



A select collection of
**Motor Vehicle Rules
for Illinois Farmers**

Produced and provided by: Illinois Farm Bureau®
Winter/Spring 2013



Motor Vehicle Rules for Illinois Farmers

Winter/Spring, 2013

A select collection of information on motor vehicle regulations



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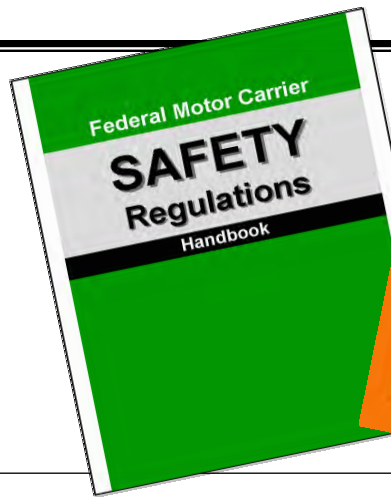
Note: Laws and regulations change over time. This document is current as of the date of publication, but the laws and regulations discussed in it are subject to change without notice.

Illinois Farm Bureau contact: Kevin B. Rund, Sr. Director of Local Government, rund@ifb.org

THE BLUE SHEET

GOVERNMENT AGENCY CONTACTS
RE: TRUCKS & TRUCKING

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 www.dot.state.il.us

Federal Motor Carrier Safety Administration

3250 Executive Park Dr
Springfield, IL 62703
P: 217-492-4608
F: 217-492-4986

Motor Carrier Safety Regulations Illinois <http://www.ilga.gov/commission/jcar/admincode/092/092parts.html>

Federal <http://www.fmcsa.dot.gov/rules-regulations.htm>

Motor Carrier Guide
<http://www.fmcsa.dot.gov/safety-security/index.html>

Motor Fuel Taxes

IL Department of Revenue

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

Dyed Diesel Fuel & Tax Exempt
P: 217-785-6593
<http://www.revenue.state.il.us/Motorfuel/>

Interstate Fuel Permit (IFTA)
P: 217-785-1397
<http://www.revenue.state.il.us/Publications/MotorFuel/2010-MFUT-53.pdf>

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
<http://www.dot.state.il.us/tpublic.html#truckers>

Federal Motor Carrier Safety Administration

3250 Executive Park Dr
Springfield, IL 62703
P: 217-492-4602 www.fmcsa.dot.gov

HazMat Rules & Education
<http://www.fmcsa.dot.gov/safety-security/hazmat/complyhmregs.htm>

Commercial Drivers License

IL Secretary of State

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

CDL Study Guide
www.cyberdriveillinois.com/publications/pdf_publications/dsd_cdl105.pdf

Rules of the Road
http://www.cyberdriveillinois.com/publications/rules_of_the_road/rrtoc.html

CDL Testing Locations
http://www.cyberdriveillinois.com/publications/pdf_publications/dsd_a225.pdf

Carrier for Hire

IL Commerce Commission

Transportation Division
527 East Capitol
Springfield, IL 62701
P: 217-782-6910
F: 217-785-1448
<http://www.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
<http://www.dot.state.il.us/tpublic.html#truckers>

Illinois Test Lane Locations

<http://www.dot.state.il.us/trafficsafety/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
www.dot.state.il.us

Vehicle Emissions Testing Program

<http://www.epa.state.il.us/air/vim/index.html>

Size & Weight

IL Department of Transportation

Bureau of Operations
2300 S. Dirksen Parkway
Rm 117
Springfield, IL 62764
P: 217-782-6271
<http://www.dot.state.il.us/tpublic.html#truckers>

Provides access to permit forms, and trucking information.

IDOT Interactive Maps

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

<http://www.gettingaroundillinois.com/mapviewer.aspx?mt=dr>

USDOT#

Federal Motor Carrier Safety Administration

3250 Executive Park Dr
Springfield, IL 62703
P: 217-492-4608
F: 217-492-4986
www.fmcsa.dot.gov

Printable Application Form & Instructions

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

On-line Application

www.fmca.dot.gov/registration-licensing/online-registration/online-reg-description.htm

UCR (Unified Carrier Registration)

IL Commerce Commission

Transportation Division
527 East Capitol
Springfield, IL 62701
P: 217-782-4654
F: 217-785-1448
<http://www.icc.illinois.gov/motorcarrier/ucr.aspx>

Printable Application Form & Instructions (for 2012)

<http://www.icc.illinois.gov/downloads/public/mc/2012%20UCR%20Application.pdf>

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
<http://www.cyberdriveillinois.com/publications/motoristpub.html>

Title & Registration Guide

<http://www.cyberdriveillinois.com/publications/motoristpub.html#titlereg>

Farm & Mileage Plates

http://www.cyberdriveillinois.com/publications/pdf_publications/cft_mt18.pdf

IRP Summary for 2012

http://www.cyberdriveillinois.com/publications/pdf_publications/vsd585.pdf



Drug & Alcohol Screening Program

for IL Farm Bureau[®] Members
1-217-525-0310
Provided through Midwest Truckers Association
www.mid-westtruckers.com

More Materials

IL Farm Bureau Website (Downloads)
<http://www.ilfb.org/policy-and-issues/current-issues/transportation-and-infrastructure.aspx>
(This document available with hyperlinks.)

J. J. Keller & Associates, Inc.

[Full line of printed regulations, forms & more.]
1-877-564-2333 <http://www.ijkeller.com/>

LabelMaster

[Full line of printed regulations, forms & more.]
1-800-621-5808 <http://www.labelmaster.com/>

Government Websites

[See those listed here for downloads.]

IL Vehicle Code (Statutory law for vehicles.)

<http://www.ilga.gov/legislation/ilcs/ilcs2.asp?ChapterID=49>

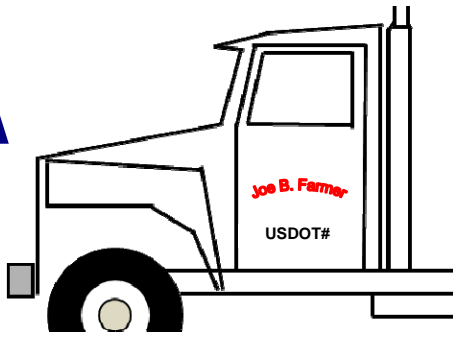
Illinois State Police (Commercial Vehicle Enforcement Officer)

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	217-265-0050
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	PO Box 147, Ashkum, IL 60911	815-698-2395
22	1154 Shawnee College Rd., Ullin, IL 62992	618-845-3740



INTERSTATE / INTRASTATE 2012 POLICY REVISION BY FMCSA

FOR ILLINOIS FARMERS



Applicability

1. What has changed?

In the past—for purposes of enforcement—officials had treated virtually all shipments of farm commodities by farmers from farm to market as a part of interstate commerce, but carved out exceptions for a limited few as intrastate.

The new clarification of enforcement policy (May 3, 2012) by the Federal Motor Carrier Safety Administration (FMCSA) reverses that approach. It treats virtually all shipments of commodities by farmers from the farm to market (within Illinois) as intrastate, but carves out exceptions for some as interstate.

End result: more farm-to-market deliveries by Illinois farmers will be treated as intrastate, no longer subjecting those carriers to the USDOT number registration or the Unified Carrier Registration (UCR.)

It is important to note that this does not change the actual definitions of interstate and intrastate, only FMCSA enforcement policy.

MAP-21—the highway bill passed by Congress in the summer of 2012—does nothing to affect the applicability of this definition to farmers.

2. What is still considered to be interstate?

There are three specific facility types where farm-to-market shipments—for purposes of enforcement—will continue to be considered a part of interstate commerce:

- 1) river grain terminals;
- 2) intermodal shipping facilities (containers); and,
- 3) unit train loading facilities.

The interstate/intrastate status of shipments to other, major

facilities will be considered on a case-by-case basis.

Any farm-to-market delivery that crosses the state boundary is considered interstate.

As before, deliveries to in-state processing facilities (e.g.: ethanol plants, soybean processors, flour mills, feed mills, canning plants, livestock packing plants, etc.) will be treated as intrastate commerce.

3. When does the change take effect?

It already has. The effective date was May 3, 2012, the day the FMCSA handed down its decision to Illinois regulators.

This action—exclusive to Illinois—does not change the definition of “interstate” or “intrastate”, but only FMCSA’s enforcement policy.

4. How many deliveries to a river terminal does it take for me to be considered an interstate carrier?

One. A single delivery to any facility branded as an interstate shipper under this policy will label your operation as an interstate carrier.

5. Does this apply only to grain?

No. The FMCSA policy is applied to “farm commodities”, including grain, livestock, fruits & vegetables, and virtually any other farm-produced commodity.

6. What about deliveries to a processor?

If you’re delivering to an in-state processor, that will typically be considered an intrastate shipment. Generally, the processor must do more than simply dry or clean the commodity; it must change the form of the commodity, (i.e.: corn into ethanol & DDGS, soybeans into oil & meal, livestock into meat cuts, etc.)

7. Is there a distance limit to the delivery point?

No. But the intrastate designation is limited only to points within Illinois.

8. What about the UCR?

Both the USDOT number and the UCR are required only of those carriers operating in interstate commerce. *[Also see question #24.]*

Those carriers who inactivate their USDOT number need not do anything for the UCR. A carrier that inactivates their USDOT number simply will not receive a renewal notification for the next UCR registration year. There will be no refund of UCR fees already paid.

Options

9. I already have the USDOT Number and have passed the New-Entrant Audit, but now I'm considered intrastate. What do I do?

You have three options:

- 1) You can do nothing and continue on with your interstate designation; *[Also see question #12]*
- 2) You can choose to inactivate your USDOT number (*you can reactivate it later*); or,
- 3) You can change your status to "intrastate". (*you can change back to interstate later.*)

10. I already have the USDOT Number but I have yet to go through a New-Entrant Audit—and now I'm considered intrastate. What are my options?

To avoid the audit, you must take action on one of two choices:

- 1) You can inactivate your USDOT number (*you can reactivate it later*); or,
- 2) You can change your status to "intrastate". (*you can re-register as interstate later.*)

In either case, a New-Entrant Audit will not be conducted. If you ever re-register as an interstate carrier, then you would again be subject to the New-Entrant Audit.

If you do nothing, you will continue to be considered an interstate carrier and will eventually undergo a New-Entrant Audit.

11. I have the USDOT number and I recently went through the New Entrant Audit—but I didn't pass the audit. Now I'm considered intrastate. What can I do?

You have two options:

1) Take the steps necessary to improve your safety practices so that you can pass the audit (*once that's achieved, you'd have the three options available above*); or,

2) Inactivate your USDOT number. Inactivation of your number would stop the audit process, freezing it at its current stage. In the future, if ever you wanted to reactivate your USDOT number, you would first have to provide evidence that you've taken corrective action to pass the audit. You (the carrier) would be prohibited from operating in interstate commerce prior to correcting any audit shortfalls and getting the "out-of-service" order lifted.

Consequences

12. What happens if I do nothing?

[This applies only to carriers who fit the description in question #9.]

Doing nothing is an option. For virtually all intents and purposes you would continue to be treated as an interstate carrier because you have self-declared that status.

For small carriers and owner-operators, the only advantage of keeping the USDOT number might be the convenience of being able to haul interstate again if you needed to. Also, you would be required only a once-a-year safety inspection (not the two required of intrastate carriers) and you would not have to remove the number from your truck(s).

13. What happens if I inactivate my USDOT number with the FMCSA?

That basically shelves the number and the interstate designation. Your federal safety record would also be shelved. If you ever do go back into interstate commerce, that same number will be there waiting for your reactivation.

You must remove the USDOT number from your truck(s).

14. What happens if I change my status to intrastate with the FMCSA but don't inactivate my USDOT number?

Your number would remain active. Any safety record attributed to that number would remain active in the federal database. However, you would no longer be subject to the UCR or to having your USDOT number on your truck(s). In general—other than your safety record being tracked—you would be treated as an intrastate carrier.

For some large intrastate carriers, keeping the USDOT number active is a good means for automatically tracking their fleet safety record.

15. What are the advantages of being treated as an intrastate instead of an interstate carrier?

It's limited, but could be significant for some. The most recognizable differences for an intrastate carrier include not having to register for the USDOT number or the UCR and not having to undergo a New Entrant Audit. Also your CSA record would not subject you to an FMCSA audit though it would still be available to the public.

Moreover, states are allowed to offer certain exemptions to intrastate carriers that are not available to interstate carriers. But there are tradeoffs the other way, as well.

However, because Illinois has adopted the vast majority of federal Motor Carrier Safety Regulations (MCSR) as state law, the bulk of other regulations for motor carriers (the Illinois version) will still apply to intrastate drivers. Federal CDL and drug and alcohol screening regulations apply whether you are interstate or intrastate.

How To

16. How do I go about inactivating my USDOT number or changing my FMCSA status to intrastate?

There are two options for completing the "paperwork" for those two changes: fax or mail. Internet may not be used.

Either change may be done using either of the two methods. Both require the completion and submission of [Form MCS-150](#).

1) That form can be downloaded and printed from the FMCSA website at: <http://www.fmcsa.dot.gov/documents/forms/r-1/MCS-150-Instructions-and-Form.pdf>.

2) You can request a copy of the form be sent to you in the mail by calling 800-832-5660, or

Do not duplicate your change by using more than one method.

Via mail: Print form MCS-150, fill it out and mail it to FMCSA. Using this method, the change could take four to six weeks.

Via fax: Print form MCS-150, fill it out and fax it to 703-280-4003. Using this method, the change could several days.

Check with your county Farm Bureau® to see if that office can assist you. Often they will have the forms and be able to help with the change.

17. When should I change my status with the USDOT?

Don't be in a hurry to change from interstate to intrastate. The enforcement policy is relatively new and not all of the dust has settled. Whether you want to change from interstate to intrastate or vice-versa, it might be best to first see how the FMCSA will

treat any facilities served by rail or other major facilities you deliver to. Most farmers, over the course of a year, will likely make at least one or two deliveries to an interstate facility.

If you know, or should reasonably assume, that a majority of the product being shipped to a delivery point will be shipped out of the state, then it is a probable interstate destination.

18. How can my inactive USDOT number be reactivated if I change back to interstate status?

Use form MCS-150. Check "*Biennial update or changes*", then in block 22 check "*a. interstate*". Complete the rest of the form with the required personal information, sign, date and submit.

Terminology

19. "Rebuttable presumption" is a term I keep hearing. What does that mean?

In this case, the practical (not legal) interpretation is this: The FMCSA enforcement policy generally presumes that all farm-to-market shipments of commodities within Illinois are a part of intrastate commerce. However, that presumption can be rebutted. If it can be shown or can be reasonably assumed that the commodities will be shipped out of state, then the presumption is waived and the delivery is considered to be a part of interstate commerce.

For example, FMCSA has already rebutted its own general presumption in the case of river grain terminals and intermodal (e.g.: container) shippers. In those cases, it is reasonable to assume that the vast majority of what is received at those facilities will be shipped out of the state in its original form.

20. What is considered to be the "first transfer point" or the "first intermediary"?

"First transfer point"; "first point of delivery"; "first point of sale"; delivery to a "first intermediary": these are all terms that are being used in connection with this new FMCSA policy.

While the terms have subtle or not-so-subtle differences, from a practical standpoint they are all being used in this case to refer to the same concept. Generally, it's the first location where physical possession of the commodity is transferred from one entity to another.

So whether you sell your commodity outright when you first deliver it to a buyer or warehouse or you only deliver it for storage, the physical location of that delivery will be the first transfer point.

Rail

21. I've heard rumors that any grain facility next to a railroad track would be considered an interstate destination. Is that true or false?

False. The original memo from FMCSA included phrasing seeming to suggest as much, but that's not the interpretation being applied. It is likely that deliveries to such a facility would be considered to be in interstate commerce only if the rail facility can accommodate large train sets destined for out-of-state locations—such as unit train or shuttle train loading facilities. Those facilities will have to be considered on a case-by-case basis.

22. Unit Train Facilities

[Editor's note: Illinois Farm Bureau® is working with the FMCSA, state agencies, railroads and the grain industry to determine the characteristics that will qualify a rail facility as an interstate shipper (for the purposes of this regulation) and to develop a list of such facilities within Illinois.]

23. Until those official determinations are made, how should those rail facilities be treated?

A rule of thumb—and it applies to any commodity, any facility—is this:

If you know, or should reasonably assume, that a majority of the product being shipped to a delivery point will be shipped out of the state in its original form, then you must consider that delivery to be a part of interstate commerce.

Generally, if the facility can accommodate and load a connected set of 75 rail cars or more on site, then it is likely to be considered a unit train facility.

IMPORTANT REMINDER

Exemption from the USDOT number and the UCR does not automatically exempt farmers from other Motor Carrier Safety Regulations such as: CDL, drug & alcohol screening, medical card, hours of service limitations, truck inspections, record keeping, pre-trip & post-trip inspections, etc. — all can be required of farmers operating as intrastate carriers under federal rules and/or Illinois' adoption of those same regulations.

The Illinois Commerce Commission (ILCC) on FMCSA's "Rebuttable Presumption"

24. Unified Carrier Registration (UCR)

In the interest of maintaining a consistent approach across all Illinois agencies regarding farmers, the ILCC will consider deliveries to most grain elevators that are not river terminals, unit train facilities or container loading facilities to be "purely intrastate" and not subject to UCR registration.

The ILCC may, on a case-by-case basis, still query an elevator as to the actual destination of the grain delivered to that elevator and deem that elevator to be "interstate".

Remember, farmers operating on a purely intrastate basis who choose to maintain a USDOT number must change their MCS-150 to reflect "intrastate-only" hauling.

The ILCC has offered to assist farmers who want to change their USDOT number status. You may stop by the Springfield office (527 East Capital Avenue, Springfield, IL 62701) where they'll assist you in properly completing and filing your form MCS-150 (pending staff availability.)

25. Private v. For-Hire

Farmers who haul exclusively (100% of the time) to these "purely intrastate" locations will fall into one of two categories: private or for-hire.

For-hire hauling of agricultural commodities on an interstate basis is virtually unregulated; however, for-hire agricultural commodity carriers operating on an intrastate basis must meet certain State requirements. **For those operating intrastate:**

Private carriers (operating as "not-for-hire" 100% of the time) will not be required to register with the ILCC as a "for-hire" carrier.

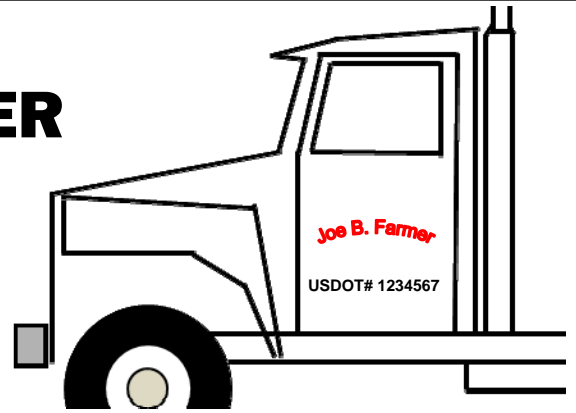
For-hire carriers (not exclusively "not-for-hire") will be required to have an active ILCC Public Carrier Certificate, maintain appropriate markings on their vehicles and have commercial license plates—not farm plates.

For-hire carriers are reminded that destinations once considered interstate could now be considered intrastate and subject to State for-hire regulations.

This document prepared and provided by:  ILLINOIS FARM BUREAU. www.iffb.org

UCR & USDOT NUMBER REGISTRATIONS

FOR ILLINOIS FARMERS



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 fees associated with the Unified Carrier Registration (UCR) are used by states to enforce “safety” (Motor Carrier Safety Regulations) and “fitness” (insurance) regulations. The registration of vehicles (under the USDOT Number program) 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 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 [49CFR390.5]:

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; or*
- (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’re trying to make a buck), so that part is easy. The more difficult distinction is whether the truck is operated on an “interstate” basis.

Your operation can be considered “interstate” 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 if the load you’re hauling is part of an interstate shipment (generally, cargo that originates in one state and is ultimately destined for another state or country.)

(Continued on page 2)

If you need a USDOT Number, you will also need the UCR.

(Continued from page 1)

6. What is the government’s current policy on enforcement?

In May of 2012, the FMCSA issued a new enforcement policy focused on farm-to-market deliveries within the state of Illinois. It is intended to minimize the applicability of the USDOT number registration requirements by applying enforcement only in situations that are indisputably interstate in nature.

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

- Is located outside of Illinois;
- Is a river terminal with barge loading capability;
- Has unit train loading capability (over 75-car); or,
- Is intermodal container (aggregator and) 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.

The policy is new. There are two variables that will shake-out only over time. First, not all unit train or container facilities have been identified. Secondly, we’ve yet to see how the Illinois enforcement community will respond.

Illinois Farm Bureau® continues to work with the FMCSA to develop a definitive list of interstate market facilities in Illinois.

7. I don’t really have a commercial truck, just a “farm”-plated truck.

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. A “farm” license plate does not determine commercial or non-commercial status.

8. So, if I’m hauling grain to an elevator or a rail terminal that later ships it out of state, do I need to register under the UCR and USDOT Number programs?

If it is probable that the majority of the grain a farmer delivers to a location in Illinois will ultimately be delivered out-of-state, then it is also probable that UCR & USDOT Number regulators—state and federal—will consider that farmer's delivery as the first leg of an “interstate” move,

requiring registration. But such sites will be considered on a case-by-case basis.

The reverse (improbability) is also true. If an in-state grain elevator sells all of its grain to in-state users (e.g.: livestock feeders, feed mills, ethanol plants, millers) then regulators would very likely consider deliveries to that elevator from within Illinois to be intrastate moves and those trucks would not be subject to registration.

9. 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, not interstate. Because the raw commodity (e.g.: corn or soybeans) would be transformed into some other product (i.e.: ethanol, DDGs, soybean oil or meal), the interstate “map” is reset from the point where the commodity is processed.

10. Does the UCR replace the USDOT Number?

No. The UCR is in addition to that requirement. The USDOT Number is a federal identification system. The UCR is a fee collection system. If you need one registration, you’ll also need the other.

11. Are there fees associated with registration?

For the USDOT Number, no; for the UCR, yes. 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.) The UCR fee is not dependent on the range of a carrier’s operation, only on the number of commercial vehicles it operates in interstate commerce.

For 2012, the fees are the same as they have been since 2010 and apply only to power units:

- | | |
|---------------------|----------|
| • 0-2 Vehicles | \$76 |
| • 3-5 Vehicles | \$227 |
| • 6-20 Vehicles | \$452 |
| • 21-100 Vehicles | \$1,576 |
| • 101-1000 Vehicles | \$7,511 |
| • 1001 or more | \$73,346 |

(Continued on page 3)

(Continued from page 2)

12. 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 applying for the USDOT Number.

13. Is there a credential for carriers under the UCR?

No. In section 4306, SAFETEA-LU 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 seems to apply to the UCR. The implication is that Congress did not intend for there to be any UCR credentialing.

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.

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.

14. How do I register for the UCR?

Complete the form provided by the Illinois Commerce Commission (ICC). Illinois' UCR form and instructions are available on the ICC website or you may call them to request a copy. With up-to-date *Adobe Reader* software, the .pdf application form can be filled out on your computer, then printed out for mailing to the ICC; or you may simply print out the blank form and complete it by hand, writing your responses on the paper form.

Available at:

<http://www.icc.illinois.gov/motorcarrier/ucr.aspx>.

Once completed, either:

- mail it in along with your check to the ICC or
- fax it back to the ICC at 217-785-1448 and make payment using VISA or MasterCard.

Online UCR registration is now available at: www.ucr.in.gov (Extra service fees apply.)

15. If I need the UCR, will I need the USDOT Number, too?

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

[See the end of this document for additional information.]

16. I'm just getting started in interstate hauling, what can I expect under the UCR and USDOT Number programs?

New-entrants into interstate motor carrier operations should register under both the UCR and the USDOT Number programs before they begin interstate operations.

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 audit within 18 months of their application—likely about a year 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. [FMCSA]

17. What is a New-Entrant Audit and how will it be conducted?

USDOT auditors—or IDOT auditors working on behalf of the federal government—will notify the carrier of a pending audit and arrange a time for the meeting. The auditor will visit the carrier's place of business and ask to see records required to be kept under Federal Motor Carrier Safety Regulations regarding the carrier's safety management system. Those records include but are not limited to:

- Driver Qualifications;
- Driver Duty Status;
- Vehicle Maintenance;
- Accident Register; and
- Controlled Substances and Alcohol use and testing requirements.

Illinois farmers who have undergone a new-entrant audit report it to be more of an educational experience than a regulatory enforcement. Serious violations, however,

(Continued on page 4)



(Continued from page 3)

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 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 so carriers newly entering interstate commerce late in the calendar year will owe the same fee as those who registered early.

Since new entrants don't have a 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 calls 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# GVW is considered to be an “implement of husbandry.” Implements of husbandry are not subject to either the UCR or USDOT Number registration requirement. Trucks used to pull wagons are regulated.

20. How to display the USDOT Number [390.21]

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

- 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](#).)
- The motor carrier identification number issued by the FMCSA, preceded by the letters “USDOT”.
- In letters that contrast with background and are legible from 50 feet in daylight.
- May be painted on or included on an attached sign.
- City, state and address are optional

APPLICATION ASSISTANCE

Walk-ins at the Springfield office of the Illinois Commerce Commission can register not only for the UCR but also can ask for on-the-spot assistance in registering for the USDOT Number via the federal website. (USDOT Number assistance subject to staff availability.)

This document prepared and provided by:



www.ilfb.org

A pdf version of this document is available with hyperlinks at the ilfb web address.

MORE INFORMATION

USDOT Number

More information about the USDOT Number is available by calling 1-800-832-5660 or on the USDOT website at <http://www.fmcsa.dot.gov/forms/forms.htm> Registration can be completed instantly online. Paper-based registration is available, but can take three weeks to complete.

FEDERAL MOTOR CARRIER SAFETY ADMIN.
3250 Executive Park Drive
Springfield, IL 62615
-- Phone: 217-492-4608 or 800-832-5660

UCR

For more information about the UCR program in Illinois visit the Illinois Commerce Commission website at: <http://www.icc.illinois.gov/motorcarrier/ucr.aspx>

Online UCR registration is available at: www.ucr.in.gov (extra fees apply).

Faxed registrations can typically be completed in two or three days.

ILLINOIS COMMERCE COMMISSION
527 East Capitol Avenue
Springfield, IL 62701
— Phone: 217-782-2593
— Fax: 217-785-1448

DOT Audits

New-Entrant & Compliance Review

For more information about the DOT audit program in Illinois, contact:

ILLINOIS DEPARTMENT OF TRANSPORTATION
COMMERCIAL VEHICLE SAFETY SECTION
3215 Executive Park Drive
PO Box 19212,
Springfield, IL 62794-9212
-- Phone: 217-785-1181

For information about what is included in a Compliance Review visit http://www.fmcsa.dot.gov/documents/training/comp_rev_mx_eng.ppt

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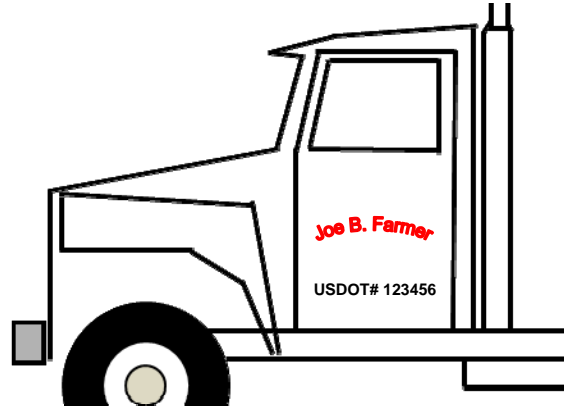
This and other transportation-related documents are available in pdf format on the Illinois Farm Bureau® website at <http://www.ilfb.org>. Follow the menu to Issues/IFB Current Issues/Transportation.

ILLINOIS FARM BUREAU
Kevin Rund -- rund@ilfb.org
-- Phone: 309-557-3274



USDOT# VEHICLE MARKING

FOR ILLINOIS FARMERS



FEDERAL RULE REQUIRING THE MARKING OF COMMERCIAL MOTOR VEHICLES

AVAILABLE ONLINE AT: <http://www.fmcsa.dot.gov/rules-regulations/administration/fmcsr/fmcsrruletext.asp?chunkKey=090163348002389b>

§390.21 Marking of self-propelled CMVs and intermodal equipment.

(a) **General.** Every self-propelled CMV subject to subchapter B of this chapter must be marked as specified in paragraphs (b), (c), and (d) of this section, and each unit of intermodal equipment interchanged or offered for interchange to a motor carrier by an intermodal equipment provider subject to subchapter B of this chapter must be marked as specified in paragraph (g) of this section.

(b) **Nature of marking.** The marking must display the following information:

(b)(1) The legal name or a single trade name of the motor carrier operating the self-propelled CMV, as listed on the motor carrier identification report (Form MCS-150) and submitted in accordance with [§390.19](#).

(b)(2) The identification number issued by FMCSA to the motor carrier or intermodal equipment provider, preceded by the letters "USDOT".

(b)(3) If the name of any person other than the operating carrier appears on the CMV, the name of the operating carrier must be followed by the information required by paragraphs (b)(1), and (2) of this section, and be preceded by the words "operated by."

(b)(4) Other identifying information may be displayed on the vehicle if it is not inconsistent with the information required by this paragraph.

(b)(5) Each motor carrier shall meet the following requirements pertaining to its operation:

(b)(5)(i) All CMVs that are part of a motor carrier's existing fleet on July 3, 2000, and which are marked with an ICCMC number must come into compliance with paragraph (b)(2) of this section by July 3, 2002.

(b)(5)(ii) All CMVs that are part of a motor carrier's existing fleet on July 3, 2000, and which are not marked with the legal name or a single trade name on both sides of their CMVs, as shown on the Motor Carrier Identification Report, Form MCS-

150, must come into compliance with paragraph (b)(1) of this section by July 5, 2005.

(b)(5)(iii) All CMVs added to a motor carrier's fleet on or after July 3, 2000, must meet the requirements of this section before being put into service and operating on public ways.

(c) **Size, shape, location, and color of marking.** The marking must—

(c)(1) Appear on both sides of the self-propelled CMV;

(c)(2) Be in letters that contrast sharply in color with the background on which the letters are placed;

(c)(3) Be readily legible, during daylight hours, from a distance of 50 feet (15.24 meters) while the CMV is stationary; and

(c)(4) Be kept and maintained in a manner that retains the legibility required by

paragraph (c)(3) of this section.

(d) **Construction and durability.** The marking may be painted on the CMV or may consist of a removable device, if that device meets the identification and legibility requirements of paragraph (c) of this section, and such marking must be maintained as required by paragraph (c)(4) of this section.

(e) **Rented CMVs.** A motor carrier operating a self-propelled CMV under a rental agreement having a term not in excess of 30 calendar days meets the requirements of this section if:

(e)(1) The CMV is marked in accordance with the provisions of paragraphs (b) through (d) of this section; or

(e)(2) The CMV is marked as set forth in paragraph (e)(2)(i) through (iv) of this section:

(e)(2)(i) The legal name or a single trade name of the lessor is displayed in accordance with paragraphs (c) and (d) of this section.

(e)(2)(ii) The lessor's identification number preceded by the letters "USDOT" is displayed in accordance with paragraph (c) and (d) of this section; and

Generally, letters and numerals should be at least 2" tall with a 1/2" brush stroke.

(e)(2)(iii) The rental agreement entered into by the lessor and the renting motor carrier conspicuously contains the following information:

(e)(2)(iii)(A) The name and complete physical address of the principal place of business of the renting motor carrier.

(e)(2)(iii)(B) The identification number issued the renting motor carrier by the FMCSA, preceded by the letters "USDOT," if the motor carrier has been issued such a number. In lieu of the identification number required in this paragraph, the following may be shown in the rental agreement:

(1) Information which indicates whether the motor carrier is engaged in "interstate" or "intrastate" commerce; and

(2) Information which indicates whether the renting motor carrier is transporting hazardous materials in the rented CMV;

(e)(2)(iii)(C) The sentence: "This lessor cooperates with all Federal, State, and local law enforcement officials nationwide to provide the identity of customers who operate this rental CMV"; and

(e)(2) (iv) The rental agreement entered into by the lessor and the renting motor carrier is carried on the rental CMV during the full term of the rental agreement. See the leasing regulations at [49 CFR 376](#) for information that should be included in all leasing documents.

(f) **Driveaway services.** In driveaway services, a removable device may be affixed on both sides or at the rear of a single driven vehicle. In a combination driveaway operation, the device may be affixed on both sides of any one unit or at the rear of the last unit. The removable device must display the legal name or a single trade name of the motor carrier and the motor carrier's USDOT number.

Editor's Note: New paragraph (g) has a compliance date of December 17, 2010.

(g) **Intermodal equipment.** (1) The requirements for marking intermodal equipment apply to each intermodal equipment provider, as defined in §390.5, that interchanges or offers for interchange intermodal equipment to a motor carrier.

(g)(2) Each unit of intermodal equipment interchanged or offered for interchange to a motor carrier by an intermodal equipment provider subject to subchapter B of this chapter must identify the intermodal equipment provider.

(g)(3) The intermodal equipment provider must be identified by its legal name or a single trade name and the identification number issued by FMCSA, preceded by the letters "USDOT".

(g)(4) The intermodal equipment must be identified as follows, using any one of the following methods:

(g)(4)(i) The identification marking must appear on the curb side of the item of equipment. It must be in letters that contrast sharply in color with the background on which the letters are placed. The letters must be readily legible, during daylight hours, from a distance of 50 feet (15.24 meters) while the CMV is stationary; and be kept and maintained in a manner that retains this legibility; or

(g)(4)(ii) The identification marking must appear on a label placed upon the curb side of the item of equipment. The label

must be readily visible and legible to an inspection official during daylight hours when the vehicle is stationary. The label must be a color that contrasts sharply with the background on which it is placed, and the letters must also contrast sharply in color with the background of the label. The label must be kept and maintained in a manner that retains this legibility; or

(g)(4)(iii) The USDOT number of the intermodal equipment provider must appear on the interchange agreement so that it is clearly identifiable to an inspection official. The interchange agreement must include additional information to identify the specific item of intermodal equipment (such as the VIN and 4-character SCAC code and 6-digit unique identifying number); or

(g)(4)(iv) The identification marking must be shown on a document placed in a weathertight compartment affixed to the frame of the item of intermodal equipment. The color of the letters used in the document must contrast sharply in color with the background of the document. The document must include additional information to identify the specific item of intermodal equipment (such as the VIN and 4-character SCAC code and 6-digit unique identifying number).

(g)(4)(v) The USDOT number of the intermodal equipment provider is maintained in a database that is available via real-time internet and telephonic access. The database must:

(g)(4)(v)(A) Identify the name and USDOT number of the intermodal equipment provider responsible for the intermodal equipment, in response to an inquiry that includes:

(i) Standard Carrier Alpha Code (SCAC) plus trailing digits, or

(ii) License plate number and State of license, or

(iii) Vehicle Identification Number (VIN) of the item of intermodal equipment.

(g)(4)(v)(B) Offer read-only access for inquiries on individual items of intermodal equipment, without requiring advance user registration, a password, or a usage fee.

[65 FR 35296, June 2, 2000, as amended at 73 FR 76821, Dec. 17, 2008; 74 FR 68708, Dec. 29, 2009]

FMCSR = Federal Motor Carrier Safety Regulations (On the web at: <http://www.fmcsa.dot.gov/rules-regulations/rules-regulations.htm>)

General Display Requirement Summary

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

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



UNDERSTANDING HOW TO GO ABOUT
MAKING CHANGES TO USDOT NUMBER STATUS
FOR THE TYPICAL ILLINOIS FARMER

Before proceeding with the process of inactivating his/her USDOT number or changing the carrier's status from "interstate to" "intrastate", the carrier must already have determined whether he/she is eligible for the intended change and understands its implications. They may refer to the document titled ["Interstate / Intrastate 2012 Policy Revision by FMCSA for Illinois Farmers"](#), refer to the instructions that come with form MCS-150, and/or consult with the appropriate government agencies.

There are two options for completing those two changes: fax, or mail. (Internet is not an option.) Either change may be done using either of these methods. Both require the completion and submission of [Form MCS-150](#).

- 1) That form can be downloaded and printed from the FMCSA website at:
<http://www.fmcsa.dot.gov/documents/forms/r-I/MCS-150-Instructions-and-Form.pdf>, or
- 2) You can request that a copy of the form be sent to you in the mail by calling 800-832-5660.

Via mail: Print form MCS-150, fill it out and mail it to FMCSA. Using this method, the change could take four to six weeks. The address is on the instruction sheets that accompany the form.

Via fax: Print form MCS-150, fill it out and fax it to 703-280-4003. The change could take several days.

You may use the form provided by FMCSA that is already partially completed for this purpose. Be sure to select the correct one of the two forms offered. Instructions below are for a typical farmer currently registered as an interstate, non-hazardous, private carrier. The specific situation of each carrier can dictate differences based on that carrier's current and former registration and operating status.

TYPICAL

INACTIVATION

On USDOT form MCS-150:

- **Review the instructions** that accompany the form
- In the box labeled "REASON FOR FILING" mark "OUT OF BUSINESS NOTIFICATION"
- **Boxes 1-21:** provide personal information
- **Box 22:** mark square "C", (Intrastate Non-Hazardous Carrier)
- **Box 23:** mark square "C", (private property)
- **Box 24:** mark squares "J" (fresh produce), "O" (livestock), "P" (grain, feed, hay) and/or "AA" (farm supplies) as appropriate.
- **Box 30:** Provide personal information, sign & date
- **Submit** (via mail or fax—use only one)

TYPICAL

CHANGE TO INTRASTATE

On USDOT form MCS-150:

- **Review the instructions** that accompany the form
- In the box labeled "REASON FOR FILING" mark "BIENNIAL UPDATE OR CHANGES"
- **Boxes 1-21:** provide personal information
- **Box 22:** mark square "C", (Intrastate Non-Hazardous Carrier)
- **Box 23:** mark square "C", (private property)
- **Box 24:** mark squares "J" (fresh produce), "O" (livestock), "P" (grain, feed, hay) and/or "AA" (farm supplies) as appropriate.
- **Box 30:** Provide personal information, sign & date
- **Submit** (via mail or fax—use only one)



NEW ENTRANT SAFETY ASSURANCE AUDIT

FOR ILLINOIS FARMERS



Safety assurance audits

For decades, motor carriers regulated by the Federal Motor Carrier Safety Regulations (FMCSR) have been subject to audits by DOT. The primary purpose of the audits—know as “Compliance Reviews”—is to ensure that those carriers are complying with the FMCSR. Fines can be imposed for failure to do so.

Then in 2003, Congress ordered DOT to conduct further audits aimed at new carriers, those just entering the trucking industry. These “New Entrant” audits also focus on compliance, but emphasize education—rather than penalties—to achieve that end. [385.309]

New entrants

The government identifies these new carriers through the USDOT Numbering system. Because carriers are required to register for a USDOT Number prior to beginning interstate trucking operations, DOT classifies every first-time applicant as a “new entrant.”

The new entrant will be subject to the new-entrant safety monitoring procedures for a period of 18 months. During this 18-month period:

- (a) The new entrant’s roadside safety performance will be closely monitored to ensure the new entrant has basic safety management controls that are operating effectively. A bad safety record during this time could trigger a safety audit or compliance review at any time.
- (b) A safety audit will be conducted on the new entrant, once it has been in operation for enough time to have sufficient records to allow the agency to evaluate the adequacy of its basic safety management controls. This period will generally be at least 3 months. In Illinois, that audit typically occurs from 12 to 15 months following the USDOT Number application.
- (c) All records and documents required for the safety audit shall be made available for inspection upon request by an individual certified under Federal Motor Carrier Safety Administration (FMCSA) regulations to perform safety audits. In Illinois, typically Illinois Department of Transportation (IDOT) personnel will fill that role.

Makeup of a New Entrant audit

The safety audit will consist of a review of the new entrant’s safety management systems and a sample of required records to assess compliance with the FMCSRs, applicable Hazardous Materials Regulations (HMRs) and related record-keeping requirements. The areas for review include, but are not limited to, the following: [385.311]

- (a) Driver qualification;
- (b) Driver duty status;
- (c) Vehicle maintenance;
- (d) Accident register; and
- (e) Controlled substances and alcohol use and testing requirements.

Following a New Entrant audit

Upon the completion of the safety audit, the auditor will review the findings with the new entrant.

If the new entrant is determined to have adequate basic safety management controls, the FMCSA will provide the new entrant written notice of that as soon as practicable, but not later than 45 days after the completion of the audit. The new entrant’s safety performance will continue to be closely monitored for the remainder of the 18-month period.

If the the new entrant’s basic safety management controls are deemed inadequate, FMCSA it will provide the new entrant written notice of that, as soon as practicable, but not later than 45 days after the completion of the safety audit. The carrier’s USDOT new entrant registration is subject to being revoked and its operations placed out-of-service unless it takes the actions specified in the notice to remedy its safety management practices:

- Within 45 days of the date of the notice if the new entrant transports passengers (in a commercial motor vehicle (CMV) designed or used to transport 16 or more passengers, including the driver), or transports hazardous materials requiring

(Continued on page 2)

(Continued from page 1)

placarding; [385.319(c)(1)]

— or —

- within 60 days of the date of the notice for all other new entrants. [385.319(c)(2)]

Getting Prepared

You might be anxious about an upcoming audit, that's natural. Keep in-mind, however, that new-entrant audits are intended to be educational and offer technical assistance. You'll most likely be given time afterward to correct shortcomings.

Carriers unfamiliar with Federal Motor Carrier Safety Regulations (FMCSR) might find the rules to be overwhelming at first. But consider this . . .

Think of it like baseball. Ever tried to explain the rules to a foreigner unfamiliar with the sport? Those rules are complex, too, yet Americans enjoy playing the game and—eventually—intuitively know what is allowed, required, and disallowed. Familiarity is key.

Some basic things you can do to prepare:

1. Get the rule book! It's one of the requirements.
2. Read it! At least familiarize yourself with it enough to know where to find things.
3. Get record-keeping aids—from suppliers or off the USDOT website. Forms and files are available.
4. Review your records and gather information.
5. Ask questions. Talk with the examiner before he/she arrives. Call IDOT and/or FMCSA
6. Demonstrate an effort to comply with the rules!
7. If desperate, hire a consultant. They're out there.

For more information visit www.ilfb.org

For questions regarding the New Entrant Safety Assurance Process, please call the

**FMCSA Help Line at:
1-800-832-5660**

For other inquiries to the FMCSA, please contact:
stephanie.haller@dot.gov.

Or call the Illinois Department of Transportation
Office of Motor Carrier Safety at:

217-785-1181

Also, visit the internet at:

<http://www.fmcsa.dot.gov/rules-regulations/topics/NESA/index.aspx>

New entrant safety assurance

In 2009, new regulations raised the standard of compliance for passing the new entrant safety assurance audit. In Illinois, this new standard is applied to New Entrant audits for any carrier who was a first-time applicant for a USDOT Number after February 11, 2009. Audits conducted for those carriers who applied earlier had been done using the prior standard.

Under the newer "safety assurance" standard, the FMCSA identified 16 regulations as essential elements of basic safety management controls necessary to operate in interstate commerce and makes a carrier's failure to comply with any one of the 16 regulations an automatic failure of the safety audit.

Those 16 items include:

1. Failure to have a drug & alcohol screening program (DASP)
2. Using a driver a BAC of greater than 0.04
3. Using driver who refused a test
4. Use driver who had a positive drug test
5. Not having a random DASP
6. Using a driver who does not hold a CDL
7. Using a driver with an invalid CDL
8. Using a disqualified driver
9. Operating without proper insurance (freight)
10. Operating without proper insurance (passenger)
11. Using a disqualified driver
12. Using a driver who is physically disqualified
13. Failure to maintain a record of duty status*
14. Using an out-of-Service vehicle
15. Failure to correct an out-of-service violation
16. Not periodically inspecting vehicles as required*

* More than 50% of the time

Generally, carriers can be given up to 60 days to correct these violations, typically without a fine being issued.

Additionally, if certain violations are discovered during a roadside inspection, the new entrant now will be subject to expedited actions to correct these deficiencies.

The FMCSA now will also check compliance with the Americans with Disabilities Act and certain household goods-related requirements in the new entrant safety audit, if they apply to the new entrant's operation. Failure to comply with either of these requirements will not affect the outcome of the safety audit; however, the Agency will take appropriate actions to improve compliance.

These changes do not impose additional regulatory requirements on any new entrant carrier because these carriers are already required to comply with all such applicable rules.

Carrier Information for Safety Audits

As applicable, have the following available for review at time of audit.

Insurance and economic documentation

[Part 387]

- Form MCS-90 (or MCS-90B for passenger carriers) — insurance endorsement.
- Form BOC-3 (designation of process agents). *(If one cannot be located in your current insurance policy, contact your agent and have one forwarded to you. A copy will be taken of this form during the audit.)*

Controlled substances and alcohol testing administrative records [Part 382]

- If you are enrolled with a consortium, obtain from the consortium and have available for review the consortium's current list of drivers for your company.
- Your company's Controlled Substances and Alcohol Testing Policy.
- Quarterly/semi-annual summaries (from the laboratory) of *Controlled Substances and Alcohol Tests* for the prior year.
- Annual calendar year summary for the prior year.

Driver qualifications [Part 391]

- Driver qualification files for all drivers used within the past 12 months.
 - Application; accurately and completely filled out **391.21**
 - 10-year employment history for **CDL drivers 391.21(11)**
 - Previous employer history check; 3-year **391.21(10)**
 - Previous employer drug/alcohol check; 2-year **391.23(e)**
 - Current medical card/certificate **391.43**
 - Copy of CDL or road test for non-CDL drivers **391.33, 391.31**
 - Annual driving record; 3-year history **391.23(a)(1)**
 - Annual review of driving record **391.25**
 - Annual certification of violations; completed by driver **391.27**
- If your company operates with drivers assigned to various locations or functions, be prepared to identify each driver's status (i.e., terminal location; commercial zone vs. long haul; van vs. flat bed operations; leased vs. company, etc.).

Hours of service [Part 395]

- A driver-specific listing showing assigned units and account numbers for phone and/or fuel charges for all drivers, including leased operators, used within the past six months.
- Records of duty status for previous six months for all

drivers, including leased operators.

- All supporting documents for previous six months of all drivers (i.e., trip envelopes, driver expense receipts, telephone records, fuel reports, dispatch logs, payroll records, bills of lading, etc.)

Equipment/Maintenance [Part 396]

- A list showing all equipment owned/leased/trip leased and operated in intrastate and interstate commerce for previous 12 months. Designate type of equipment – trucks, truck-tractors, trailers, HM cargo tank trucks, HM cargo tank trailers, and buses.
- If applicable, indicate terminal locations and/or date removed from service.
- Maintenance files and records for each unit, including leased units. Include evidence of annual inspections, repair receipts, maintenance schedules, qualifications of persons performing annual inspections and/or brake repair and adjustments.
- Copies of drivers' daily vehicle inspection reports for the last three months.

Hazardous materials records (if applicable)

- Current copy of the DOT/RSPA HM registration, HM training materials and records of such training.
- Copy of the most recent shipping document for each class of materials transported.

General [Part 390]

- Show availability of current copy of FMCSA Safety Regulations book or FMCSA.dot.gov online.
- Have USDOT# properly displayed on vehicles [390.21]

Accident records [390]

- Records related to accidents for the past 365 days, including an accident register.
- Accident reports for recordable accidents (retain for 3 years.) Includes accidents involving:
 - Fatalities;
 - Injuries treated away from the scene;
 - Tow-away due to disabling damage.
- Your damage/loss run from your insurance company and/or any State accident reports maintained. Include all accidents resulting in fatality, injury, and/or tow – regardless of whether or not your driver or leased driver was found to have been "at fault."

Also, visit the internet at:

<http://www.fmcsa.dot.gov/rules-regulations/topics/NESA/index.aspx>

Driver Qualification File Checklist

As applicable, have the following records for each driver available at time of audit .

Driver's application for employment

[49 CFR 391.21]

A person will not be allowed to drive a commercial motor vehicle unless he/she has completed and signed an application for employment.

Inquiry to previous employers—3 years

[49 CFR 391.23(A) (2) & (C)]

An investigation of the driver's employment record during the preceding three years. This investigation must be made within 30 days of the date employment begins.

Inquiry to state agencies—3 years

[49 CFR 391.23(A) (1) & (B)]

The driver's driving record for the preceding three years.

Inquiry to state agencies—annual

[49 CFR 391.25(A) & (C)]

Request driving record annually for each driver.

Annual review of driving record

[49 CFR 391.25]

At least once every 12 months, a motor carrier must review the driving record of each driver. A note stating the results of this review shall be included in the Driver's Qualification File.

Annual driver's certification of violations

[49 CFR 391.27]

At least once every 12 months, a motor carrier must require each driver that it employs to prepare and furnish it with a list of all violations of motor vehicle traffic laws and ordinances during the previous 12 months. Note: Drivers who have provided information required by [Section 383.31](#) need not repeat that information in this annual list of violations.

Driver's road test certification or equivalent

[49 CFR 391.31]

A person must not be allowed to drive a commercial motor vehicle until he/she has successfully completed a road test and has been issued a certificate, or a copy of the license or certificate which the motor carrier accepted as equivalent to the driver's road test pursuant to [Section 391.33](#).

Medical examiner's certificate

[49 CFR 391.43]

The driver must pass a medical examination conducted by a licensed health care professional. A driver must be issued a Medical Examiner's Certificate, which must be carried at all times and must be renewed every two years.

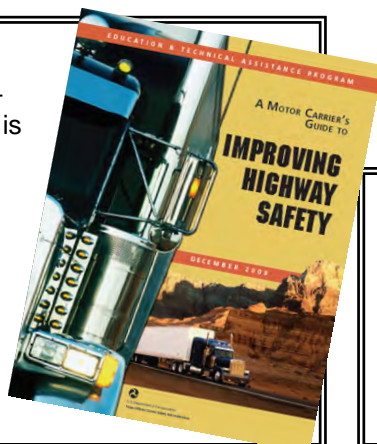
Multiple-employer drivers

[49 CFR 391.63]

If a motor carrier employs a person as a driver on any basis, the motor carrier must have on file the driver's name, social security number, identification number, type, issuing state of his/her motor vehicle operator's license, medical certificate, road test and certificate, and controlled substance test results, even if that driver's primary employment is with another carrier.

Drivers furnished by other motor carriers -- A motor carrier using a driver regularly employed by another motor carrier must have on file a signed written certificate that includes the driver's name and signature, certification of the driver's full qualifications, and expiration date of the driver's medical examiner's certificate. Compliance with drug and alcohol program requirements is also required.

Detail on these regulations — including necessary forms — is available in the manual titled "A Motor Carrier's Guide to Improving Highway Safety" on the USDOT website at: <http://www.fmcsa.dot.gov/safety-security/eta/index.htm>



This document prepared and provided by:

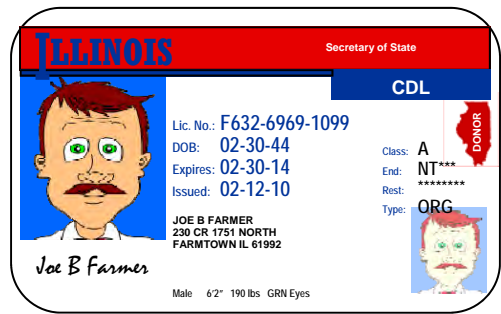


www.ilfb.org

The sections of the Federal Motor Carrier Safety Regulations referenced in this publication [shown in square brackets] are available online at: http://www.fmcsa.dot.gov/rules-regulations/administration/fmcsr/fmcsrguide.aspx?section_type=A

DRIVER QUALIFICATIONS

FOR ILLINOIS FARMERS



Commercial Drivers License (CDL)

Commercial Motor Vehicle

[\[625 ILCS 5/6-500\]](#) & [\[49 CFR 383.5\]](#)

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

- Any **combination** of vehicles with a Gross Combination Weight Rating (GCWR) of 26,001 or more pounds, providing the Gross Vehicle Weight Rating (GVWR) of the vehicle being towed is in excess of 10,000 pounds.
- Any **single** vehicle with a GVWR 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 26,001 pound threshold differs from the 10,001 pound threshold used for the Medical Card requirement.]

Farm Exemption [\[625 ILCS 5/6-507\(c\)\]](#)

CDLs are not required to operate vehicles (other than semis*) which are:

- Controlled and operated by a farmer, a member of the farmer's family or an employee;
- Used to transport farm products, equipment or supplies to or from a farm *(including nurseries and aquaculture farms);*
- Not operated in for-hire carriage;
- Used within 150 air miles of the farm *(in-state or out-of-state);* and
- Used in nursery or agricultural operations.

*Farm Semi

In addition to the five conditions listed above, farm semi operators must also meet these four additional conditions in order to be eligible for an exemption from having

to obtain a CDL. *(Since all tests and penalties are the same as the CDL, the only benefit in obtaining this "Non-CDL Farm Semi Drivers License" is an exemption from the requirement to submit to drug and alcohol screening.)*

- Semi must be "farm" plated;
- Driver must be age 21 or older;
- Semi is not operated outside of Illinois; and
- "Employee" must be a family member *(parent, spouse, sibling, or child – in blood or in law.)*

[Note: This license not valid to operate a truck outside of Illinois.]

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, providing the GVWR of the vehicle being towed is in excess of 10,000 pounds.
- **Class B** – Single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing another not in excess of 10,000 pounds.
- **Class C** – Single vehicle with a GVWR of at least 16,001 pounds but less than 26,001 pounds.
- **Class D** – Single vehicle with a GVWR of less than 16,001 pounds.

Endorsements

Special testing is also done for drivers required to have a CDL if they will be driving a vehicle:

- With double or triple trailers;
- With a tank of 1,000 gallons or more liquid capacity *(capacity, not content—any liquid, even water);*
- Placarded because of the hazardous materials carried *(Requires fingerprinting and background check. Apply at least 90 days early.);* or,
- With capacity for 16 or more passengers.

An air brake **restriction** will also have to be removed through additional testing.

(Except for the farm semi, these extra tests are not required for a non-CDL license.)

Medical Card

Requirement [\[49 CFR 391.1\]](#)

Drivers of commercial vehicles generally must undergo a DOT Driver Physical once every two years and carry a card 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:

- 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 the furtherance of a commercial enterprise (*includes farming*); or
- Operate a passenger vehicle designed to transport 16 or more passengers, including the driver; or
- Operate any 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.]

Farm Exemption [\[49 CFR 391.2\(c\)\]](#)

Custom harvesting operations, apian industries and certain farm vehicle drivers operating commercial vehicles may be eligible for an exemption from the requirement to have a bi-annual physical and carry a medical card.

Certain farm vehicle drivers may be exempt if they are operating a single vehicle that is:

- Controlled and operated by a farmer, a member of the farmer's family or an employee;
- Used to transport farm products, equipment or supplies to or from a farm (*including nurseries and aquacultures*);
- Used within 150 air miles of the farm (*Whether in-state or out-of-state*);
- Used in nursery or agricultural operations;
- Not operated in for-hire carriage;
- Not required by federal regulations to be placarded while transporting hazardous materials; and,
- Not an articulated vehicle over 10,000 pounds GCWR. (*Generally, farmers driving articulated vehicles — semis, trucks pulling trailers, and even pickups pulling gooseneck trailers — lose this exemption and must carry a valid medical card.*)

Certification

Between January 30, 2012 and January 30, 2014, all holders of a CDL must certify to the Secretary of State whether they: 1) are required to have a medical card, and 2) operate in interstate or intrastate commerce.



Drug & Alcohol Screening

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 screening.

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

- Having a CDL when not required to does not trigger this screening requirement.
- The employer is responsible for providing the screening program.
- 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.)
- Individual drivers must be pooled with a larger group to ensure random selection.

Farm Exemption [\[49 CFR 382.103\(d\)\]](#)

Drug and alcohol screening 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 DASP Requirements

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

More Information

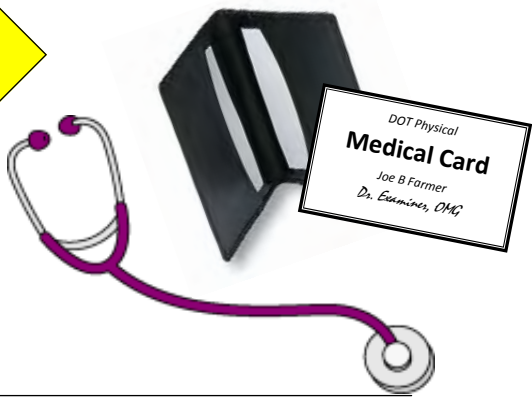
- Illinois Farm Bureau®
309-557-3274
www.ilfb.org
- Illinois State Police
217-782-6267
<http://www.isp.state.il.us/>
- Illinois Department of Transportation
217-785-1181 (*Medical Card and Drug Testing*)
<http://www.dot.state.il.us/public.html#truckers>
- Secretary of State
217-524-1350
[CDL Study Guide](#)
—Available at SOS driver facilities—
(Commercial Drivers License)
<http://www.sos.state.il.us/>

A pdf version of this document is available with hyperlinks at the ilfb web address.

MEDICAL CARD CERTIFICATION

FOR ILLINOIS FARMERS

New in 2012



New law for truckers effective in early 2012

A new federal law takes effect January 30, 2012 that—for the first time ever—links the CDL with the medical card.

Farmers are among those receiving notices

All Illinois holders of a Commercial Driver’s License (CDL) should have received a notice from the Illinois Secretary of State’s Office about the new law. The requirements spelled out in the notice apply to farmers and non-farmers alike. Drivers without a CDL should not have received the notice.

Must comply within two years

All CDL drivers will have to appear in-person at a CDL testing facility to affirm whether they are required to have a medical card and whether they operate on an interstate or intrastate basis. Generally, those interstate drivers who are required by law to have a medical card will have to have their medical card in-hand at the time of that visit.

This requirement kicks in January 30, 2012, and must be completed by January 30, 2014.

Those drivers whose CDL expires within that two-year period can fulfill the requirement when they go in to have their CDL renewed. Those whose CDL expires after January 30, 2014, will have to make a special trip to one of [47 CDL testing facilities](#) prior to that deadline to complete the task.

Failure to comply will result in the driver’s CDL status being reduced to Non-CDL until he/she shows proof of compliance with the medical card requirement.

What’s it good for?

The purpose of the law is to finally link the medical card to the CDL. It will also make that medical record a part of the federal electronic database on CDL drivers known as “CDLIS” (Commercial Driver’s License Information System.) Until now, the only means of verifying a driver’s compliance with the physical requirements of the federal law was the material presence of the medical card. Under this new system, it will eventually be possible to eliminate the card and rely solely on the electronic record.

Applies only to drivers who have a CDL		
	Interstate	Intrastate
Medical Card Required	NI	NA
Excepted from Medical Card	EI	EA
Jan. 30, 2012 to Jan. 30 2014 & Biannually		
Generally, the driver is being asked two questions: — 1) Are you an interstate or intrastate carrier?; and, — 2) Are you required to have a medical card?		

What is a medical card?

It’s 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 conditions including such things as eye-sight 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 [forms](#) are available online.

So what’s to be done about it?

Except for causing about half of all CDL-licensed drivers to make a premature trip to a Secretary of State testing facility, this rule imposes few new burdens on drivers. The most extensive might be the need for the driver to update the Secretary of State when their medical card is renewed (every two years.)

Who is required to have a medical card?

Federal law [\[49 CFR 391\]](#) (and Illinois law) generally starts from the premise that virtually everyone who drives a truck or a truck-trailer combination of 10,001 pounds or more as part of a business (including farming) is subject to the requirement. **Then it lists exceptions.** One of those exceptions is for farmers, but only [certain farmers](#). The farmer exception from the requirement to have a medical card extends to: custom-harvesting operations; apiarian industries; and to certain farm vehicle drivers. That last one means a person (farmer or farm employee) who drives only a (straight truck) that is:

- (a) Controlled and operated by a farmer as a private motor carrier of property;
- (b) Used to transport either—1) Agricultural products, or 2) Farm machinery, farm supplies, or both, to or from a farm;
- (c) Not being used in the operation of a for-hire motor carrier;
- (d) Not carrying hazardous materials of a type or quantity that requires the vehicle to be placarded; and
- (e) Being used within 150 air-miles of the farmer's farm.

This exception does NOT extend to a farmer who drives a combination vehicle. **Those farmers who drive a semi or tow a trailer behind a truck must have a medical card.**

It is the driver's responsibility to determine how he or she will self-certify to the Secretary of State's Office.

(Refer also to chart on front page.)

- 1. Non-excepted Interstate (NI)** — Engaged in interstate commerce 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);
 - a. All Class A, B, or C drivers who do not fall under any of the other categories.
 - b. All Class A, B, or C drivers granted a federal vision or diabetes exemption; or SPE-limb impairment (Skill Performance Evaluation).
 - c. Apiarian industries (Beekeepers).
 - d. Farm custom operations (Custom Harvesters).
 - e. Farm vehicle drivers operating straight trucks in interstate commerce that meet the definition of a commercial motor vehicle (CMV) as defined in 49 CFR 390.5 within 150 miles of their farm are exempt from the medical certification requirements.
 - f. Private motor carrier of passengers (non-business). For example, organizations exempt from the Internal Revenue Code that provide transportation for their members.
 - g. Emergency delivery of propane winter heating fuel and pipeline response.
 - h. Drivers of migrant workers (Must meet minimum standards only; 49 CFR 398.3)
 - 2. Excepted Interstate (EI)** – Engaged in interstate commerce and excepted from 49 CFR 391 requirements (does not need medical certificate to drive interstate);
 - a. School bus operations. Use Category 2 if crossing state lines, or Category 4 if NOT crossing state lines. Medical Certificate must be carried by the driver in both cases.
 - b. Transportation performed by the Federal government, a State, or any political subdivision of a State.
 - c. Occasional transportation of personal property by individuals not for compensation nor in the furtherance of a commercial enterprise.
 - d. The transportation of human corpses or sick and injured persons.
 - e. The operation of fire trucks and rescue vehicles while involved in emergency and related operations.
 - f. A 9- to 15-passenger van, including the driver, weight less than 26,001 gross vehicle weight rating not for compensation. For compensation, must stay within a 75-air-mile radius of the driver's normal work reporting location.
 - 3. Non-excepted Intrastate (NA)** – Engaged in intrastate commerce and subject to State medical card requirements as in law today.
 - 4. Excepted Intrastate (EA)** – Motor carriers while engaged in intrastate commerce and excepted from all or part of State medical card requirements.
- If your driver status changes, you must notify the Secretary of State immediately.***

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and provided by:



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“URGENT COMPLIANCE NOTICE”

“MANDATORY D.O.T. TRAINING”

“SECOND NOTICE”

“Supervisor Compliance Training Department”

PROBLEM:

Many farmers have received a notice in the mail about Supervisor Training. The official-looking and threatening notice states they would have to take a 60-minute class on the use of alcohol...either online or in person...and another 60-minute class on drug abuse. The notice identifies itself as having come from the “Supervisor Compliance Department.” Is this legit?

RESPONSE:

That notice is what most people would call “junk mail.” As with any junk mail, some recipients might choose to take advantage of the offer, many others don’t need it or prefer other options.

It all depends on whether the farmer or any of his/her employees are required to be enrolled in a drug & alcohol screening program. That, in turn, is predicated on whether the driver is **required** to have a Commercial Driver’s License (CDL.) (Find more on regulations affecting farmers at: <http://www.ilfb.org/policy-and-issues/current-issues/transportation-and-infrastructure.aspx>.)

ITS AGGRESSIVE NATURE IS TROUBLING:

The aggressive and misleading marketing tactics used by the advertiser has been brought to the attention of Anne Ferro, Administrator of the Federal Motor Carrier Safety Administration (FMCSA.) She has looked into it and has sent the advertisers a stern warning about their approach. Here are some of the FMCSA actions to-date:

- ◆ Notice has been posted on the news and alerts section of FMCSA’s website. The link is <http://www.fmcsa.dot.gov/about/news/new-at-fmcsa/Updated-Alert-Aggressive-Marketing-Attempts.aspx>
- ◆ A similar notice will be included in all FMCSA new entrant packets warning carriers of this aggressive marketing tactic.

- ◆ FMCSA’s Office of Chief Counsel continues to monitor all complaints that they receive about these companies and are investigating other potential actions that could be taken to either modify or stop the notices that are being sent to carriers.

The offending company is likely finding the contact information through a legitimate FMCSA link however their misuse of the carrier’s information and of FMCSA/DOT logos could warrant a cease and desist letter.

FARMERS NEED TO KNOW:

- ◆ This notice that many farmers are getting about Supervisor Training is from a private firm that provides that Supervisor Training for a fee.
- ◆ The training is intended to fulfill requirements of the Drug & Alcohol Screening Program (DASP.) [\[49 CFR 382\]](#)
- ◆ This article makes no judgment on the quality of the training program offered in the “junk mail.”
- ◆ The company offering the training is NOT a government agency.
- ◆ HOWEVER, the training requirement they refer to is **real**. It’s something farmers should be aware of.
- ◆ The official-looking notice is being sent to farmers (and non-farmers) who have registered for the USDOT Number.
[Note: Some of the information about USDOT Number holders is legitimately available on the internet.]
- ◆ The FMCSA training requirement applies only to employers who employ drivers (including themselves) required to hold a CDL and be enrolled in a DASP. *(Many farmers and some farm employees are exempt from the CDL, therefore exempt from the DASP.)*
- ◆ If you are self-employed and the sole employee, then supervisor training is not required. *(See guidance.)*

REGULATION:

The FMCSA regulation requiring the training is short and is copied here in its entirety:

Subpart F - Alcohol misuse and controlled substances use information, training, and referral
[§ 382.603 Training for supervisors.](#)

Each employer shall ensure that all persons designated to supervise drivers receive at least 60 minutes of training on alcohol misuse and receive at least an additional 60 minutes of training on controlled substances use. The training will be used by the supervisors to determine whether reasonable suspicion exists to require a driver to undergo testing under [§382.307](#). The training shall include the physical, behavioral, speech, and performance indicators of probable alcohol misuse and use of controlled substances. Recurrent training for supervisory personnel is not required.

OPTIONS:

Training can be accomplished in a number of ways; it is up to the employer to ascertain whether the training fulfills the federal requirement. A number of private interests offer such training; but the employer can devise his/her own training program. It can take the form of DVDs, online courses, in-person seminars, reading, etc.

If you participate in a drug & alcohol screening program provided through the Midwest Truckers Association (MTA) [either through a membership in that organization or through the Illinois Farm Bureau® member program with them], then you can give MTA a call at 217-525-0310 and ask about available seminars or DVD rentals. Both are provided for a fee.

Other private suppliers of seminars and DVDs for sale include (among others): www.JJKeller.com, and www.LabelMaster.com.

SUMMARY:

If you employ any driver—including yourself—who is required to have a CDL because of the work they do for your farming operation, then you must enroll those drivers in a drug & alcohol screening program (DASP.)

You will need to assign someone to serve as “supervisor” for that program.

That supervisor must be trained in accordance with [§382.603](#). This training is sometimes also referred to as *Reasonable Suspicion Training*.

For more details on whether a farmer is required to have a CDL, refer to the *Driver Qualifications* document at <http://www.ilfb.org/policy-and-issues/current-issues/transportation-and-infrastructure.aspx>

GOVERNMENT CONTACTS:

Illinois Department of Transportation
Office of Motor Carrier Safety
217-785-1181

Illinois Secretary of State’s Office
Commercial Driver’s License Section
CDL Help Desk
217-524-1350



Guidance from FMCSA §382.603 Training for supervisors.

Question 1: Does [§382.603](#) require employers to provide recurrent training to supervisory personnel? **Guidance:** No.

Question 2: May an employer accept proof of supervisory training for a supervisor from another employer? **Guidance:** Yes.

Question 3: Are the reasonable suspicion testing and training requirements of [§382.307](#) and [382.603](#) applicable to an owner-operator who is both an employer and the only employee?

Guidance: No. The requirements of [§382.307](#) and [382.603](#) are not applicable to owner-operators in non-supervisory positions. [§382.307](#) requires employers to have a driver submit to an alcohol and/or controlled substances test when the employer has reasonable suspicion to believe that the driver has violated the prohibitions of [subpart B of part 382](#). Applying [§382.307](#), Reasonable Suspicion Testing, to an owner-operator who is an employer and the only employee contradicts both “reason” and “suspicion” implicit in the title and the purpose of [§382.307](#). A driver who has self-knowledge that he/she has violated the prohibitions of [subpart B of part 382](#) is beyond mere suspicion. Furthermore, [§382.603](#) requires “all persons designated to supervise drivers” to receive training that will enable him/her to determine whether reasonable suspicion exists to require a driver to undergo testing under [§382.307](#). An owner-operator who does not hire or supervise other drivers is not in a supervisory position, nor are they subject to the testing requirements of [§382.307](#). Therefore, such an owner-operator would not be subject to the training requirements of [§382.603](#).

MOBILE PHONE BANS FOR TRUCKERS

FOR ILLINOIS FARMERS



New laws for truckers ban hand-held cell phones

The federal rule refers to “mobile phones” while the Illinois law refers to “cell phones”, and they each apply to a different set of “commercial motor vehicles.” But what you really need to know is, you are not to use a hand-held phone while driving your truck.

The federal restriction for truck drivers took effect on January 3, 2012. The Illinois law affecting trucks took effect January 1, 2013 along with additional state bans affecting all vehicle types.

What is a Commercial Motor Vehicle (CMV)?

For purposes of the federal rules, generally, all farm trucks and truck-trailer combinations of 10,001 pounds or more are considered CMVs. The federal definition defines a CMV as a self-propelled or towed vehicle used on the highways to transport persons or property in interstate commerce; and that either:

- (1) Has a gross vehicle weight/gross vehicle weight rating of 10,001 pounds or greater;
- (2) Is designed or used to transport more than 8 passengers (including the driver) for compensation;
- (3) Is designed or used to transport more than 15 passengers, not for compensation; or
- (4) Is transporting any quantity of hazardous materials requiring placards to be displayed on the vehicle (49 U.S.C. 31132(1)).

The Illinois law defines CMVs for purposes of the cell phone ban generally to include only those vehicles that would normally require a Commercial Drivers License to operate them. It includes the following:

- (1) Vehicles with a GVWR of 26,001 pounds or more.
- (2) Combination vehicles with a GCWR of 26,001 pounds or more and the trailer’s GVWR is 10,001 pounds or more.

(3) Vehicles designed to carry 16 or more persons.

(4) Vehicles transporting hazardous materials that require the vehicle to be placarded.

The ban applies whether the driver has a CDL or not, so it applies to farmers as well as non-farm drivers.

What the federal rule prohibits

The federal rule prohibits drivers of CMVs from using a hand-held cell phone while driving. The rule prohibits:

- Using at least one hand to hold a mobile phone to conduct a voice communication;
- Dialing or answering a mobile phone by pressing more than a single button, and
- Reaching for a mobile phone in a manner that requires the driver to maneuver so that he or she is no longer in a seated, belted, driving position.

Drivers will not be able to use hand-held phones while temporarily stopped due to traffic, a traffic control device, or other momentary delays, but they will be able to use them after moving the vehicle to the side of, or off, the highway and stopping in a safe location.

Drivers who violate the restriction will face federal civil penalties of up to \$2,750 for each offense and disqualification from operating a commercial motor vehicle for multiple offenses.

What about radios?

Use of CB radios and walkie-talkies is NOT prohibited by this federal rule. That might seem ironic since the Nextel-style mobile phone technology that uses push-to-talk technology (similar to radio) is banned.

Texting also banned

A Federal Highway and Safety Administration (FMCSA) regulation had been issued in September 2010 banning text messaging while operating a commercial truck. Illinois law also bans any form of texting, including emails and internet searches—typing or reading.

Tractors & Farm Equipment

Farmers operating farm tractors and other self-propelled implements of husbandry are impacted, too. Implements of husbandry are exempt from the Motor Carrier Safety Regulations, so the federal rules generally do not apply. However, the State's bans affecting passenger car drivers generally apply to all motor vehicle types—including farm equipment.

Fines and Penalties

Drivers who violate the restriction will face federal civil penalties of up to \$2,750 for each offense and disqualification from operating a commercial motor vehicle for multiple offenses.

A violation of this federal ban is treated as a "serious violation." Two of them and you lose your CDL for life.

Additionally, states will suspend a driver's commercial driver's license (CDL) after two or more serious traffic violations. Commercial truck and bus companies that allow their drivers to use hand-held mobile phones while driving will face a maximum penalty of \$11,000.

Employers share responsibility

The rule requires employers to prohibit their CMV drivers from using a mobile phone while driving. You'll want to establish a clear policy for your drivers and be sure they understand it. It might be advisable to put that policy in writing, provide a copy to each of your CMV drivers, and keep a signed acknowledgement of that fact in each driver's file.

State of Illinois laws ban certain device uses by drivers of all motor vehicle types

- Drivers 18 and younger are prohibited from using wireless phones while driving — with or without hands-free devices.
- All drivers are prohibited from text messaging and related activities such as emailing and Internet use.
- Motorists are prohibited from use of hand-held cellular phones in school speed zones and construction/road maintenance zones. (Allows voice-activated or single button operation.)
- Motorists prohibited from use of cellular phones or other wireless devices within 500 feet of an emergency scene—including using those to take pictures or videos. Exempts reporting of the emergency.
- Motorists generally prohibited from wearing headsets while driving—unless they are single-sided.
- In Chicago, all drivers talking on mobile phones must use hands-free devices. Text messaging prohibited while driving. Fines: \$100-\$500.
- At least 10 other municipalities have their own handheld cell phone laws.

For any violation of federal rules by a truckers, such a restriction may be subject to civil **penalties** imposed on drivers in an amount up to **\$2,750**, and on employers in an amount up to **\$11,000**

For more information:

The final hand-held mobile phone ban rule can be accessed [here](#).

IDOT, Division of Traffic Safety: 217-785-1181

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and provided by:



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COMPLIANCE, SAFETY, ACCOUNTABILITY FOR ILLINOIS FARMERS



Background

You might have been hearing about CSA for the past several years. It's the **Compliance, Safety, Accountability** program—rolled out at the federal level in December 2010—that replaces SAFESTAT. But some of the rumors about the program have been far off the mark.

CSA is a new safety measurement and enforcement system. It is not a new set of regulations.

All carriers who have a USDOT number will have their safety record tracked over a rolling, two-year period under CSA. That's not a new concept; for years carriers have been given safety ratings under SAFESTAT based on findings in compliance audits. But CSA is more automated and robust.

All inspections (roadside, offsite, and onsite), all violations, and all crashes will be included in the new CSA information gathering process. Automated storage, retrieval and data manipulation will give administrators greater ability to track safety performance.

A part of the resulting safety rating for each carrier will be based on the safety records of the drivers who work for that carrier. Drivers, too, will be rated, though the system makes no provision to take them off the road for low ratings. However, drivers' performance will affect carrier ratings.

Scoring

Both timing and severity are factors in reaching a score for the carrier. The severity of each infraction will be rated 1 through 10. Then each will be weighted based on recency:

- Within 6 months 3x
- 6 to 12 months 2x
- 12-24 months 1x

Each month, the score is totaled, then factored for each individual carrier based on their number of power units, mileage travelled and the number of inspections completed.

Size and weight violations are not scored, though law enforcement officers will be notified of prior violations.

Rating

Carriers will be rated "on the curve." The best carrier will be rated at zero (0), the worst at 100. All others will be rated based on their scores relative to the highest and lowest scores.

Intervention

One of the greatest differences between SAFESTAT and CSA is the new ability of FMCSA to intervene with a carrier based on early warning signs.

Exceeding the threshold rating on any of the BASICs will trigger intervention. This is an attempt by FMCSA to spot poor performance trends of a carrier that could lead to more serious problems and nip them in the bud.

The lowest level of intervention will be a warning letter pointing out problem areas. Interventions can progress through targeted roadside inspections, on-site inspections, comprehensive reviews, all the way up to fines.

Under the old system, fewer than 2% of carriers were contacted by FMCSA. Under CSA, that number is expected to be much higher.

Infractions from 2009 and 2010 are already built into the system, so the first warning letters are expected out sometime early this year.

Check Ratings

The ratings of carriers are available online. Each carrier can use their PIN to access complete data on their own record. The public can access ratings, but some data will be blocked. Shippers will likely review the ratings in selecting carriers they want to hire.

Web access to check ratings for both the public and carriers is available at: <http://ai.fmcsa.dot.gov/SMS/Default.aspx>. Since the system is new, data might not yet be available for all carriers.

For more information about CSA, visit the FMCSA website at <http://csa.fmcsa.dot.gov/>



Safety Measurement System

Source: FMCSA

Within the Compliance, Safety, Accountability (CSA) Operational Model, the [Safety Measurement System \(SMS\)](#) quantifies the on-road safety performance of carriers and drivers to identify candidates for interventions, determine the specific safety problems the a carrier or driver exhibits, and to monitor whether safety problems are improving or worsening. SMS has replaced SafeStat in the new Operational Model.

SMS uses a motor carrier's data from roadside inspections, including all safety-based violations, State-reported crashes, and the Federal motor carrier census to quantify performance in the following Behavior Analysis and Safety Improvement Categories (BASICS).

Unsafe Driving — Operation of commercial motor vehicles (CMVs) by drivers in a dangerous or careless manner. (FMCSR Parts [392](#) and [397](#))

Fatigued Driving (Hours-of-Service) — Operation of CMVs by drivers who are ill, fatigued, or in non-compliance with the Hours-of-Service (HOS) regulations. This BASIC includes violations of regulations pertaining to logbooks as they relate to HOS requirements and the management of CMV driver fatigue. (FMCSR Parts [392](#) and [395](#))

Driver Fitness — Operation of CMVs by drivers who are unfit to operate a CMV due to lack of training, experience, or medical qualifications. (FMCSR Parts [383](#) and [391](#))

Controlled Substances/Alcohol — Operation of CMVs by drivers who are impaired due to alcohol, illegal drugs, and misuse of prescription or over-the-counter medications. (FMCSR Parts [382](#) and [392](#))

Vehicle Maintenance — Failure to properly maintain a CMV. (FMCSR Parts [393](#) and [396](#))

Cargo-Related — Failure to properly prevent shifting loads, spilled or dropped cargo, overloading, and unsafe handling of hazardous materials on a CMV. (FMCSR Parts [392](#), [393](#), [397](#) and HM Violations)

Crash Indicator— Histories or patterns of high crash involvement, including frequency and severity. It is based on information from State-reported crashes.

A carrier's measurement for each BASIC depends on the following:

- The number of adverse safety events (violations related to that BASIC or crashes)
- The severity of violations or crashes
- When the adverse safety events occurred (more recent events are weighted more heavily).

After a measurement is determined, the carrier is then placed in a peer group (e.g., other carriers with similar numbers of inspections). Percentiles from 0 to 100 are then determined by comparing the BASIC measurements of the carrier to the measurements of other carriers in the peer group. A percentile 100 indicates the worst performance.



Contacts:

- Illinois Farm Bureau® 309-557-3274
<http://www.ilfb.org>
- Illinois State Police 217-782-6267
<http://www.isp.state.il.us/>
- Illinois Dept. of Transp. 217-785-1181
<http://www.dot.state.il.us/tpublic.html#Truckers>

Additional information on the Web:

Visit the Illinois Farm Bureau website
www.ilfb.org

Official CSA website
<http://csa.fmcsa.dot.gov/default.aspx>

Carriers will need to check their own information from time-to-time to ensure there are no errors! Bad information can ruin your rating—be sure the CSA information is accurate!

SAFER: TRUCKERS' ELECTRONIC RECORDS

FOR ILLINOIS FARMERS



What is SAFER?

The FMCSA Safety and Fitness Electronic Records (SAFER) System offers company safety data and related services to industry and the public over the Internet, primarily for interstate carriers. It's been around in its current form since 2005.

What does the SAFER website include?

Users can search FMCSA databases, register for a USDOT number, pay fines online, order company safety profiles, challenge FMCSA data using the DataQs system, access the Hazardous Material Route registry, obtain National Crash and Out of Service rates for Hazmat Permit Registration, get printable registration forms and find information about FMCSA Information Systems.

How might it affect me?

As a shipper, you have access to basic contact, size, safety and authority information about the potential carriers that you might want to hire.

As a carrier, if you've registered for a USDOT Number, that same basic information about your (trucking) operation is made available on the internet.

Company Snapshot

Access is provided free of charge to the [Company Snapshot](#), a concise electronic record of a company's identification, size, commodity information, and safety record, including the safety rating (if any), a roadside out-of-service inspection summary, and crash information. The company snapshot is available via an ad-hoc query (one carrier at a time).

Company Safety Profile Service

The [Company Profile](#) service provides access to the Company Safety Profile for a fee. A [Company Profile Subscription](#) service is available for pre-ordering profiles in advance. Other functions may be available for a fee at a later date.

SAFER Database

SAFER is developed, maintained and hosted by the John A. Volpe National Transportation Systems Center. SAFER uses carrier information from existing government motor carrier safety data bases. Presently, it consists of interstate carrier data and several states' intrastate data, and interstate vehicle registration data. Operational data such as inspections and crashes are generally only presented for interstate carriers, but plans are to include them for the intrastate carriers at a later time.

Intelligent Transportation System

The SAFER system is a component of the Department of Transportation's Intelligent Transportation System (ITS) which is being designed to increase roadway safety, reduce motorist delays and air pollution, and improve the overall productivity of commercial vehicle operations (CVO) through the use of advanced technology.

Roadside Inspection Systems, CVISN, PRISM and SAFETYNET Users

The SAFER system includes the capability to provide carrier, vehicle, and driver safety and credential information to fixed and mobile roadside inspection stations and SAFETYNET installations, along with systems operated by individual States participating in the CVISN and PRISM programs. This information allows the roadside inspector to select vehicles and/or drivers for inspection based on the number of prior carrier inspections, as well as carrier, vehicle, and driver safety and credential historical information.

Electronic Screening

The SAFER system supports electronic screening of commercial vehicles in order to allow Law Enforcement personnel to focus their efforts on vehicles most likely to fail inspection.

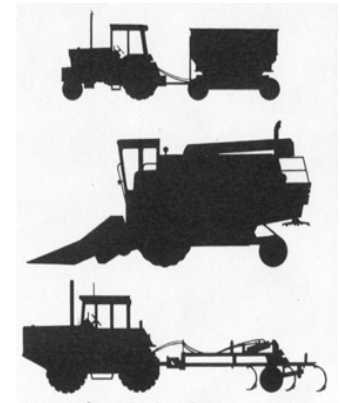
To access SAFER go to:
<http://safer.fmcsa.dot.gov/>

This document prepared
and provided by:



IMPLEMENTS OF HUSBANDRY

FOR ILLINOIS FARMERS



An overview of Illinois laws regulating the operation of farm equipment on public roads

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 and 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 & 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 registered or licensed. [3-402.A.(2)]

Safety Testing

Implements of husbandry are generally not required by the IVC 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]

(Continued on page 2)

(Continued from page 1)

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 used on interstate highways. [11-711]

SMV must be compliant with ASAE S276.5 or higher

SIZE & 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’ 6” in width unless in compliance with wide load laws. [15-102.2]

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]

Farm wagons are limited to a maximum GVW of 36,000#

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 slow moving vehicle (SMV) emblem is required to be displayed on implements of husbandry any time they are on a public road—day and 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 above the road’s surface to bottom edge.

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 apply to newer farm equipment. It is the slow moving vehicle equivalent of the night-time red and white reflective markings now 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’s 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.

LIGHTS

[If manufactured before January 1, 2003]

Lights

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

On older equipment, they must include:

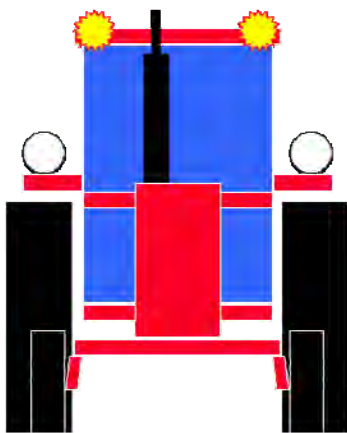
- At least two white headlights on the towing unit [12- 205.1]
- Two red tail lights (may not flash except as turn signal) [12-205]
- At least one oscillating, rotating or flashing amber light visible to the rear, mounted as high as practical. [12-205.1] & [12-215(b)11]

Lights on Implement Combinations

If the implement(s) being towed partially or fully obscures the tail lights 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 rearmost implement in tow. [12-205.1]

ILLINOIS' LIGHTING & MARKING REQUIREMENTS FOR EQUIPMENT MANUFACTURED IN 2003 OR LATER — BASED ON ASABE STANDARD S279.11

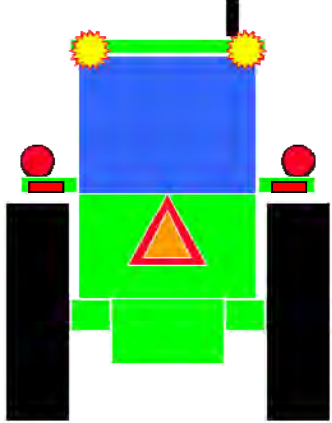


Two flashing amber lights and two white headlights must be visible to the front.

(B)

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.

(C)



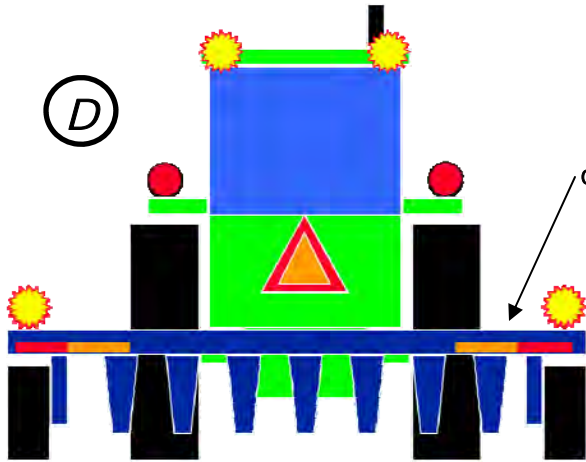
Measured from point of hitch to extreme rear:

- Implements over 16 feet must have an SMV emblem mounted on the rear and amber reflectors along each side spaced not more than 16 feet apart.
- Implements over 25' must have tail lights and flashing amber lights mounted on the rear, even if those on tractor are visible.

Mount red reflectors visible to the rear on all implements.

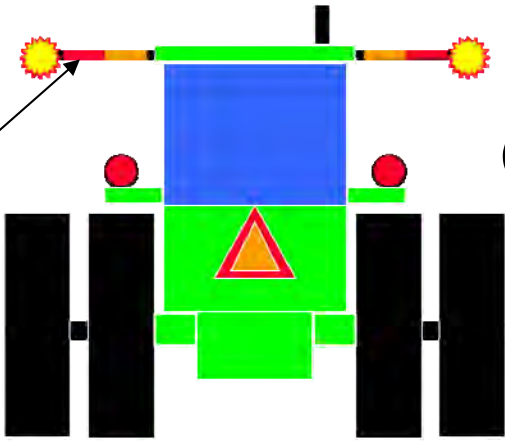
If the implement or the tractor is over 8 feet wide, amber reflectors are required on the front to mark the extremities; if over 12 feet wide, the flashing amber lights (front and rear) and conspicuity markings (rear) must be extended to within 16 inches of the left and right extremities.

(D)



Conspicuity Markings

(E)



ASABE [Formerly ASAE] American Society of Agricultural & Biological Engineers

The illustrations above 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.

Not all requirements are spelled out here. For additional information or to purchase a copy of the standard (about \$45) 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
E-mail: hq@asae.org
Web Site: www.asabe.org

IMPLEMENT COMBINATIONS

With limited exceptions, two is the maximum number of implements of husbandry - loaded or empty - that may be towed in tandem behind a power unit for a total of 3 vehicles in combination. [15-101(b)]

If hauling fresh, perishable fruits or vegetables from farm to the first point of processing, 3 wagons may be towed in tandem if they are pulled by a farm tractor for a total of 4 vehicles in combination. [15-101(b)]

A pdf version of this document is available with hyperlinks at the ilfb web address.

This document prepared and provided by:



www.ilfb.org

Important:

The information in this brochure is a general guide to the laws affecting farm equipment as commonly administered by Illinois' regulatory and enforcement agencies. It is not a definitive interpretation of the law.

Much of the information included in this brochure is found in Chapter 625 ILCS 5/ of the Illinois Compiled Statutes. The numbers in brackets indicate the specific section and/or paragraph. Complete Illinois statutes are available on the Internet at:

<http://www.ilga.gov/legislation/ilcs/ilcs2.asp?ChapterID=49>

Laws in states other than Illinois vary and are not covered in this brochure.

SAFETY REMINDERS

Brakes

Keep dual brake pedals locked when traveling on the road.

Grades

Shift to a low gear before ascending or descending a hill. Shifting while on the hill could cause tractor and implement to tip or lose control.

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 hitchpin 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. Look for the latest retro-reflective material standard number on the emblem, S276.5 (or higher.)

Reflectors or reflectorized tape should be used to mark the left and right extremities of equipment over 8 feet wide. Use red displayed to the rear, and amber to the front.

Equipment more than 16 feet long when transported should have reflectors or reflectorized tape periodically along its sides. Amber is the appropriate color.

Speed

According to ASABE standards, the following guidelines should be used for towing implements which do not have their own braking system. For example: If a wagon weighing 24,000 pounds were to be pulled by a tractor weighing 12,000 pounds, the maximum speed should be 10 mph.

Always reduce speed on hillsides, rough or uneven pavement, and on curves.

Drive at the maximum speed pavement, weather conditions, equipment and load will safely allow. This keeps the "rate of closure" between the implement and trailing traffic to a minimum.

Relative Weights Affect Speed	
Weight of Implement Relative to Weight of Power Unit	Maximum Road Speed
1:1 or less	Up to 20 mph
2:1 or less	Up to 10 mph
More than 2:1	Do not tow

Mud & Debris

Clean off your vehicles before leaving the field so they don't track mud or other debris onto the road. If your vehicle deposits mud or debris on the road, it's your responsibility to clean it off.

ATVs ON PUBLIC ROADS

FOR ILLINOIS FARMERS



Introduction

In 2007, a law was passed allowing farmers to operate All-Terrain Vehicles (ATVs) being used for farming purposes on county and township roadways. However, in 2009—when Gator-type vehicles were to be granted the same capability—legislation was passed that took away that authority for both vehicle types.

In 2010 Illinois Farm Bureau successfully sought legislation [PA 96-1434] to correct the farm ATV problem and restore the authority for both ATVs and Gator-type vehicles to be used on local roads for purposes of farming. That legislation was signed by the Governor on August 11, 2010. Today, farmers can once again operate ATVs—and now, Gator-type vehicles—on county & township roadways under the provisions of the law.

Use on State highways or city streets is not authorized. Prior to this 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.

Vehicle Types

ATV — is defined by the Illinois Vehicle Code:

—(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 formal name for Gator-type vehicles, which can informally go by a variety of other names.

—(625 ILCS 5/1-168.8) *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 non-highway 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 5/1-153.1) *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.*

Neighborhood Vehicles — can have more-limited highway access if locally authorized.

—(625 ILCS 5/1-148.3m) *Neighborhood vehicle. A self-propelled, electric-powered, four-wheeled motor vehicle (or a self-propelled, gasoline-powered, four-wheeled motor vehicle with an engine displacement under 1,200 cubic centimeters) that is capable of attaining in one mile a speed of more than 20 miles per hour, but not more than 25 miles per hour, and which does not conform to federal regulations under Title 49 C.F.R. Part 571.500.*

Also, vehicles known as “**Neighborhood Vehicles**” (generally, golf carts) can also be authorized by local jurisdictions to be operated on some roads where speed limits are 35 mph or less. Where local jurisdictions have authorized their use on a public road and that roadway has been signed, they can be used under certain conditions. Generally, those routes will have to have posted speeds of 35 mph or less.

[625 ILCS 5/1-148.3m](#)

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

The 2010 legislation 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.

What does the State consider to be an ATV?

That definition is spelled out in the Illinois Vehicle Code. It limits this “public road use” to vehicles fitting this definition.

(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. (Source: P.A. 92 812, eff. 8-21-02.)

Are other off-road vehicles allowed the same advantage?

The limited public road use allowance in the statute also applies to off-highway motorcycles. The Illinois Vehicle Code's definition of an off highway motorcycle is:

(625 ILCS 5/1-153.1) 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. (Source: P.A. 85 830.)

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 name, one of which is UTV (Utility Terrain Vehicle)—up to 64” wide and up to 2,000# when being used for farming. Despite their utilitarian capability, this legislation calls this a “Recreational Off-Highway Vehicle” (ROHV.)

The statutory language refers to “Roadway”—what’s that?

Generally it refers to 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,
- Neighborhood vehicles.

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

If used like a farm tractor, can an ATV be operated on public roads like a farm tractor can be?

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.

Local Authorities

Local governments may authorize the operation of 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.



For more information

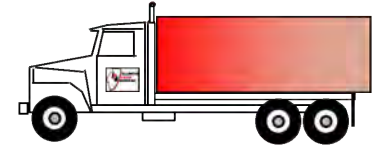
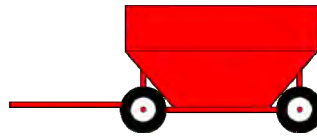
For a full copy of the statute, refer to:
[625 ILCS 5/11-1426.1](#)

- Illinois Farm Bureau® [General Info]
309-557-3274
<http://www.ilfb.org>

A pdf version of this document is available with hyperlinks at the ilfb web address.

TRUCK & TRAILER SIZE & WEIGHT

FOR ILLINOIS FARMERS



New Weight Law Began in 2010

After nearly three decades of operating under dual weight limit formulas, Illinois truckers now have what truckers in the other 49 states have enjoyed for decades—a single, standardized formula for establishing default truck weight limits on all roads statewide, known as the *Federal Bridge Formula*.

But that does not mean it is legal to travel at 80,000# on every road. Any highway jurisdiction may post their roads with lower weight limits. Signs must be erected along the route to indicate that limit, which then becomes the legal maximum for that stretch of highway. Limits may be permanent or temporary.

Size & Weight Limits [\[625 ILCS 5/15-111\]](#)

- 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.
- **Federal bridge formula** allows 20,000# per single axle, 34,000# per tandem axle, and 80,000# maximum GVW.
- The **number** of axles and their **spacing** determines the allowable weight.
- **Width** limit is 102 inches on all roads unless a narrower restriction is posted.
- **Length (semi)**
 - ◆ Class I & II routes: overall unlimited; trailer 53'
 - ◆ Other State Highways: overall 65'; trailer 53'
 - ◆ Local Class III routes: overall 65'; trailer 53'
 - ◆ Other Local Roads: overall 55'; length of trailer not specified. (See "Access")
- A **tandem axle** 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*.)
- 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 <http://www.dot.state.il.us/road/bt753.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.

Designated Routes

There are three classes of designated routes:

- **Class I** – Interstate-type routes, allows some vehicles longer than on Class II routes;
- **Class II** – Generally, major state highways, allows some vehicles longer than on Class III or on non-designated routes;
- **Class III** – [Local roads only] Allows longer combination vehicles than otherwise allowed.

The "Class III" designation is no longer used on State routes, but local jurisdictions may choose to. For that local designation to be effective, signs must be posted showing the route to be Class II or Class III.

Access [\[625 ILCS 5/15-111\]](#)

Technically, Illinois still has three forms of truck access, however only two of them are effective:

- The heavy-truck 5-mile access provision in Illinois law (*allowing Federal Bridge formula weights*) is no longer relevant. [\[625 ILCS 5/15-111\(f-2\)\]](#)
- The state law granting farmers and others a 5-mile access onto local roads with longer trucks is still applicable and helpful. [\[625 ILCS 5/15-111\(f-1\)\]](#)
- All vehicles are afforded a 1-mile access for length from interstate-style routes onto any road (unless otherwise posted.) [\[625 ILCS 5/15-111\(f-1\)\]](#)

Scale Program

- The Illinois State Police and IDOT jointly operate semi-portable scales among 21 state police districts.
- Many state troopers carry portable (“pancake” or “wheel load weigher”) scales in their squad cars.
- There are 32 [permanent scale sites](#) operated by the State of Illinois across the state.
- 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.
- IDOT's portable and semi-portable scales are re-calibrated by IDOA two times each year – twice as often as required of commercial scales.

Tolerance [\[625 ILCS 5/15-112\(e\)\]](#)

- State law provides a “tolerance” for vehicle overweight to accommodate uncertainties in loading.
- Vehicles registered for **73,280# or less** are allowed a 2,000# tolerance for axle weight and a 2,000# tolerance for gross weight.
- Vehicles registered for **more than 73,280#** are allowed a 2,000# tolerance for axle weight but only 1,000# for gross weight. The gross weight tolerance jumps to 2,000# when weighed on portable scales.
- Tolerance does **not** apply to the registered (*licensed*) weight of the vehicle.
- 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.

Drivers' Rights

- A police officer checking a truck's weight may direct the driver to the nearest available scale certified by the Illinois Department of Agriculture. [\[625 ILCS 5/15-112\]](#)
- State Police generally favor using state-owned scales. The driver may request, but not demand, an alternate location.
- 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.
- The vehicle's brakes should not be applied and no on-board mixing equipment should be operating while being weighed.
- 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 [\[625 ILCS 5/15-113\]](#)

- 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.)
- 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.
- Generally, fines start at about \$70 per 500# overweight

As a tradeoff for 80,000#, overweight fines have doubled.

for lesser violations and incrementally increase. For overweight violations of 5,001# or more, the fine is \$1,500 plus \$150 for each additional 500# or portion thereof.

- These fines are double what they were prior to 2010.

Permits [\[625 ILCS 5/15-301\]](#)

- All permits for overweight or over-dimension should be obtained in writing.
- Each road jurisdiction issues its own permits – no jurisdiction may issue permits for another without prior intergovernmental agreement.
- Over-weight permits for gross weights are generally available only for “non-divisible” loads, (*i.e.: large equipment or construction components than cannot readily be disassembled.*) State law generally does not allow road officials to issue permits for “divisible” loads such as grain or livestock.
- Over-weight 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: <http://www.dot.state.il.us/forms/oper757.pdf>.

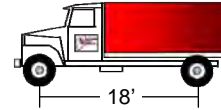
Each local jurisdiction will supply its' own form. A sample form for townships is available on the *Township Officials of Illinois* website at: <http://www.toi.org/information/.wnloadforms.asp?cat=Highway%20Commissioner%20Forms>

Federal Bridge Formula in Illinois

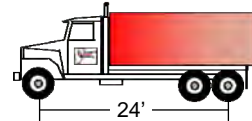
Distance Between Axles ^①	Maximum load in pounds carried on any group of 2 or more consecutive axles					
	Feet	2 axles	3 axles	4 axles	5 axles	6 axles
4		34,000				
5		34,000			②	②
6		34,000				
7		34,000				
8		38,000 ^④	42,000			
9		39,000	42,500			
10		40,000	43,500			
11			44,000			
12			45,000	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			Exception ^③	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 loading for typical vehicles

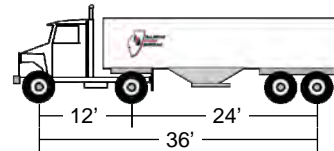
Vehicle or Combination Maximum Weight — Pounds



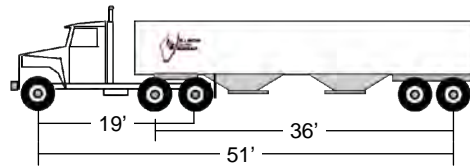
Axle 1 20,000
Axle 2 20,000
Axles 1, 2 40,000



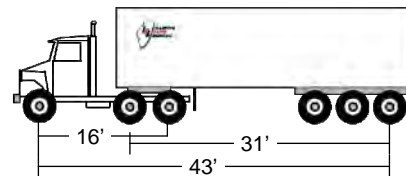
Axle 1 20,000
Axles 2, 3 34,000
Axles 1, 2, 3 54,000



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



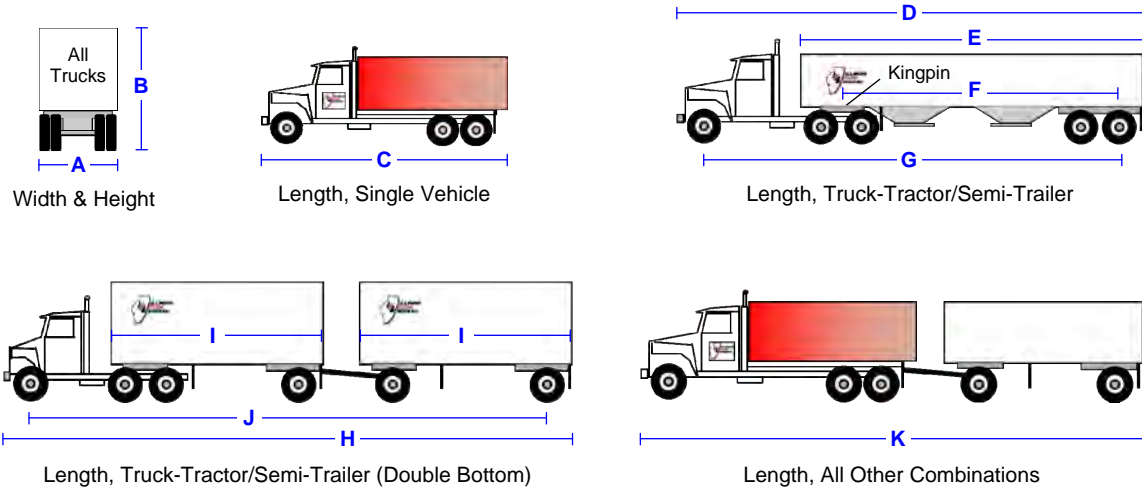
Axle 1 20,000
Axles 2, 3 34,000
Axles 4, 5 34,000
Axles 1, 2, 3 50,000
Axles 2, 3, 4, 5 68,000
Axles 1, 2, 3, 4, 5 80,000



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

- ① Measured to the nearest foot between the extremes of any group of two or more consecutive axles.
- ② Gross weights for 5 and 6 axles applicable only to a combination of vehicles.
- ③ Two consecutive sets of tandems may carry 34,000 pounds each providing the overall distance between the first and last axles of such consecutive sets of tandems is 36 feet or more.
- ④ If the distance between 2 axles is 96 inches or less, the 2 axles are tandem axles and the maximum total weight may not exceed 34,000 pounds, notwithstanding the higher limit resulting from the application of the formula.
- ⑤ If the distance between the centers of the first and third axles is a group of consecutive axles does not exceed 96 inches, the group is a tandem.
- ⑥ Maximum single axle 20,000 pounds; maximum tandem 34,000 pounds.
- ⑦ 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 of 32,000 pounds on a tandem. For such combinations manufactured subsequent to 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.

Maximum legal dimensions of motor vehicles



Single Axle
Maximum Weight
20,000#

Tandem Axle
Maximum Weight
34,000#

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'	45'-6" ⁹	N.S.	N.S.	28'-6"	N.S.	60'
Class II	8'-6"	13'-6"	42'	N.S.	53'	45'-6"	N.S.	N.S.	28'-6"	65'	60'
Other State Highways	8'-6"	13'-6"	42'	65' ⁸	53'	42'-6"	55' ⁸	60'	N.S.	N.S.	60'
Class III	8'-6"	13'-6"	42'	65' ⁸	53'	42'-6"	55' ⁸	60'	N.S.	N.S.	60'
Other Local Roads & Streets	8'-6"	13'-6"	42'	55'	N.S.	N.S.	N.S.	60'	N.S.	N.S.	60'

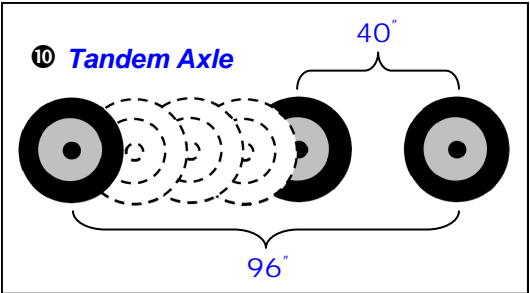
⁸ 65 feet overall (bumper-to-bumper) and/or 55 feet from center of front axle to center of rear axle.

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.

A pdf version of this document is available with hyperlinks at the iffb web address.

This document prepared and provided by: www.ilfb.org



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 axles and it matters not how many axles the wagon has—the gross weight limit remains at 36,000 pounds.

Farm wagons are limited to a maximum GVW of **36,000#**

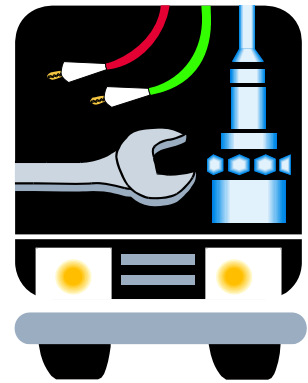
That 36,000 pound GVW restriction also applies to: fertilizer auger wagons, liquid manure wagons, liquid fertilizer carts, NH₃ nurse tanks (also limited to 3,000 gallons capacity), water wagons, and virtually any other cargo-type farm implement.

More Information

- Illinois Farm Bureau® [General Info] 309-557-3274 <http://www.ilfb.org>
- Illinois State Police [Enforcement] 217-782-6267 <http://www.isp.state.il.us/>
- Illinois Department of Transportation [Weights, Permits & Routes] 217-782-6271 <http://www.dot.state.il.us/tpublic.html#Truckers>
- Secretary of State [License Plates] 217-785-1801 <http://www.cyberdriveillinois.com/publications/>

PRE-TRIP & POST-TRIP INSPECTION

FOR ILLINOIS FARMERS



◆ WHAT DOES THE RULE REQUIRE?

Generally, at the end of each day the driver must inspect the truck and complete a written report on its condition—commonly known as the “Post-Trip Inspection.”

◆ WHY THE REQUIREMENT?

Generally, it’s targeted at carriers with multiple trucks and drivers and with other persons who do the mechanical work—however, small carriers are included. This process is intended to ensure that equipment is routinely inspected, that both drivers and mechanics are made aware of any problem, and that a record of problems and their repair is maintained.

◆ WHAT IS THE REQUIREMENT BASED ON?

Federal regulation [49 CFR 396.11](#) & [396.13](#) spells out the requirements for the inspection.

◆ DOES THIS RULE APPLY TO FARMERS?

Yes. It applies to anyone who operates more than one *commercial motor vehicle*—a truck or combination of vehicles with a manufacturer’s Gross Vehicle Weight Rating (GVWR) of more than 10,000 pounds, or is placarded. It does not apply to those carriers who control only one such truck or combination.

◆ IS THERE A SPECIFIC FORM I HAVE TO USE TO REPORT?

No. The federal regulation does not specify a report form, though it does list what must be included on the report.

You may create your own form, copy the one on the back of this sheet, or buy pre-printed forms.

Several commercial suppliers make such forms available. Here are two:

[JJ Keller & Associates, Inc.](#)
PO Box 368, Neenah, WI 54957-0368
Phone: 800-327-6868.

[LabelMaster](#)
5724 North Pulaski Road
Chicago, IL 60646 Phone: 800-621-5808

◆ HOW OFTEN DO I NEED TO INSPECT & REPORT?

At the completion of each day’s work. Each driver must fill out a report on each truck operated during that day. If you don’t operate a truck on a given day, you don’t have to fill out a report.

◆ WHAT NEEDS TO BE INSPECTED?

At minimum, the driver must inspect the following parts and accessories:

- Service brakes including trailer brake connections
- Parking brake
- Steering mechanism
- Lighting devices and reflectors
- Tires
- Horn
- Windshield wipers
- Rear vision mirrors
- Coupling devices
- Wheels and rims
- Emergency equipment



◆ WHERE DO I NEED TO KEEP THIS REPORT?

Retain for three months at the location where the vehicle is garaged, even after the vehicle leaves the carrier’s control.

◆ IS MY PICKUP AFFECTED?

Maybe. If you pull a trailer with your pickup truck and the combined GVWRs exceed 10,000 pounds—or if your pickup is required to be placarded because you’re hauling hazardous materials—then it applies.

◆ DOES THIS APPLY IF I STAY ONLY ON COUNTY OR TOWNSHIP ROADS?

Yes.

◆ WHAT’S THE PENALTY FOR NON-COMPLIANCE?

The maximum fine for first offense is \$5,000. The maximum for subsequent offenses could be higher. Fines and penalties are generally adjusted to fit the severity of the violation.

◆ WHERE CAN I GET MORE INFORMATION?

As with all Motor Carrier Safety issues, contact the following government offices for verification of the rules:

*Illinois Dept. of Transportation
Office of Motor Carrier Safety
3215 Executive Park Drive
PO Box 19212
Springfield, IL 62794-9212
Phone: 217-785-1181*

*Federal Highway Administration
Office of Motor Carrier Safety
3250 Executive Park Drive
Springfield, IL 62703
Phone: 217-492-4602*

*Illinois State Police
Commercial Vehicle Enforcement
210 East Adams, Suite 250
Springfield, IL 62701
Phone: 217-782-6267*

INTERNET

<http://www.fmcsa.dot.gov/rules-regulations/administration/fmcsr/fmcsrruletext.aspx?reg=396.11>



This information compiled by

*May, 2011
<http://www.illfb.org>*

DRIVER'S VEHICLE INSPECTION REPORT

Carrier _____

Date _____

Address _____

Tractor/
Truck ID _____

Trailer ID _____

Odometer

,



Check any defective equipment and give details

	Air Lines / Compressor
	Clutch / Transmission
	Coupling Devices
	Emergency Equipment
	Engine
	Horn
	Lights & Reflectors
	Parking Brake
	Rear View Mirrors
	Service Brakes
	Steering
	Tires
	Wheels & Rims
	Windshield Wipers
	Other



Vehicle condition OK
(Must be checked if there are no defects.)

Reporting Driver's Signature



Vehicle may be safely operated
with reported defects.



Defects corrected.

Date

Mechanic's Signature

DVIR-05/11

Date

Signature of Driver Reviewing Repairs

DRIVER'S VEHICLE INSPECTION REPORT

Carrier _____

Date _____

Address _____

Tractor/
Truck ID _____

Trailer ID _____

Odometer

,



Check any defective equipment and give details

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	Rear View Mirrors
	Service Brakes
	Steering
	Tires
	Wheels & Rims
	Windshield Wipers
	Other



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