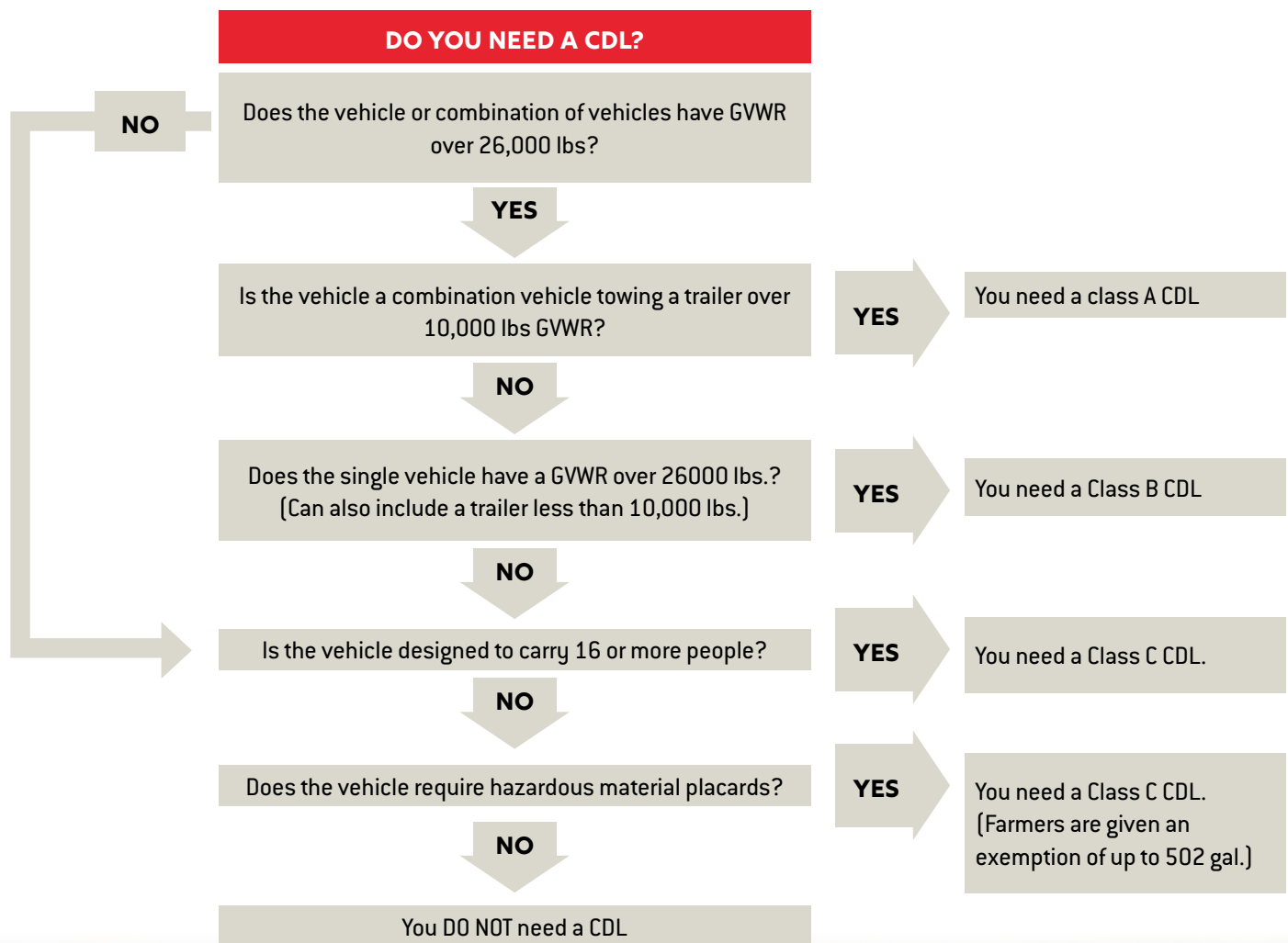


DRIVER'S LICENSE TYPES & CLASSIFICATIONS

CDL		NON-CDL
A	Combination of vehicles 26,001 pounds or more. (where the trailer is 10,001 pounds or more)	A
B	Single vehicle of 26,001 pounds or more. (may include trailer of 10,000 pounds or less)	B
C	Single vehicle of more than 16,000 but less than 26,001 pounds (may include trailer of 10,000 pounds or less)	C
-	Single vehicle of 16,000 pounds or less. (may include trailer of any size so long as the combination is not 26,001 pounds or more)	D

A driver must be properly licensed to operate the size of the vehicle he/she is driving. Farmer exemptions from the CDL do exist; however, they must still have the correct classification of license in order to operate certain vehicles. The truck-tractor

semitrailer combination is treated differently in Illinois than all other vehicle types. There are only three driver's licenses that can be used to operate a semi. The Class A CDL, the Non-CDL J50, and the Non-CDL J51. See farmer exemptions for more information.



WHAT IF I AM A FARMER AND HAVE FARM PLATES?

Illinois Farmers that fall under the Covered Farm Vehicle Exemption must have a Non-CDL license equal to the CDL classification.

MEDICAL CARD

WHAT IS A MEDICAL CARD?

It is a document, typically wallet-sized, that has been signed by a qualified medical professional indicating that the driver has passed a *DOT Physical* and is generally physically qualified, under federal law, to drive a truck. That DOT physical looks at a specified set of conditions including such things as eyesight and hearing, range of motion in joints, loss of limbs, and the presence of potentially debilitating disorders such as diabetes or seizures. While most physicians are medically qualified to conduct the physical, not all offer the service. Special examination forms are available online.

MEDICAL EXAMINER CERTIFICATION

Since May 20, 2014, interstate drivers are allowed to use only those examiners who are USDOT certified to give the DOT physical. The restriction significantly cuts the availability of the service – especially in sparsely populated areas of the state.

REQUIREMENT TO HAVE A MEDICAL CARD

Federal law [49 CFR 391] and Illinois law generally start from the premise that virtually everyone who drives a truck or a truck-trailer combination of 10,001 pounds or more in commerce (including farming) is subject to the requirement.

REQUIREMENT [49 CFR 391.1]

Drivers of commercial vehicles generally must undergo a DOT driver physical once every two years and carry a card (unless it is registered in CDLIS) signed by the examining physician indicating he/she is physically qualified to drive a commercial motor vehicle. With some exceptions, a medical card must be obtained by a driver if they:

1. Operate a commercial vehicle with a Gross Vehicle Weight Rating (GVWR) or a Gross Combination Weight Rating (GCWR) of 10,001 pounds or more in a commercial enterprise (includes farming); or
2. Operate a passenger vehicle designed to transport 16 or more passengers – 8 or more if for hire – including the driver; or
3. Operate a vehicle required by federal regulations to be placarded while transporting hazardous materials.

Note: This definition of “Commercial vehicle” differs from that used for the CDL.

MEDICAL CARD AND THE FVD [49 CFR 391.2(C)]

Generally, farm vehicle drivers operating articulated vehicles – semis, trucks pulling trailers, and even pickups pulling gooseneck trailers – lose this FVD exemption and must carry a valid medical card.

MEDICAL CARD AND THE CFV [49 CFR 391.2(D)]

Drivers operating a CFV are exempt from the requirement to have a Medical Card. Specifically, the exemption is from the rules in Part 391, Subpart E.

MEDICAL CARD EXEMPTIONS

1. **Certain Farm Vehicle Drivers (FVD):** Generally, this exemption is available only to a sub-set of those drivers who qualify as an FVD. That sub-set includes only those operating a straight truck. FVD drivers who operate a combination vehicle (i.e., truck-trailer combination or a semi) are not eligible for this exemption.
2. **Covered Farm Vehicles (CFV):** This one is very simple. It applies the exception from the DOT physical to all drivers who operate a CFV, whether straight truck or a combination vehicle.

REQUIREMENT TO CARRY A MEDICAL CARD

All drivers required to undergo a DOT physical must continue to carry a medical card with them unless they have been certified as “NI” (Non-Exempt Interstate.) See below. Those NI drivers may now leave their medical cards at home – their medical card record is included in the federal electronic database for CDL drivers known as CDLIS.

CDL HOLDERS MUST COMPLY

All drivers who have a CDL (whether you are required to have that CDL or not) had to appear in person at a CDL testing facility to affirm whether they are required to have passed a recent DOT physical and whether they drive on an interstate or intrastate basis. Generally, those interstate drivers who are required by law to undergo a DOT physical had to have proof of compliance in-hand at the time of that visit.

This requirement began January 30, 2012. Now, CDL drivers need to repeat the process every time their DOT physical is renewed.



FAILURE TO COMPLY

Failure to comply will result in the driver's CDL status being reduced to Non-CDL. There will likely be a 30-day grace period in which to reclaim your CDL through certification. If not certified within the grace period, the CDL could be permanently forfeited and you would need to start from scratch to get a new one.

REPORTING STATUS

It is up to the driver to make his or her own decision about which category to declare. The Secretary of State's staff has been instructed to not make that decision for the driver. There are four categories from which to choose:

1. **Non-excepted Interstate (NI):** Drive on an interstate basis and meet 49 CFR 391 requirements (must have a medical certificate – must provide the state's Driver's License Agency with an original Copy of the Medical Certificate).
2. **Excepted Interstate (EI):** Drive on an interstate basis and excepted from 49 CFR 391 requirements (does not need medical certificate to drive interstate).
3. **Non-excepted Intrastate (NA):** Drive on an intrastate basis and subject to state medical card requirements as in law today.
4. **Excepted Intrastate (EA):** Drive on an intrastate basis and excepted from all or part of State medical card requirements.

INTERSTATE VS. INTRASTATE

Your operation can be considered trucking in "interstate commerce" in either of two ways. Crossing the state line is clearly an interstate move; however, traveling point-to-point within the State of Illinois is also considered interstate commerce if the load you are hauling is part of an interstate shipment – generally, cargo that originates in one state and is ultimately destined for another state or country.

1. If you operate in interstate commerce then report yourself as an Interstate Driver by selecting either "NI" or "EI".
2. If you operate in intrastate commerce, then report yourself as an Intrastate Driver by selecting either "NA" or "EA".

K RESTRICTION

If you have declared yourself to be an intrastate-only driver (NA or EA), then a "K" restriction will be added to your CDL. That prohibits the use of your CDL for operating a truck outside the state of Illinois.

APPLIES ONLY TO DRIVERS WHO HAVE A CDL		
	Interstate Commerce	Intrastate Commerce
Medical Card Required	NI	NA
Exempt from Medical Card	EI	EA
Update before medical card expires		
Generally, the driver is being asked two questions:		
1. Are you an interstate or intrastate driver?		
2. Are you required to have a medical card?		

If your driver status changes, you must notify the Secretary of State immediately.



HOURS OF SERVICE (HOS)

State and federal regulations typically restrict the number of hours an individual may operate a CMV in any day or in any 7- or 8-day period. Farmers and those hauling agricultural products or supplies receive special dispensation from many of those rules. That generally makes the need for electronic logging a non-issue in the ag community. If you are required to maintain a log, then this publication is not for you. This piece focuses on the exemptions from the HOS restrictions for the farm community.

GENERAL CONCEPTS

The overall concept of Hours of Service (HOS) regulations is to limit the time a driver may work in any given day or in any given 7- or 8-day period, in order to prevent that individual from being over-tired when operating a commercial motor vehicle (CMV). [49 CFR 395]

To do that, HOS regulations limit the number of hours a driver may be “on duty” and the number of hours an individual may drive a CMV. Those are two separate limits.

It’s important to note that on-duty time includes not only those hours spent driving, but generally all hours spent on the job for an employer – including the self-employed.

So, those hours spent loading and unloading, doing paperwork, servicing the truck, or doing any other task on behalf of the employer count against the limited number of on-duty hours available to the driver.

For farmers and farm employees, those on-duty hours include fieldwork and choring, even though they have nothing to do with driving a truck.

The drive time (generally 10 or 11 hours) can be used anytime during the on-duty time (generally 12 or 14 hours). Once either the drive time or the on-duty time has expired for an individual, that person may no longer drive, but they can continue to work at other tasks unrelated to the vehicle. To reset drive time and on-duty time limits, the individual will generally have to be off-duty for a least 10 consecutive hours. Starting September 29, 2020, the 10 hours has a sleeper berth provision. It allows a driver to meet the 10-hour minimum off-duty requirement by spending at least 7 hours of that period in the berth combined with a minimum off-duty period of at least 2 hours spent inside or outside the berth, provided the two-periods total at least 10 hours. To track that time, most drivers of a CMV must maintain what is commonly called a “logbook”. In regulatory speak, it is known as the Driver’s Record of Duty Status (RODS). Up until now, that has generally been paper-based. Today, most over-the-road CMVs must be equipped with an Electronic Logging Device (ELD).

Because farmers typically spend most of their on-duty time in labors other than driving a truck – and because of the spikes in seasonal demands associated with farming – regulators have cut farmers some slack when it comes to HOS. In fact, they have provided quite a lot of slack.

EXEMPTIONS

Farmers can take advantage of exemptions from HOS regulations in several different ways:

1. Short-haul operations [49 CFR 395.1(e)].
2. Agriculture exemption [49 CFR 395.1(k)] and [IL Admin Code, Title 92 Section 395.1000 b)].
3. Covered Farm Vehicle exemption [49 CFR 395.1(s)].
4. ELD exemptions.

SHORT-HAUL EXEMPTION

Designed for local delivery operations and applicable to all drivers, including farmers, this exemption excuses the driver from maintaining a logbook. The drivers start and stop location must be the same to take advantage of this exemption. It does not excuse the driver from the limited number of on-duty or drive time hours. As of September 29, 2020, the maximum on duty time is 14 hours and the driver must operate within 150 air-miles. The 30-minute break is also excused under this exemption. A “timecard” or record of hours must be maintained by the carrier.

This exemption would be for drivers that do not fall under the agricultural exemption that stay within the 150 air-miles.

AGRICULTURAL EXEMPTION

This provides an exemption from both logging and the restrictions for on-duty time. It applies not just to farmers, but to anyone who hauls agricultural products or supplies. There are three major restrictions associated with this exemption:

1. Travel is limited to locations within 150 air-miles of the source.
2. The exemption applies only during planting and harvesting periods (as determined by the State).
3. The exemption for the transportation of farm supplies is limited to movements from wholesale to retail and from a wholesale or retail distribution point to the farm. Agriculture commodities may be hauled from the farm to any point within the 150-mile radius for interstate loads. Intrastate (in Illinois) travel of commodities from farm to market is not limited. Grain hauling operations in Illinois have a 200-mile radius exemption to HOS from their normal work reporting location.

In Illinois (a major ag state) the planting and harvesting period is liberally defined as January 1 through December 31. In other words, the exemption applies year-round.

Farm supplies are defined to encompass virtually all inputs, including, but not limited to fertilizer, fuel, seed, chemicals, equipment, etc. – anything that is “directly related to the growing or harvesting of agricultural commodities”. The intrastate waiver is broader than its interstate component.

COVERED FARM VEHICLE EXEMPTION (CFV)

This third exemption from HOS regulations applies only to farmers and their employees. Within that group, only those who operate a CFV may take advantage of it. Please see the CFV section for further detail.

ELECTRONIC LOGGING DEVICE (ELD)

The ELD requirement, logically, applies only where the driver is required to maintain a log of the time spent operating a truck. That requirement falls within state and federal regulations known broadly as Hours-of-Service regulations or HOS. [49 CFR 395]. If a farmer is exempt from HOS or from the requirement to maintain a log, then he/she is also exempt from the requirement to use an ELD. There are three levels of exemption:

In the following situations, the driver is excused from the requirement to use an ELD, but must still maintain a paper log:

1. Operating a vehicle with an engine manufactured prior to model year 2000.
2. Driving within 150 air-mile radius.
3. Driving a truck not more than 8 days during any 30-day period.

In the following situations, the driver is excused from having to maintain a log, but remains subject to time restrictions:

1. Short-Haul operators when driver reports and returns to work reporting location within 14 consecutive hours. Must keep time records (punch a clock) at work location – as mentioned above.
2. Driving a vehicle that does not require a CDL. Recordkeeping requirement, along with time and distance limits apply. [49 CFR 395.1(e)(2)].

In the following situations, the driver is generally exempt from all HOS restrictions and requirements:

1. Seasonal Agricultural Exemption (applies year-round in Illinois within a 150-mile limit as mentioned above.
2. Covered Farm Vehicle (CFV) drivers as mentioned above.

If driver goes outside the 150 air-mile radius, driver is required to log HOS. If done more than eight times in a 30-day period, ELD is required.

Transporters of livestock and insects are not required to have an ELD. The statutory exemption will remain in place until further notice. Drivers do not need to carry any documentation regarding this exemption.

REQUIREMENT [49 CFR 395]

Generally, drivers of a Commercial Motor Vehicle (CMV) are subject to limitations on the number of hours they may operate a CMV in any given day or week.

HOURS OF SERVICE AND THE CFV [49 CFR 395.1(S)]

Drivers operating a CFV are exempt from the limitations on hours of service, including the maintenance of a logbook. This is in addition to the more general, seasonal exemption for haulers of agricultural products that is also available to farmers.

TRAILERS

When operating a truck and trailer combination, Illinois law generally requires that both the truck and the trailer display a “farm” license plate in order to qualify as a CFV. This does not apply to semi-trailers; those are allowed to use standard “ST” semi-trailer plate. (See the following paragraphs for other trailer variations.)

PICKUPS AND DUALS

Illinois’ smallest “farm” plate is the “VF” at 16,000 pounds. That is far larger than typically necessary for a pickup truck or dually. Instead, these smaller trucks may be registered with any license plate for a second division vehicle that is 12,000 pounds or less to be eligible to qualify for the CFV designation. The \$10 designation – plus a “farm” plate on the trailer – will satisfy the “farm” registration requirement for that combination vehicle. When not operating as a CFV, these trucks may be used as any other standard-plated truck, including non-farm business and personal use.

IMPLEMENTS OF HUSBANDRY

When operating a truck pulling an implement of husbandry, only the truck needs to have the “farm” license plate (or in the case of some pickup trucks, the registered CFV designation) in order to satisfy the “farm” registration requirement for the CFV exemption.



CONTROLLED SUBSTANCES, ALCOHOL USE AND TESTING

Drivers who drive under the Covered Farm Vehicle are **not required** to have a CDL (may have a class A or B Non-CDL) and are exempt from 49 CFR 382.

All CDL drivers operating Commercial Motor Vehicles (CMVs) (greater than 26,000 GVWR, or transporting more than 16 passengers, including the driver, or placarded hazardous materials) on public roadways must be DOT drug and alcohol tested. This applies to any driver **required** to possess a CDL, including those employed by Federal, State, and local government agencies, “owner operators”, and equivalently licensed drivers from foreign countries. Part-time drivers must also be included in an employer’s drug and alcohol testing program. Drivers who only operate CMVs on private property, not open to the public, do not require testing.

Drivers who drive under the Covered Farm Vehicle (CFV) are not **required** to have a CDL and are exempt from 49 CFR 382.

Farmers that do not fall under the CFV exemption will need to include all CDL drivers into a drug testing program. Illinois Farm Bureau has had a long-standing relationship with Midwest Truckers Association for our members to utilize their drug and alcohol testing program.

CDL Drivers that are required to be in a drug and alcohol testing program must be given a policy and informed about the testing policy. A signed certification must be kept on file that the driver received and was informed of the policy.

NEW DRUG & ALCOHOL CLEARINGHOUSE

The Federal Motor Carrier Safety Administration (FMCSA) established the Commercial Driver’s License (CDL) Drug and Alcohol Clearinghouse (Clearinghouse). This new database contains information pertaining to violations of the U.S. Department of Transportation (DOT) controlled substances (drug) and alcohol testing program for holders of CDLs.

The Clearinghouse final rule requires the following:

- Employers must query the Clearinghouse for current and prospective employees’ drug and alcohol violations before permitting those employees to operate a commercial motor vehicle (CMV) on public roads.
- Employers must annually query the Clearinghouse for each driver they currently employ.

For more information on the Clearinghouse, please visit <https://clearinghouse.fmcsa.dot.gov/>

Those that drive under the CFV exemption are exempt from the clearinghouse requirement.

Note: Illinois Law effective January 1, 2020 legalizes recreational use of marijuana. Federal law does not recognize legalization of marijuana and specifically restricts use of marijuana for drivers of CMVs. This is a Zero tolerance policy.

USDOT NUMBER AND THE UCR

When the federal Unified Carrier Registration (UCR) debuted in 2007, it swept up private carriers – including farmers – in its registration and payment requirements. A prerequisite of the UCR is registration for the USDOT Number. Today, most Illinois farmers find their farm trucking operations subject to both USDOT and UCR registrations. The requirement is triggered by the “interstate commerce” nature of most farm-to-market deliveries. This document will help sort out the conditions for, and the process of, registration.

1. DO THESE RULES APPLY TO FARMERS?

Yes, if the farmer operates a commercial vehicle in interstate commerce. There is no farmer exemption from the UCR or USDOT Number.

2. WHAT ARE THESE PROGRAMS FOR?

The UCR is a fee collection system. The fees associated with the Unified Carrier Registration (UCR) are used by states to enforce “safety” (Motor Carrier Safety Regulations) and “fitness” (insurance) regulations.

The USDOT Number is a federal identification system. The registration of carriers (under the USDOT Number Program) and the marking of vehicles allows enforcement agencies to track all vehicles operated by an individual carrier in order to establish the safety record for the carrier’s entire fleet.

3. WHO IS SUBJECT TO THE UCR AND USDOT NUMBER?

Regulated for-hire motor carriers and unregulated private and exempt carriers, as well as brokers, freight forwarders, and leasing companies who operate commercial vehicles in interstate commerce, are all required to register and pay fees.

4. WHO IS NOT SUBJECT TO THEM?

Purely intrastate motor carriers are not subject to either. States that participate in UCR can elect to extend the requirements of UCR to their intrastate carrier population. Illinois has chosen not to.

5. HOW DO I FIGURE OUT IF I HAVE TO REGISTER MY OPERATION UNDER EITHER PROGRAM?

You are required to register if your operation includes at least one vehicle that meets both of the following two conditions:

- a. It must be a “commercial vehicle”.

That has nothing to do with for-hire hauling. Instead, it is generally based on the vehicle’s size. Virtually every

farm truck and truck/trailer combination is considered a “commercial vehicle”. For purposes of the UCR and the USDOT Number registration, a commercial vehicle is one vehicle or a combination of vehicles that is operated in commerce (includes farming) and has a Gross Vehicle Weight Rating (GVWR) of at least 10,001 pounds, or in the case of a passenger vehicle, is one built to carry 9 or more persons (for hire) or 16 or more persons (not for hire), including the driver. It also includes a vehicle that transports hazardous materials in a quantity that requires the vehicle to be placarded.

- b. It must be used in “interstate commerce”.

Federal regulations define it as follows [49 CFR 390.5]:

Interstate commerce means trade, traffic, or transportation in the United States –

- (1) Between a place in a State and a place outside of such State (including a place outside of the United States).
- (2) Between two places in a State through another State or a place outside of the United States.
- (3) Between two places in a State as part of trade, traffic, or transportation originating or terminating outside the State or the United States.

Farming is commerce (you are trying to make a buck), so that part is easy. The more difficult distinction is whether the truck is operated in “interstate commerce”.

Your operation can be considered “interstate commerce” in either of two ways:

- (1) Crossing the state line is clearly an interstate move.
- (2) Traveling point-to-point within the State of Illinois is also considered interstate commerce if the load you are hauling is part of an interstate shipment, generally, cargo that originates in one state and is ultimately destined for another state or country.

6. WHAT IS THE GOVERNMENT’S CURRENT POLICY ON ENFORCEMENT?

Since May of 2012, the FMCSA enforcement policy on farm-to-market deliveries within the state of Illinois has looked at four conditions. It is intended to minimize the applicability of the USDOT number registration requirements by applying enforcement only in situations where commerce is indisputably interstate in nature.

For purposes of enforcing the USDOT number, farm-to-market deliveries originating in Illinois are treated as “interstate commerce” (requiring registration) only if the receiving market facility:

- a. Is located outside of Illinois.
- b. Is a river terminal with barge loading capability.
- c. Has unit train loading capability (=60 cars). OR
- d. Is an intermodal container aggregator and/or shipper.

Generally, deliveries to all other in-state markets will be treated as intrastate shipments for purposes of the USDOT number registration. However, the FMCSA reserves the right to consider each facility on a case-by-case basis to ascertain its interstate status.

7. I DO NOT REALLY HAVE A COMMERCIAL TRUCK, JUST A “FARM-PLATED” TRUCK.

In this case, the term “commercial” has nothing to do with the license plate or “for-hire” hauling. For purposes of the UCR and the USDOT Number, a farm truck is considered “commercial” generally based on its size. If it is over 10,000 pounds GVWR or a combination vehicle (truck & trailer) with a GCWR over 10,000 pounds, it is commercial. A “farm” license plate does not determine the commercial or non- commercial status.

8. WHAT IF I HAUL TO AN ETHANOL PLANT OR SOYBEAN PROCESSOR IN ILLINOIS THAT SHIPS PROCESSED PRODUCT OUT OF STATE?

Generally, your portion of that move would be considered intrastate commerce, not interstate commerce. The reason is, the raw commodity (i.e., corn or soybeans) traversed an intrastate route and would be transformed into some other product (i.e., ethanol, DDGs, soybean oil or meal) before moving out of state. In this case, the interstate commerce “map” is reset from the point where the original cargo is processed.

9. DOES THE UCR REPLACE THE USDOT NUMBER?

No. The UCR is in addition to the USDOT Number registration. The USDOT Number is an identification system. The UCR is a fee collection system. Because they both use the same trigger mechanism, if you need one registration, you will also need the other.

10. ARE THERE FEES ASSOCIATED WITH REGISTRATION?

Currently, there is no charge to register for a USDOT Number. There has always been a fee for the UCR. For motor carriers, the fee is based on the total number of commercial motor vehicles operated in interstate commerce. (They differ for brokers and freight forwarders.)

Fees: The fees have changed from prior years.

NUMBER OF VEHICLES	2021
0-2	\$66
3-5	\$197
6-20	\$393
21-100	\$1,371
101-1000	\$6,534
1,001 or more	\$63,809

11. HOW IS THE NUMBER OF VEHICLES COUNTED?

Count only the power units, not the trailers. Typically, use the number of commercial vehicles operated in interstate commerce in the 12-month period ending June 30 of the prior year or the number entered on form MCS-150 when first applying for the USDOT Number.

12. IS THERE A CREDENTIAL FOR CARRIERS UNDER THE UCR?

No. Unlike the USDOT Number, the UCR does not require its information to be displayed on the vehicle nor is there any UCR paperwork to carry with the vehicle. Section 4306 of the enacting legislation includes a general federal prohibition against State requirements for interstate motor carriers to display any credentials in or on a commercial motor vehicle. Although there are a number of exceptions to this general prohibition, none applies to the UCR. The implication is that Congress did not intend for there to be any UCR credentialing.

13. WHAT ABOUT CREDENTIALS FOR THE USDOT NUMBER?

The USDOT Number registration requires that commercial vehicles be marked with the legal name, or a single trade name of the business entity that owns or controls the motor carrier operation. City and state are not required to be displayed but are allowed.

14. HOW DO I REGISTER FOR THE UCR?

Registration is completed online at the UCR boards website: UCR Plan – <https://www.ucr.gov/>

15. IF I NEED THE UCR, WILL I NEED THE USDOT NUMBER AS WELL?

Yes. In fact, you will be required to have the USDOT Number before registering for the UCR.

16. I AM JUST GETTING STARTED IN INTERSTATE HAULING, WHAT CAN I EXPECT UNDER THE UCR AND USDOT NUMBER PROGRAMS

Motor carriers who are new entrants into interstate commerce should register under both the USDOT Number and UCR programs before they begin operations in interstate commerce.

Under a Congressional requirement stemming from the 9/11 terrorist incident, first-time applicants for a USDOT Number from the federal government will undergo a new-entrant safety assurance audit within 12 months of their application. In Illinois, that audit will likely take place between 4 to 10 months from the time of application.

All first-time carrier applicants for a USDOT Number will be automatically enrolled in the FMCSA New Entrant Safety Assurance Program. This program requires new entrants to pass a safety audit and maintain acceptable roadside safety performance over an initial 18-month period before they are given permanent registration status.

17. WHAT IS A NEW-ENTRANT AUDIT AND HOW WILL IT BE CONDUCTED?

Formerly conducted on-site, these reviews are now done remotely. This “audit” is formally known as a New Entrant Safety Assurance Program Review. USDOT auditors – or IDOT auditors working on behalf of the federal government – will notify the carrier of a pending review and arrange to have the carrier provide records required to be kept under Federal Motor Carrier Safety Regulations regarding the carrier’s safety management system.

Those records can include, but are not limited to:

- a. Driver Qualifications.
- b. Driver Duty status.
- c. Vehicle Maintenance.
- d. Accident Register.
- e. Controlled Substances and Alcohol Use and Testing Requirements (where applicable).

Illinois farmers who have undergone a new-entrant review report it to be more of an educational experience than a regulatory enforcement. Serious violations, however, could result in fines or penalties or a loss of interstate operating authority. New entrants will most often be given 30 to 60 days to correct any shortcomings. All carriers – new and established – are subject to a “Compliance Review”, another form of an audit, at any time.

18. AS A NEW-ENTRANT CARRIER, DO I GET A BREAK ON FIRST YEAR FEES?

No. Fees for the UCR are not prorated. Carriers newly entering interstate commerce late in the calendar year will be the same fee as those who registered early.

Since new entrants do not have the prior year’s experience on which to base the number of interstate vehicles in their fleet (needed to calculate the UCR fee), they can instead base that number on the count used to complete form MCS-150 – the form used to obtain the USDOT Number. That form asks for “The number of vehicles that will be operated in the U.S.”

19. WHAT ABOUT FARM WAGONS?

A farm wagon weighing up to 36,000 pounds GVW in Illinois is considered to be an implement of husbandry. Implements of husbandry are not subject to either the UCR or USDOT Number registration requirement; however, trucks used to pull wagons are regulated by these programs.

20. HOW TO DISPLAY THE USDOT NUMBER [390.21]

The following information must be displayed on both sides of each commercial power unit (not trailers) operated by the carrier:

- a. The legal name, or a single trade name, of the business entity that owns or controls the motor carrier operation (Match that used on Form MCS-150).
- b. The motor carrier identification number issued by the FMCSA, preceded by the letters “USDOT”.
- c. In letters that contrast with background and are legible from 50 feet in daylight.
- d. May be painted on or included on an attached sign.
- e. City, state, and address are optional.

STAYING COMPLIANT

USDOT NUMBER

To determine whether the USDOT Number is required of you, visit: <http://www.fmcsa.dot.gov/registration/do-i-need-usdot-number>.

To register for a USDOT Number you can visit: <https://www.fmcsa.dot.gov/registration>

NEW-ENTRANT SAFETY ASSURANCE PROGRAM

FMCSA's New Entrant Program monitors motor carriers' compliance with safety regulations for their first 18 months. This website explains the program and requirements to help carriers operate safely on our roads.

For information about the new entrant program and what is included in a Compliance Review, visit <https://ai.fmcsa.dot.gov/NewEntrant/home.aspx>

MCS 150 USDOT NUMBER UPDATE - REQUIRED EVERY TWO YEARS.

Updates are based on the last two numbers of your DOT number. If the second to last number is odd, the update is due in odd years. If the second to last number is even, the update is due in even years. The last number determines what month the update is due, i.e., 1 = January 2 = February 3 = March, etc. Also, any time a carrier or other regulated entity changes its name or address or other details in their record, they should update their USDOT number and operating authority record with FMCSA in a timely manner.

For more information or to update online, visit <https://www.fmcsa.dot.gov/registration/updates-your-registration>.

UNITED CARRIER REGISTRATION UPDATE - OPENS OCTOBER 1 AND IS DUE DECEMBER 31.

If the operation is doing interstate commerce, they are required to have a USDOT number and UCR. This registration opens on October 1 and is due by December 31.

To Complete UCR, visit www.ucr.gov.

INTERNATIONAL FUEL TAX AGREEMENT (IFTA) QUARTERLY REPORTING

IFTA REPORTING SCHEDULE	
Quarter	Due
Quarter 1	April 30
Quarter 2	July 31
Quarter 3	October 31
Quarter 4	January 31 of the following year

IFTA is a base jurisdiction motor fuel use tax agreement in which the base jurisdiction (typically a state) administers motor fuel use taxes for all IFTA jurisdictions and apportions payments to those jurisdictions. For example, if you purchase fuel in Illinois but also drive in Iowa, Iowa will receive their portion of the fuel tax through IFTA.

If your vehicles:

1. Travel in Illinois **and** at least one other state,
2. Have two axels and a gross vehicle weight or registered gross vehicle weight exceeding 26,000 pounds,
3. Have three or more axels regardless of weight, **or**
4. Are used in combination and the gross vehicle weight or the registered gross vehicle weight of the combined vehicles exceeds 26,000 pounds,

You are required to use the MyTax Illinois system to register for and file tax returns under Illinois' motor fuel use tax program (MyTax Illinois, n.d.).

IFTA DECAL RENEWAL - MUST BE ORDERED BY DECEMBER 31 EVERY YEAR.

For further information on IFTA, visit <https://www.illinois.gov/rev/research/taxinformation/motorfuel/mfut/Pages/compliance.aspx>.

HEAVY HIGHWAY VEHICLE USE TAX (2290) - DEADLINE AUGUST 31

Anyone who has registered or is required to register a heavy highway motor vehicle with a taxable gross weight of 55,000 pounds or more in their name at the time of first use on the public highways during the reporting period (July 1 through June 30) must fill Form 2290 (IRS.gov, n.d.).

You should claim suspension from the tax when a vehicle is expected to be used 5,000 miles or less (7,500 miles or less for agricultural vehicles) during the period; however, you must still file. <https://www.irs.gov/businesses/small-businesses-self-employed/trucking-tax-center> for more information.

BASE, FARM, MILEAGE PLATES - EXPIRES JUNE 30 ANNUALLY

LICENSING FARM TRUCKS

There are four general categories for licensing (registering) a truck in Illinois (see chart below). Each of these has some benefits and drawbacks. The table below addresses the key aspects of each form of registration.

TYPE USE	FLAT WEIGHT	IRP	MILEAGE	FARM
INTRASTATE (within Illinois)	Yes.	Yes.	Yes.	Yes.
INTERSTATE (out-of-state)	No – unless a trip permit is purchased.	Yes.	No. Trip permits are not available.	Yes.
FOR HIRE	Yes.	Yes.	Yes.	No.
MILEAGE LIMITATION	None.	None.	Generally 7,000 per year – fewer for plates of 24,000 pounds or less.	None.
RADIUS OF OPERATION	No limit within Illinois.	No limit.	No limit within Illinois.	No limit.
CARGO TYPE LIMITATION	None.	None.	None.	Use only for farmer’s own farming operation – inputs and production.
WEIGHT RANGES	8,000 – 80,000 pounds	26,000 – 80,000 pounds	12,000 – 80,000 pounds	16,000 – 80,000 pounds
NUMBER OF PLATES PER OWNER	No limit.	No limit.	No limit.	Maximum of five trucks (not more than two may be over 59,000 pounds). Maximum of 2 farm plated trailers.
LICENSE FEE (relative to flat weight)	100%	100% (Apportioned by the percent of miles run in each state.)	About 50% on average across all applicable weight classes. Percentage varies by weight.	About 59% on average across all applicable weight classes. Percentage varies by weight.
REGISTRATION YEAR	July 1 – June 30	April 1 – March 31	July 1 – June 30	July 1 – June 30

1. Trip permits are generally available for periods up to 72 hours. Most states limit the number of trip permits issued each calendar year to not more than three.
2. Under interstate agreements of reciprocity, the farm plate is accepted in every state adjoining Illinois. Other states most probably also accept Illinois “farm plated” trucks but call ahead to be certain.
3. Trip permit required for out-of-state travel if not for agriculture use or for agriculture use and over 150 air-miles.

FARM PLATE

Farm plates offer several advantages:

1. Farm trucks generally run a lower number of miles and therefore justify a lower cost.
2. Due to that lower mileage and the restrictions on uses of farm plates, the cost associated with farm plates is approximately 59% that of the flat weight plates. It varies by weight category.
3. A Farm plate is one (out of six) requirement that it takes to operate as a Covered Farm Vehicle (CFV).

TRAILERS

SEMI-TRAILER

1. Special Designations: Semi-Trailer: "ST"
2. Relative Cost: N/A.
3. One-time flat tax of \$19, which includes the registration fee, for a permanent non-transferable plate.
4. Range: Intrastate & Interstate Travel.
5. Use: Private & For-hire.
6. Weight: No limit / no weight tax - weight to be covered by plate on power unit.
7. Commercial Distribution Fee: No.



SIZE AND WEIGHT LIMITS

All roads in Illinois have standardized weight limits based on what is called the Federal Bridge Formula. That formula establishes both a gross weight limit and an axle weight limit for roads and bridges. The formula varies the allowable gross weight based on axle spacing. But allowable weights can also be influenced by reduced weight limit postings, license plate limits, manufacturers' weight ratings of equipment, and more. Allowable dimensions of vehicles, too, are generally restricted and must be heeded when on public roads.

SIZE AND WEIGHT LIMITS [625 ILCS 5/15-111]

1. The allowable width, height and weight of trucks and trailers operating in Illinois is based on uniform standards but can vary by road system if restrictions are posted. Allowable lengths vary.
2. **Federal bridge formula** allows 20,000 pounds per single axle, 34,000 pounds per tandem axle, and 80,000 pounds maximum Gross Vehicle Weight (GVW).
3. The **number** of axels and their **spacing** determines the allowable gross weight.
4. **Width** limit is 102 inches on all roads unless a narrower restriction is posted.
5. **Length (semi)**
 - a. Class I routes: overall unlimited; trailer 53'.
 - b. Class II: overall 65'; trailer 53'.
 - c. Other Local Roads: overall 65'; trailer 53'
6. A **tandem axel** is defined as any two or more single axles whose centers are more than 40 inches and not more than 96 inches apart (on-centers).
7. The **registered** (licensed) weight of the vehicle also imposes an enforceable weight restriction.

For information on the allowable dimension and weight of trucks and trailers operating on state and local roads in Illinois check the IDOT website at <https://idot.illinois.gov/Assets/uploads/files/Doing-Business/Laws-&Rules/Highways/Size%20and%20Weight%20Bklt%202020%20online.pdf>

LICENSE PLATES

Single trucks must be registered (licensed) to cover the gross weight of vehicle and its load.

When trucks and trailers are used in combination, it is not necessary to have the license plate on each vehicle cover the weight carried by that individual vehicle. Illinois' "marriage of licenses" provision means that when two licensed vehicles are

used in combination, the sum of their licensed weights must meet or exceed the sum of their gross weights. [625 ILCS 5/3-401(c-1)(3)].

DESIGNATED ROUTES

There are three classes of routes:

1. **Class I** – Interstates, expressways, tollways, and others deemed by the department.
2. **Class II** – State highways and designated local roads.
3. **Non-Designated Highways** – State highways not designated I or II and local highways not designated Class II.

SCALE PROGRAM

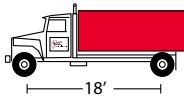
1. The Illinois State Police and IDOT jointly operate semi-portable scales among 21 state police districts.
2. Many state troopers carry portable ("pancake" or "wheel load weigher") scales in their squad cars.
3. There are approximately 32 permanent scale sites operated by the State of Illinois.
4. An IDOT team is generally assigned to a state police district for five days per week and assists officers by setting up the scale. The officer-in-charge determines a scale's location, and the police enforce weight regulations, not IDOT staff.
5. IDOT's portable and semi-portable scales are recalibrated by IDOA two times each year – twice as often as required of commercial scales.
6. State law provides a "tolerance" for vehicle overweight to accommodate uncertainties in loading.
7. Vehicles registered for 73,280 pounds or less are allowed 2,000 pounds tolerance for axle weight and 2,000 pounds tolerance for gross weight.
8. Vehicles registered for more than 73,280 pounds are allowed 2,000 pounds tolerance for axle weight but only 1,000 pounds for gross weight. The gross weight tolerance jumps to 2,000 pounds when weighed on portable scales.
9. Tolerance does not apply to the registered (licensed) weight of the vehicle.
10. If overweight but within the tolerance, the vehicle must be parked so the weight can be shifted or removed. Once within legal limits, the vehicle will be allowed to proceed, and no overweight ticket will be issued.

DRIVER'S RIGHTS

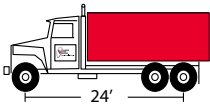
1. A police officer checking a truck's weight may direct the driver to the nearest available scale certified by the Illinois Department of Agriculture. [625 ILCS 5/15-112]
2. State Police generally favor using state-owned scales. The driver may request, but not demand, an alternate location.
3. Portable and semi-portable scales should be placed in a location that does not present a traffic hazard and that is relatively level and firm. Up to a 3% grade is generally within the scale's tolerance but in no case should the vehicle roll due to the slope of the scale.
4. The vehicle's brakes should not be applied, and no on-board mixing equipment should be operating while being weighed.
5. Accumulations of mud, snow and ice generally may be removed from the outside of the vehicle before it is weighed, but not once on the scale.

FINES [625 ILCS 5/15-113]

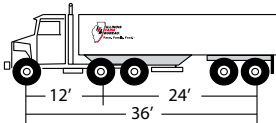
1. When police issue an overweight citation, the driver generally will not be allowed to move the vehicle until bond is posted in the amount of the fine (perishable loads may be excepted).
2. The circuit clerk in each county usually determines the form of acceptable bond. Most accept some form of certified check or money order, but not all accept personal checks or even cash.



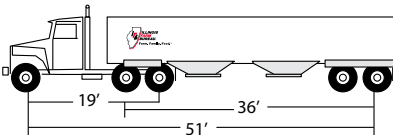
Axle 1	20,000
Axle 2	20,000
Axle 1,2	40,000



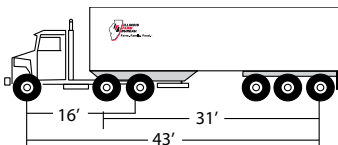
Axle 1	20,000
Axle 2,3	34,000
Axle 1,2,3	54,000



Axle 1	20,000
Axle 2	20,000
Axle 3,4	34,000
Axles 1,2	40,000
Axles 2,3,4	54,000
Axles 1,2,3,4	66,000



Axle 1	20,000
Axle 2,3	34,000
Axle 4,5	34,000
Axles 1,2,3	50,000
Axles 2,3,4,5	68,000
Axles 1,2,3,4,5	80,000

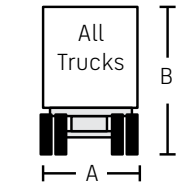


Axle 1	20,000
Axle 2,3	34,000
Axle 4,5,6	42,500
Axles 1,2,3	48,000
Axles 2,3,4,5,6	67,500
Axles 1,2,3,4,5,6	80,000

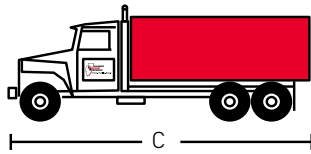
MAXIMUM LOAD IN POUNDS CARRIED ON ANY GROUP OF 2 OR MORE CONSECUTIVE AXLES

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

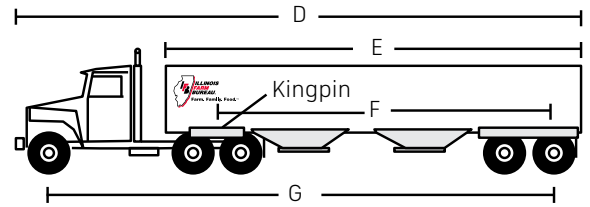
MAXIMUM LEGAL DIMENSIONS OF MOTOR VEHICLES



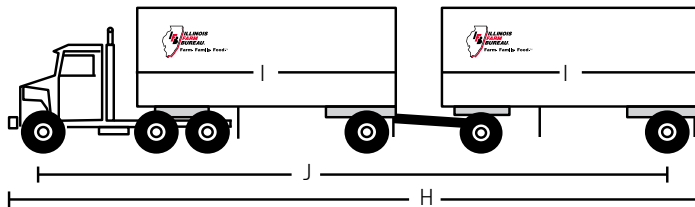
Width & Height



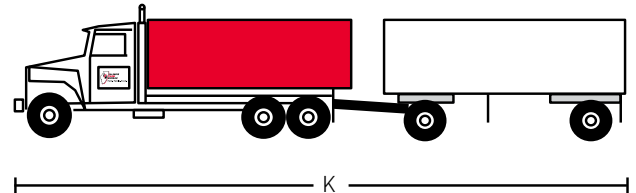
Length, Single Vehicle



Length, Truck-Tractor/Semi-Trailer

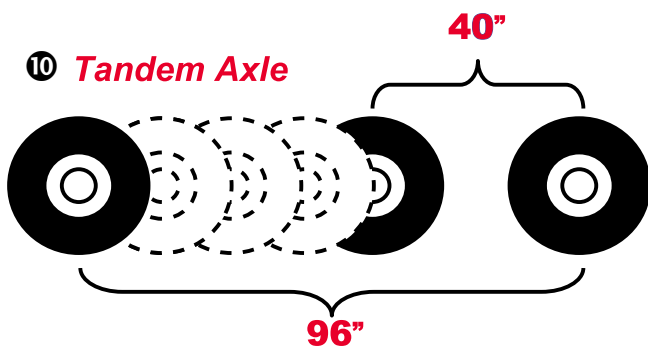


Length, Truck-Tractor/Semi-Trailer (Double Bottom)



Length, All Other Combinations

TYPE OF HIGHWAY OR STREET	MAXIMUM LEGAL DIMENSIONS										
	A	B	C	D	E	F	G	H	I	J	K
Class I	8'-6"	13'-6"	42'	N.S.	53'	⁽⁹⁾ 45'-6" ⁽¹¹⁾	N.S.	N.S.	28'-6"	N.S.	60'
Class II	8'-6"	13'-6"	42'	N.S.	53'	⁽⁹⁾ 45'-6" ⁽¹¹⁾	N.S.	N.S.	28'-6"	65'	60'
Non-designated	8'-6"	13'-6"	42'	⁽⁸⁾ 65'	N.S.	⁽⁹⁾ 42'-6" ⁽¹¹⁾	N.S.	60'	N.S.	N.S.	60'



⁽⁸⁾ 65 feet overall (bumper-to-bumper) and/or 55 feet from center of front axle to center of rear axle.

⁽⁹⁾ Applies on semi-trailers longer than 48 feet.

⁽¹⁰⁾ Tandem is defined as any 2 or more single axles whose centers are more than 40 inches

and not more than 96 inches apart, measured to the nearest inch between extreme axles.

⁽¹¹⁾ Does not apply to trailers and semi-trailers used for transportation of livestock defined by section 18b-101

- Generally, fines start at about \$70 per 500 pounds overweight for lesser violations and incrementally increase. For overweight violations of 5,001 pounds or more, the fine is \$1,500 plus \$150 for each additional 500 pounds or portion thereof.
- These fines are double what they were prior to 2010.

FARM EQUIPMENT

Implements of husbandry generally enjoy an exemption from most weight limits in Illinois; however, farm wagons are limited to 36,000 pounds GVW. There is no weight restriction on axels, and

it does not matter how many axels the wagon has – the GVW limit remains at 36,000 pounds.

That 36,000-pound GVW restriction also applies to fertilizer buggies, sprayers, auger wagons, liquid manure wagons, liquid fertilizer carts, NH, nurse tanks (also limited to 3,000 gallons capacity), water wagons, and virtually any other cargo-type farm equipment.

PERMITS

Each road jurisdiction issues its own permits – no jurisdiction may issue permits for another without prior intergovernmental agreement. Overweight permits for gross weights are generally available only for “non-divisible” loads, i.e., large equipment or construction components that cannot readily be disassembled. State law generally does not allow road officials to issue permits for “divisible” loads such as grain or livestock, except as listed throughout this document. Federal law does not allow overweight permits to be issued for divisible loads on interstates.

ILLINOIS HARVEST PERMIT (IHP) WHERE CAN I USE THIS PERMIT?

The permit shall be available to vehicles used in private or for-hire movement of agricultural commodities during the declared time period.

WHERE DO YOU GO TO GET THE IHP OVERWEIGHT PERMIT?

Just as with any other overweight permit, you go to the highway jurisdiction on whose roads you intend to operate. Where your route crosses several road jurisdictions, you’ll need several permits — one for each jurisdiction.

- State routes – IDOT
- County routes – county engineer
- Road district roads – highway commissioner
- Municipal streets – street department

Local jurisdictions (not IDOT) have the option of waiving the requirement for a (written) permit. If locals choose to, they may simply allow truckers to run on the roads they designate without the need for a written permit.

HOW MANY DAYS IS THE IHP PERMIT VALID?

Permits are available beginning September 1 and are available until December 31 every year.

The IHP permit issued by IDOT must be accompanied by a route authorization that is valid for only two weeks at a time. At the end of those 14 days, the carrier must obtain a new “14-day route authorization” for the permit. This periodic renewal is intended to account for any change in capacity of a road or bridge along the permitted route over that span of time.

Local jurisdictions’ permits might or might not require a periodic route reauthorization.

HOW MUCH EXTRA WEIGHT WOULD BE ALLOWED?

All three common forms of weight restriction—gross, axle, and registered—are addressed. In each case, the permit can allow up to a maximum of 10 percent over the standard weight restriction.

The 10 percent limit is the maximum a jurisdiction may offer. Any jurisdiction could also issue a permit for an overweight less than 10 percent above the standard limit.

WHAT PAPERWORK WILL I NEED TO CARRY?

You will need to have two documents with you when operating under the IHP:

1. The permit (printed or electronic) along with its 14-day route authorization.
2. A copy of Form OPER 993.

The permit and bi-weekly route authorization may be carried electronically on a smart phone or tablet.

DO BRIDGE AND ROAD POSTINGS FOR LOWER WEIGHTS STILL APPLY?

Yes. Having this permit does not authorize you to exceed weight limit postings along roadways or on bridges.

The route specified by the permit could add extra miles to your trip to avoid restricted roads or bridges. Because of that, farmers might have to choose between taking a longer route at the higher, permitted weight versus a shorter route at a lower weight.

AGRICULTURAL COMMODITIES PERMIT (40- DAY PERMIT)

Overweight axle permits are available to farmers operating trucks hauling grain, livestock, fruits and vegetables, or ensilage. This allows the axle(s) to exceed standard weight limits by:

- 2-axle truck = 35%
- 3-axle truck = 20%
- 4-axle truck = 20%
- 5-axle truck = 10%

It does not allow additional gross weight and it does not allow weights in excess of the registered (licensed) weight. This permit is not available for Interstate highways. [625 ILCS 5/15-301(e)].

The State’s permit form for hauling ag products is available at: <https://truckpermits.dot.illinois.gov/>. All oversize/overweight permits from IDOT must be applied for electronically.

Each local jurisdiction will supply its own form. A sample form for townships' Axle Overweight Permit is available on the Township Officials of Illinois website at: <http://www.toi.org/Resources/Download-Center.aspx>. Not all townships will use this form—check locally.

SPECIAL HAUL VEHICLE (SHV) PERMIT

Combinations of vehicles designated as special haul vehicles, which include a semitrailer manufactured prior to the model year 2004 and first registered in Illinois prior to January 1, 2005, having five axles with a distance of 42 feet or less between extremes may have a gross weight of 72,000 pounds provided the weight shall not exceed 18,000 pounds on a single axle or 32,000 pounds on a tandem.

For such combinations manufactured after September 9, 1986, the minimum distance between the first and last axles of the two sets of tandems must be 18 feet 6 inches or more.

WHERE DO I GET THE SHV PERMIT?

SHV permits are annually purchased from the Illinois Commercial and Farm Truck Division.

HOW MUCH DOES AN SHV PERMIT COST?

\$125

PERMITTING PROVISIONS

All permitted overweight loads are required to have a flashing, rotating, or oscillating amber light visible from 500 feet.

There are no additional marking requirements for overweight loads. (Over-dimension loads do have additional lighting and marking requirements and are generally limited to daylight hours.)

Please see Form OPER 993 to view detailed permit provisions.



WIDE LOADS OF FARM EQUIPMENT

While the width of an implement of husbandry is generally not restricted when operated on its own wheels, once loaded onto a truck or trailer, the load's width must conform with Illinois' wide load laws. Where the wide load is an implement of husbandry, all overwidth requirements must be met with the exception of having to obtain a permit. So long as the carrier ensures that the planned route can accommodate the wide load by checking it in advance, the requirement for a permit will be waived for state and federal routes. This applies to overwidth loads only, not overweight. Check with local officials for local road information.

WHEN WIDE LOAD RESTRICTIONS APPLY						
Stipulations impacting trucks & trailers operating on Illinois' State & Federal routes while hauling overwidth loads of implements of husbandry	See Notes	Applicable Widths (shaded area indicates that the stipulation applies)				
		Legal Truck Width or Less	Wider than 8'6"	Wider than 10'	Wider than 14'6"	Wider than 16'
Overwidth permits are not required	{1}	X	X	X	X	X
Local jurisdictions might require permits	{2}		X	X	X	X
Operation prohibited after dark	{3}		X	X	X	X
Red flags required	{4}		X	X	X	X
"Wide Load" sign required	{5}			X	X	X
Flashing amber light(s) required	{6}		X	X	X	X
Escort (1) required	{7}				X	X
Escorts (2) required	{8}					X
Route must be checked in advance	{9}		X	X	X	X
Restricted within construction zones	{10}		X	X	X	X
Maximum Speed 45 mph	{11}		X	X	X	X

- This exemption from permits applies only to overwidth loads of implements of husbandry (farm equipment.) All other loads over the legal width of the truck or trailer may be required to have an over-dimensional permit. (Overweight loads also require a separate permit.) For more information on permits contact the Illinois Department of Transportation Bureau of Operations at 800-252-8636 Ext. 4 or 217-782-6271.
- Some local jurisdictions (i.e., county, township or city) may establish permit requirements for wide loads of farm equipment to travel their roads or streets.
- Check with your local jurisdiction for information on local overwidth ordinances.
- These overwidth loads are allowed on public roads except during those times when, due to insufficient light or unfavorable atmospheric conditions, persons, and vehicles on the highway are not clearly discernible at a distance of 1,000 feet and then only during the period from a half hour before sunrise to a half hour after sunset. Flags shall be displayed so as to wave freely at the extremities of overwidth objects and at the extreme ends of all protrusions, projections, and overhangs. All flags must be clean, bright red flags with no advertising, wording, emblem, or insignia inscribed upon them and at least 18 inches square.
- "OVERSIZE LOAD" signs are mandatory on the front and rear of all vehicles with loads over 10 feet wide. These signs must have 12-inch-high black letters with a 2-inch stroke on a yellow background that is 7 feet wide by 18 inches high. Loads over 8 feet 6 inches wide must display sign to the rear.
- A transport vehicle while under load of more than 8 feet 6 inches in width must be equipped with illuminated rotating, oscillating, or flashing amber lights or flashing amber strobe lights mounted on the top of the cab or on the load that are of sufficient intensity to be visible at 500 feet in normal sunlight. It should be visible both front and rear.

7. Loads over 14 feet 6 inches wide must be accompanied by one escort vehicle. (See section on escort vehicles for additional requirements.)
8. Loads over 16 feet wide must be accompanied by two escort vehicles. (See section on escort vehicles for additional requirements.)
9. The driver of any vehicle hauling an overwidth load of farm equipment is required to verify, in advance, that the route chosen for travel is capable of accommodating the load that is to be hauled. It may be well to utilize a rule of thumb incorporated by the Illinois Department of Transportation in approving permits for overwidth loads—the load should be at least 18 inches narrower in overall width than the narrowest barrier along the route. Overhang extending over guardrails or handrails may be allowed if there is ample vertical clearance between the railing and the object. If the vehicle is involved in a collision with a bridge, overpass, fixed structure, or properly placed traffic control device, or if the vehicle blocks traffic due to its inability to proceed because of one of those objects, that serves as “prima facie” evidence that you failed to check the roadway prior to making the movement and you may be issued a ticket on that basis.
10. Loads of implements of husbandry are restricted to widths less than those posted at construction zones or listings can be found at <https://idot.maps.arcgis.com/apps/webappviewer/index.html?id=36dd8ed703d74f70b4ca8e86d02d9bfa> Loads greater than 16 feet wide are prohibited from movement in all construction zones. Construction Zones are identified on the Road Construction Map at: www.gettingaroundillinois.com. For all loads greater than 16 feet wide, you must call the Permit Office prior to movement at (217) 782-6271.

11. All trucks with overwidth loads are restricted to a maximum of 45 miles per hour or 5 miles per hour over the minimum posted speed, whichever is greater, but shall not exceed the posted maximum limit.

Note: virtually all OS/OW permits issued by IDOT are handled through the Illinois Transportation Automated Permit (ITAP) System. IDOT no longer issues paper permits for routing OS/OW loads.

For additional information, contact IDOT’s Bureau of Traffic at 800-252-8636 or 217-782-6271, or visit the web at <https://webapps.dot.illinois.gov/ITAP/>.

2015 Oversize and Overweight permit manual can be found <https://idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Permits/Oversize%20and%20Overweight%20Permit%20Movements%20on%20State%20Highways%202015.pdf>.

State’s farm equipment overview can be found <http://idot.illinois.gov/Assets/uploads/files/IDOT-Forms/OPER/OPER%202279.pdf>.

IDOT REQUIREMENTS FOR A CIVILIAN ESCORT VEHICLE AND DRIVER

Loads of implements of husbandry (farm equipment) more than 14 feet 6 inches in width are subject to escort vehicle requirements when operating on Illinois’ State or Federal routes. One escort vehicle is required for loads exceeding 14 feet 6 inches in width and two for loads over 16 feet in width. Requirements for overwidth loads other than implements of husbandry differ and could require a permit.

For specifics, refer to pages 18-21 of the State’s Oversize and Overweight permit manual.



IMPLEMENTS OF HUSBANDRY

An overview of Illinois laws regulating the operation of farm equipment on public roads. These laws are found in the Illinois Vehicle Code (IVC)—not in trucking regulations—and thus are applicable only within Illinois.

DEFINITIONS

Implement of Husbandry: An implement of husbandry is generally any vehicle designed and adapted exclusively for agricultural, horticultural or livestock raising operations. [1-130]

Wagon trailers & implement trailers used in a farming operation up to 36,000 pounds gross weight and designed and used for carrying other implements of husbandry are considered implements of husbandry. [1-130]

Farm Wagon: Wagons up to 36,000 pounds gross weight that are designed, adapted, and used exclusively for agricultural, horticultural or livestock raising operations are implements of husbandry. Above that weight, they no longer meet the definition of an implement of husbandry and are treated in the IVC as a trailer. [1-130]

ATVs (All Terrain Vehicles): ATVs are specifically excluded from the definition of a “farm tractor” and are not considered to be implements of husbandry regardless of their use. [1-120]

Farm Tractor: A farm tractor is any motor vehicle designed and used primarily as a farm implement for drawing other implements of husbandry, and every self-propelled implement of husbandry, but not ATVs. [1-120]

Gooseneck Trailers (Slang): Flat bed, box, and livestock gooseneck trailers are not usually considered to be implements of husbandry because their design permits multiple uses. [1-130]

Illinois Vehicle Code (IVC): A collection of Illinois statutes (laws) that regulate vehicles and drivers.

REGISTRATION AND TESTING

Title

Implements of husbandry are not required to be titled. [3-102.6] However, they may be if the owner desires. [3-103]

Licensing

Implements of husbandry are not required to be licensed (registered). [3-402.A.(2)]

Safety Testing

Implements of husbandry are not required to be safety tested. [13-101.(a)]

RULES OF THE ROAD

Towing Unit

An implement of husbandry generally remains an implement of husbandry regardless of the type of vehicle towing it (i.e., truck or farm tractor); therefore, the traffic rules are generally the same regardless of the towing unit used. [1-130]

Driver's License

A driver's license is generally not required to operate an implement of husbandry. [6-102.4] Under certain conditions the operator of a fertilizer “floater” may be required to have a valid driver's license. [3-809.(c)]

Traffic Rules

Most traffic rules which apply to operating cars or trucks also apply to operating implements of husbandry on public roadways, i.e., stop and yield signs, lane usage, etc. [11-202] & [11-1418]

A farm tractor must not be on the road unless it is being used as an implement of husbandry in a farming operation. [11-1418]

Implements of husbandry are not generally restricted to a specified maximum speed limit other than the posted limit and the reasonable limits of safe operation. [11-601]

Fertilizer “floaters” may not exceed 30 mph. [3-809.(c)] Implements of husbandry should not impede or block the reasonable flow of traffic. [11.606]

Interstate Highways

Implements of husbandry may not be operated on interstate highways or tollways. [11-711]

SIZE AND WEIGHT

Size

There is a general exemption from State standards limiting the length, width or height of most implements of husbandry. [15-101(b)]

Sprayers and fertilizer “floaters” are limited to a maximum width of 12 feet. [3-809(c)]

An implement of husbandry loaded on another vehicle for transport may not exceed 13 feet 6 inches in height from the road's surface. Such loads are generally not restricted by width during the period from 1/2 hour after sunrise to 1/2 before sunset. However, at any other time, this load may not exceed 8 feet 6 inches in width unless in compliance with wide load laws. [15-102.2]

With limited exceptions, two is the maximum number of implements of husbandry that may be towed in tandem behind a power unit for a total of 3 vehicles in combination.

Weight

Implements of husbandry are generally not subject to the axle weight limits that apply to trucks and trailers. [15-101(b)]

Despite this exemption, the implement operator and/or owner can be held liable for damage to roads or bridges caused by the implement. [15.318]

Implements of Husbandry are generally considered to be subject to weight postings on bridges. [15-317] & [15-111]

Farm wagons, farm trailers, nurse tanks, sprayers and fertilizer equipment—and their loads—are restricted to 36,000 pounds gross weight or less. [1-130]

MARKINGS

SMV Emblem

The SMV emblem is required to be displayed on implements of husbandry any time they are on a public road—day or night. It must be mounted at or near the center of the rear of the

implement and must be no less than 4 feet nor more than 10 feet from its bottom edge to the road's surface. SMV emblems may be used only on implements of husbandry, animal drawn vehicles, and special mobile equipment. Any other use is illegal and subject to a fine.

Conspicuity

This reflective marking is included in ASABE standards and applies to newer farm equipment. It is the slow-moving vehicle equivalent of the night-time red and white reflective markings seen on large trucks. There is one major difference:

Conspicuity markings on farm equipment consists of alternating retro-reflective red and fluorescent orange horizontal bars across the rear of the implement. Each is 2 inches by 9 inches. **(Do not use red and white – that is for high-speed vehicles.)**

The marking may have gaps of up to 6 feet and should extend to within 16 inches of the left and right extremities. The SMV emblem may be counted as part of the conspicuity marking.

BRAKES	Keep dual brake pedals locked when traveling on the road.
LANE USAGE	As much as practical, keep your equipment completely in your lane. Your equipment must not interfere with traffic in an adjoining lane. On a busy two-lane highway or narrow road, pull over when possible to let traffic backed up behind you pass safely. Wide equipment should be folded or loaded as its design was intended for transport between fields.
HITCHES	Always connect the implement at a point lower than the rear axle of the tractor. Use a hitch pin that has a locking device to keep the pin in place. Two safety chains should be used to connect the tongue of a farm wagon, wagon trailer, implement trailer, nurse tank, or fertilizer buggy to the towing vehicle.
REFLECTORS	Keep all reflectors, lights, and slow-moving vehicle emblems clean and free of dust or mud. Replace faded SMV emblems with a new emblem meeting ASABE standards.
MUD & DEBRIS	Clean off your vehicles before leaving the field so they do not track mud or other debris onto the road. If your vehicle deposits mud or debris on the road, it is your responsibility to clean it off.

LIGHTS

Lights If manufactured before January 1, 2003

Lights are required on implements of husbandry when on the road between sunset and sunrise. [12-205]

On older equipment, they must include:

- At least two white headlights on the towing unit. [12-205.1]
- Two red taillights (may not flash except as turn signal). [12-205]
- At least one oscillating, rotating or flashing amber light visible to the rear, mounted as high as practical. [12-205.1] & [12-215(b)11]

Lights on Implement Combinations

If the implement(s) being towed partially or fully obscures the taillights and/or the SMV emblem mounted on the towing vehicle, the lights and markings must then be mounted on the back of the rearmost implement in tow.

The flashing amber light(s) must be mounted on the rear-most implement in tow. [12-205.1]

Lighting & marking requirements for equipment manufactured in 2003 or later-Based on ASABE standard S279.11

Two flashing amber lights and two white headlights must be visible to the front.

Two flashing amber lights, two red taillights, and two red reflectors must be visible to the rear. Must also be placed on the trailing implement if it obscures the lights on the tractor.

Measured from point of hitch to extreme rear:

- Implements over 16 feet must have an SMV emblem mounted on the rear and amber reflectors along each side.
- Implements over 25 feet must have taillights and flashing amber lights mounted on the rear, even if those on tractor are visible.

If the implement or the tractor is over 8 feet wide, amber reflectors are required on the front to mark the extremities.

If over 12 feet wide, the flashing amber lights (front and rear) and conspicuity markings (rear) must be extended to within 16 inches of the left and right extremities.

AMERICAN SOCIETY OF AGRICULTURAL & BIOLOGICAL ENGINEER (ASABE) (FORMERLY ASAE)

The illustrations depict front and rear lighting as set out in the applicable standards of the ASABE. (They exceed the requirements in Illinois law for older equipment manufactured prior to 2003).

Because these ASABE standards provide far better visibility of farm equipment while on the road, it is recommended that the additional lighting and reflective material be displayed on all equipment, old and new.

Illinois law requires that all farm equipment manufactured in 2003 and later be equipped with the lights and markings set out in ASABE standard S279.11.

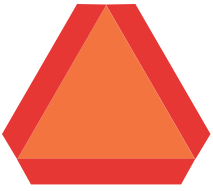
Effective June 22, 2017, all new agricultural equipment with the potential of being operated on public roadways throughout the United States needs to be in compliance with the requirements of ASABE S279.14 or its successors.

Not all requirements are spelled out here.

For additional information or to purchase a copy of the standard (about \$50) contact the ASABE at:

American Society of Agricultural & Biological Engineers
2950 Niles Road
St. Joseph, MI 49085-9659
Phone: 616-429-0300
Fax: 616-429-3852
Email: hq@asae.org
Web site: www.asabe.org





SLOW MOVING VEHICLES (SMV)

Implements of husbandry are required to display a Slow-Moving Vehicle (SMV) Emblem to the rear at any time they are operated on a public road—day or night. Since 2004, all SMV emblems in use in the State of Illinois have had to meet or exceed the specifications and mounting requirements established by the American Society of Agricultural & Biological Engineers (ASABE) in standard S276.5.

PROPER USE

The Illinois Vehicle Code requires that certain vehicle types display the SMV emblem when operated on public roads—day and night. It is NOT contingent on the speed of the vehicle. Vehicle types affected are:

- Implements of husbandry (farm equipment)
- Animal-drawn vehicles
- Special mobile equipment
- Non-highway vehicles in municipalities or other local government that have passed a resolution or ordinance to allow the operation of these vehicles on roadways under its jurisdiction.

Any use of the SMV emblem other than for these vehicle types is prohibited by Illinois law.

MAINTENANCE

Keep it clean! It is the simplest thing you can do to ensure you are seen when out on the road.

Replace faded reflectors. The design standards that specify reflectivity of the SMV emblem are encoded in Illinois law. That means that old, faded emblems no longer meet legal requirements and should be replaced.

Just compare the old emblem to a new one, both in daylight and at night. If there is a noticeable difference in reflectivity, replace the old one. The new materials can last 8 to 10 years but fade faster if stored outdoors and constantly exposed to sunlight.

MOUNTING THE SMV EMBLEM

ASABE standards spell out how the SMV emblem is to be positioned on farm equipment:

- As near to the rear and centered, or as near to the left of center of the equipment as practical.
- From 2 feet to 10 feet above the pavement (measured to the lower edge of the emblem)

- Perpendicular to the direction of travel
- Visible to the rear
- Point of the triangle upward
- Securely and rigidly affixed to the equipment. (Moveable emblems may be mounted with socket and bracket.)

An SMV emblem must be displayed on the back of all interchangeable towed machinery and trailers.

“A slow-moving vehicle emblem may not be displayed in public view of a highway on an object other than a vehicle . . .”

Improper use distorts the true meaning of this internationally recognized traffic symbol. Its unique triangular shape and red/orange color combination was scientifically engineered to give motorists advance warning that the vehicle they are approaching is slow-moving. That is why Illinois law prohibits its use on stationary objects and other vehicle types.

PENALTY FOR IMPROPER USE

Misuse of an SMV emblem is a petty offense subject to a \$75 fine.

FOR SAFETY SAKE

Please help Illinois farm families and the motoring public stay safe by avoiding misuse of the SMV emblem and preserving its true meaning.

REFERENCES

IL Statutes: 625 ILCS 5/12-709
625 ILCS 5/1-130
625 ILCS 5/1-191
625 ILCS 5/11-1426.1

IL Admin Code: Title 92, Part 564



ATVS ON PUBLIC ROADS

Under certain conditions and only for purposes of farming, farmers are allowed to operate All-Terrain Vehicles (ATVs) and Gator-type vehicles of limited size on county and township roadways. Use on State highways or city streets is not authorized. Prior to this 2010 law, ATVs had been prohibited from anything but crossing a public road unless local ordinance provided further authorization. Non-farm use of ATVs on public roads is still prohibited. A driver's license is required for this on-road operation.

VEHICLE TYPES

ATV is defined by the Illinois Vehicle Code. It narrowly describes only a certain type of vehicle based on size, weight and configuration. It excludes others that the public might normally think of as ATVs, so be cautious as to how broadly you apply the ATV moniker.

[625 ILCS 5/1-101.8] **All-terrain vehicle.** Any motorized off-highway device designed to travel primarily off-highway, 50 inches or less in width, having a manufacturer's dry weight of 900 pounds or less, traveling on 3 or more low-pressure tires, designed with a seat or saddle for operator use, and handlebars or steering wheel for steering control, except equipment such as lawnmowers.

ROHV is short for "Recreational Off-Highway Vehicle", the statutory name for Gator-type vehicles, which can informally go by a variety of other names.

[625 ILCS 5/1168.8] **Recreational off-highway vehicle.** Any motorized off-highway device designed to travel primarily off-highway, 64 inches or less in width, having a manufacturer's dry weight of 2,000 pounds or less, traveling on 4 or more nonhighway tires, designed with a non-straddle seat and a steering wheel for steering control, except equipment such as lawnmowers.

Off-Highway Motorcycle - can generally be used by farmers as ATVs are under this law.

[625 ILCS 5/1153.1] **Off-highway motorcycle.** Any motorized device designed to travel primarily off-highway on 2 wheels, having a seat or saddle for the use of the operator, upon or by which any person, persons or property may be transported or drawn.

NOTE: The term "Neighborhood Vehicle" (which had generally referred to golf carts) was eliminated from the Illinois Vehicle Code in 2011.

TITLING

Generally, ATVs purchased on or after January 1, 1998, are required to be titled; there is no known requirement for registration in Illinois.

MANDATORY INSURANCE

Illinois law requires ATVs and ROHVs to be insured for on-road use if they will be used in that manner. Either a highway motor vehicle insurance policy meeting the minimum levels of coverage under Illinois' mandatory vehicle insurance requirements or equivalent levels of coverage under a farm, home, or non-highway vehicle insurance policy is required. Talk with your insurance agent for specifics.

DRIVER'S LICENSE

Illinois law requires the operators of such vehicles on the road hold a valid driver's license. This effectively sets a minimum age for drivers, as well.



DOES THIS APPLY TO VEHICLES SUCH AS THE JOHN DEERE GATOR OR THE KUBOTA RTV900?

Yes. The law applies the same on-road privileges to such cargo-hauling off-road vehicles—known by various names—up to 64 inches wide and up to 2,000 pounds when being used for farming. Despite their utilitarian capability, this legislation calls these contrivances Recreational Off-highway Vehicles (ROHV).

THE STATUTORY LANGUAGE REFERS TO “ROADWAY”—WHAT IS THAT?

Generally, it refers to travel portion of the road, the area that is paved (other than shoulders). The Illinois Vehicle Code’s definition of Roadway is:

[625 ILCS 5/1-179] **Roadway:** That portion of a highway improved, designed or ordinarily used for vehicular travel, exclusive of the berm or shoulder. In the event a highway includes two or more separate roadways the term “roadway” as used herein shall refer to any such roadway separately but not to all such roadways collectively. [Source: P.A. 76-1586.]

SHOULD AN SMV EMBLEM BE DISPLAYED ON THE BACK OF AN ATV?

Generally, the use of an SMV emblem in Illinois is not based on the speed of the vehicle; instead, it is limited to four vehicle types:

- Implements of husbandry;
- Special mobile equipment (operating outside of construction zones);
- Animal-drawn vehicles; and,
- Non-highway vehicles (ATV, golf cart) in municipalities or other local government that have passed a resolution or ordinance to allow the operation of these vehicles on roadways under its jurisdiction.

Since the ATV does not meet any of those definitions, it is unlikely that the SMV emblem is required/allowed—though a formal judicial opinion has yet to be issued.

IF USED LIKE A FARM TRACTOR, CAN AN ATV BE OPERATED ON PUBLIC ROADS LIKE A FARM TRACTOR?

No. The Illinois Vehicle Code specifies that an ATV is not considered to be a farm tractor. That distinction is found in the law’s definition of a farm tractor:

[625 ILCS 5/1-120] **Farm tractor:** Every motor vehicle designed and used primarily as a farm implement for drawing wagons, plows, mowing machines and other implements of husbandry, and every implement of husbandry which is self-propelled, excluding all-terrain vehicles and off-highway motorcycles as defined in this Code.

From the practical perspective, this means that an ATV may not be operated on a state highway or city street as though it was a farm tractor.

LOCAL AUTHORITIES

Local governments may authorize the operation of certain non-highway vehicles on roadways under its jurisdiction if they deem it safe to do so. They must post signs along the route indicating that authorization.

