



# HIGHWAY SAFETY FOR MISSOURI LOG TRUCKS

Missouri Department of Transportation | Motor Carrier Services

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# Overview

This booklet is intended to help you be aware of the most common federal and state regulation requirements. Working together, loggers and MoDOT can help prevent crashes and improve highway safety.

## History

Federal commercial vehicle rules originated when the Interstate Commerce Commission was established in 1939. Some form of regulation has applied to the interstate operation of trucks since then. Missouri adopted the Federal Motor Carrier Safety Regulations in whole and applied them to commercial drivers operating within Missouri on May 13, 1988. These rules apply to everyone who operates a commercial vehicle in Missouri.

## Owner-Operator Compliance Requirements

All commercial vehicle owners and operators must comply with applicable rules. Motor carrier company owners are responsible for their driver's compliance with regulations and must maintain required records at their business office.

# Log Truck Distinctions

**Local Log Truck** is a commercial motor vehicle:

- Used exclusively in this state to transport harvested forest products;
- Operated solely at a forested site and in an area extending not more than a 100-mile radius from such site;
- That carries a load with dimensions not in excess of 25 cubic yards per two axles with dual wheels;
- When operated on the national system of interstate and defense highways, does not exceed the weight limits of Section 304.180, RSMo. (Legal axle weight on a single axle is 20,000 pounds. Legal weight on a tandem axle group is commonly 34,000 pounds. However, this weight limit varies depending on the amount of axle spacing between axles in a group. Please refer to the weight chart in 304.180 for specific weight limits.)
- That does not have more than four axles and does not pull a trailer which has more than three axles; and
- Used to transport harvesting equipment which is used specifically for cutting, felling, trimming, de-limbing, debarking, chipping, skidding, loading, unloading, and stacking.



**Local Log Truck Tractor** is a commercial motor vehicle:

- Used exclusively in this state to transport harvested forest products;
- Operated solely at a forested site and in an area extending not more than a 100-mile radius from such site;
- Operates with a weight not exceeding 22,400 pounds on one axle or with a weight not exceeding 44,800 on any tandem axle;
- When operated on the national system of interstate and defense highways shall not exceed the weight limits of Section 304.180, RSMo; and
- That does not have more than three axles and does not pull a trailer which has more than three axles.

**Log Truck** is a commercial motor vehicle:

- That is not a local log truck or a local log truck tractor; and
- Is used exclusively to transport harvested forest products to and from forested sites and may be operated on the public highways of this state.
- The restrictions for a local log truck and local log truck tractor do not apply to a log truck.

**Extended Distance Local Log Permit**

- An extended distance local log truck permit is available through the Missouri Department of Revenue for the transport of harvested or processed forest products beyond the 100-mile radius of the forested site. “Processed forest products” are those produced from the initial processing of a round log (RSMo 301.062).

# Licensing

## Local Log, Local or Beyond Local License Plates

Local log, local and beyond local plates are issued by the Department of Revenue's Division of Motor Vehicles. To obtain one of these licenses for intrastate movement, the applicant must provide:

- Proof of Missouri residency;
- Proof of ownership/registration;
- Tax receipt or statement of non-assessment for the previous year;
- Safety inspection (if applicable);
- Emissions inspection (if applicable);
- Proof of insurance;
- Heavy highway vehicle use tax receipt (IRS-form 2290) for power units being licensed at 55,000 pounds or higher.

## Apportioned License Plate

Apportioned license plates are issued by the Missouri Department of Transportation's Motor Carrier Services. You must have apportioned plates if you operate in two or more jurisdictions (states and/or Canadian provinces) and if your vehicle(s) meet one or more of the following requirements:

- The power unit licensing weight is 26,001 pounds or more;
- The power unit has more than two axles regardless of licensed weight;
- The power unit is used in combination and the said combination is 26,001 pounds or more, or
- The power unit performs commercial intrastate movements in another jurisdiction other than Missouri, regardless of licensed weight.



The forms and supporting documents needed to obtain an apportioned plate are:

- Customer Information Form
- Equipment Registration Form;
- Mileage Registration Form;
- Secretary of State Corporation or Fictitious Name papers (if applicable);
- Title or validated titling receipt;
- Lease agreement, if leased;
- Heavy highway vehicle use tax receipt (IRS-form 2290) for power units being licensed at 55,000 pounds or more;
- Missouri county personal property tax receipt or tax waiver for the current year;
- Actual miles traveled in each jurisdiction, during current reporting period, with an apportioned plate regardless of the base jurisdiction; and
- Three proofs of Missouri residency.

## Driver and Vehicle Safety Requirements

Log trucks and their drivers are subject to the Federal Motor Carrier Safety Regulations. These safety requirements may include but are not limited to:

- A USDOT number;
- Alcohol and drug testing;
- Commercial Driver's License (CDL) and DOT physical;
- Driver's hours of service log books or time sheets;
- Daily driver/vehicle inspection reports;
- Vehicle maintenance files and records of annual inspections.

For more information regarding safety requirements, contact us at 866-831-6277 and press # 6, or review the federal motor carrier safety regulations found on the MCS website at: [www.modot.mo.gov/mcs\\_safety/index.htm](http://www.modot.mo.gov/mcs_safety/index.htm).

### Compliance, Safety, Accountability Initiative

Compliance, Safety, Accountability (CSA) is a Federal Motor Carrier Safety Administration initiative to improve large truck and bus safety and ultimately reduce crashes, injuries, and fatalities that are related to commercial motor vehicles. It introduces a new enforcement and compliance model that allows FMCSA and its State Partners to contact a larger number of carriers earlier in order to address safety problems before crashes occur.

Learn more about CSA at [csa.fmcsa.dot.gov](http://csa.fmcsa.dot.gov).

## USDOT Numbers

A USDOT number is a unique identifier used to track and monitor a company's safety information. They are issued through the Federal Motor Carrier Safety Administration.

Does your operation need a USDOT number? Check the chart:

Interstate Operations	Is a USDOT number required?
GVWR 10,000 lbs or less*	No
GVWR or combined GVWR of 10,001 lbs or more	Yes
Any placardable amount of hazardous material	Yes

\*a fore-hire company with a GVWR of less than 10,001 pounds would need a USDOT number.

Intrastate Operations	Is a USDOT number required?
Private	No





Intrastate Operations	Is a USDOT number required?
For-hire -- Licensed weight of 6,000 lbs or less	No
For-hire -- Licensed weight of 6,001 lbs or more	Yes

## Commercial Motor Vehicles

Log trucks are considered commercial motor vehicles (CMV) and are subject to Federal Motor Carrier Safety Regulations if they meet or exceed certain weight ratings.

A truck is considered a CMV if:

- It has an actual weight, a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) of;
  - 10,001 lbs or more and is operated across state lines (interstate), or
  - 26,001 lbs or more and is operated wholly within Missouri (intrastate), or
  - Operates interstate or intrastate with any placarded quantity of hazardous materials; or
- Is between 10,000 and 26,001 lbs. and carries any amount of hazardous materials. At this weight rating in Missouri, a truck that carries any hazardous materials intrastate is considered a CMV and is subject to federal and state safety regulations.

### Marking of Trucks

Regulations require that all CMVs must be marked with at least:

- The operating business name and,
- The location (city and state) of the business,
- The word “local” if the truck bears a local license plate, and
- A USDOT number on both sides of the truck if the CMV crosses state lines.

### Insurance Requirements for Log Trucks

All Missouri vehicle owners must carry at least liability insurance coverage on their vehicles. Higher public liability insurance may be required if you carry bulk or placarded hazardous materials or operate for-hire. Call Motor Carrier Services at 1-866-831-6277 if you have questions about insurance requirements.



## Accidents

Any crash involving an injury, fatality or damage to property of another person must be reported to law enforcement as soon as possible. Generally, commercial truck owners must keep an accident register for these types of crashes.

## Safe Operation

Log truck owners are responsible for the actions of all drivers of the trucks under their control. Commercial vehicles must be operated safely and according to state and federal rules, which include:

- Drivers are not allowed to operate a truck if they are too ill, fatigued or are under the influence of prescription drugs, where these conditions would impair their ability to operate the truck safely.
- Alcohol or Illegal drugs are not to be in the driver's possession. No alcohol can be consumed within four hours of driving.
- All trucks must follow railroad crossing safety requirements by stopping if required, not shifting gears on the tracks and by looking both ways before crossing.
- All equipment or goods carried on the truck and/or trailer must be properly loaded and secured.
- Seat belts must be worn at all times when the truck is operating.
- Radar detectors are prohibited in CMVs.
- Warning devices such as triangles, road flares and hazard flashers must be used when a CMV parks on the side of a roadway.

## Minimum Age for Truck Drivers

Drivers of a commercial vehicle within Missouri must be at least 18 years old. Drivers must be at least 21 years old if:

- The load contains any amount of hazardous materials, including some fertilizers, or
  - The truck operates beyond Missouri state lines.
- Truck Driver Rules.

## Driver Qualifications

Anyone who operates a commercial vehicle is considered a driver even if they are unpaid or own the vehicle. All drivers must meet age requirements, speak English, have a valid operating license, be physically capable of operating a truck and follow all applicable state laws.

## CDL Requirements for Trucks

A Commercial Drivers License is required if:

- The truck exceeds a 26,000 lbs in actual weight or in gross vehicle weight rating (GVWR);
- A combination vehicle with an actual weight or gross combination weight rating (GCWR) of greater than 26,000 lbs., and the trailer exceeds 10,000 lbs in weight or GVWR, or
- The load must be placarded for hazardous materials - regardless of vehicle weight.

## Missouri Class E Driver's License

If a CDL is not required, but the driver is operating a vehicle in commerce — meaning that someone earns money because of the operation of the vehicle, the driver must have at least a Missouri Class E driver's license.

## CDL-Required Drug and Alcohol Testing Rules

Drivers who are required to have a CDL must also comply with the drug and alcohol testing requirements of the FMCSR, which include:

- **A pre-employment drug test.** Before operating a CMV, drivers must pass a DOT drug test. The negative drug test report must be kept in the driver's qualification file.
- **Random drug and alcohol-testing program** – All CDL-required drivers must enroll in a DOT random drug and alcohol-testing program.
- **Post-accident testing** – Drivers involved in a recordable accident must be tested for drug and alcohol use if a fatality occurs or a citation is issued.
- **Any positive tests or refusal to test** results in a driver's disqualification from driving a CMV. Drivers must complete return-to-duty testing and follow-up testing to be re-qualified to drive.

*These are just some of the basic requirements. More is required of those who must hold a CDL. Information is available on the FMCSA and MoDOT Motor Carrier Services' websites – [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov) and [www.modot.org/mcs](http://www.modot.org/mcs) or by contacting MoDOT MCS toll-free at 1-866-831-6277.*

## Medical Certification Requirements

Drivers must be medically examined and certified to operate a CMV. They must maintain records of these qualifications by carrying a CDL or, if they do not hold a CDL, by carrying a DOT medical certification card while operating the truck.

There is an exemption from this requirement:

- Drivers who had a valid Missouri Chauffeur's License on May 13, 1988 and who operate only within Missouri are eligible for a grandfathered exception and do not need to carry a medical card to operate. These drivers have a "K" restriction on their drivers license. However, if the driver crosses Missouri's state line and operates a CMV in another state, he or she must have a medical examination.

## Record Keeping - Driver Qualifications

Requirements vary because exemptions might apply, but in general, a complete driver qualification file for each CMV driver should contain the following information:

- Signed yearly certification by the driver listing any traffic violations or attesting that the driver had none.
- A road test and written test or equivalent (i.e. copy of a valid CDL).
- Employment application documenting the driver's driving, work and safety history.
- Investigation and inquiries into the driving history which includes a copy of the driver's driving record.
- Medical certification card and a DOT physical form - unless the Missouri grandfather exception applies.
- Investigation and inquiries of previous employers into the driver's driving, work and safety history.
- Drug and alcohol testing results for the driver if they are required to have a CDL, including proof of:
  - A negative pre-employment test.
  - Enrollment in a random testing process.
  - Reasonable-suspicion training completed by the driver's supervisor.
  - Written company policies, such as post-accident testing procedures.

A driver qualification file for each driver must kept by the business owner.

# Hours-of-Service Requirements

Hours-of-service rules help ensure CMV drivers are well-rested. All CMV drivers must obey the following:

- Take a mandatory off-duty rest time of at least 10 hours
- Limit the maximum daily commercial vehicle driving time to 11 hours total
- A driver may no longer drive if they have been on duty 14 hours without a 10-hour rest period
- A driver may no longer drive after 8 hours have passed since their last off-duty period of at least 30 minutes - short haul operators are exempt
- Drivers cannot operate a CMV after 60 hours total on-duty in any seven day period
- Drivers cannot operate a CMV after 70 hours total on-duty in any eight day period
- Logbooks or time records must be maintained to document working, driving and off-duty hours

## Hours-of-Service Logbooks - Electronic Logging Device

All working hours, driving hours and off-duty time must be documented by either using a logbook or time record. These must show all driving time, all working time and all off-duty time. A current logbook, with the past seven days' records must be kept in the truck when it is operated.

Time records can be kept instead of logbooks when a CMV operates within a 100 air-mile radius of the work reporting location and the driver does not work more than 12 hours.

An electronic logging device must be installed in the vehicle unless any of the following exceptions apply:

- Paper logs are required no more than 8 days in a 30-consecutive day period
- The vehicle was manufactured prior to model year 2000
- Driver operates under the short haul exemption (100 air mile radius)



# Truck Maintenance

## Equipment and Maintenance Rules for Trucks

All trucks must be operated safely with proper equipment such as lighting, brakes, tires, load securement, steering and suspension parts. Equipment, parts and accessories must be maintained according to state and federal regulations. Required inspections, repairs and maintenance must be documented.

## Maintenance Records and Proof of Repairs

All trucks and trailers operated on a public roadway must have a complete maintenance file which lists:

- A full description of each truck and trailer by make, year, VIN, truck number and company vehicle number, if used.
- All repairs made to each power unit/trailer.
- All preventative maintenance completed and a schedule of planned preventative maintenance for each power unit/trailer.
- A federal annual periodic inspection record that is completed following a full mechanical inspection of the power unit/trailer. Proof of successful inspection must be kept both on the vehicle and in the owner's maintenance file.

## Safety Inspection Requirements for Drivers

All drivers are required to complete a daily pre-trip "walk around" safety inspection of the CMV to detect vehicle and trailer defects, load securement problems and safety equipment violations before operating it on any roadway.

Once a driver is aware of a maintenance need, they must complete a daily written vehicle inspection post-trip report that lists defects found and repaired.



# Cargo Securement

As is the case with all commercial motor vehicles, log haulers know that all cargo must be firmly immobilized or secured on or within a vehicle. The Federal Motor Carrier Safety Administration lists cargo securement rules and allowable configurations of immobilizers in its brochure, which can be found by visiting [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov) and searching for the words “cargo securement logs.”

## Economic Regulations, Licensing and Permits

Besides safety requirements, other rules and fees can apply to those who operate CMVs. These include oversize overweight permits, for-hire authority, apportioned license plates, fuel tax licenses and Unified Carrier Registration.

### Intrastate (within Missouri)

#### Oversize Loads

Permits are required for all oversize loads on Missouri highways.

#### Overweight Loads

Those who transport a load in excess of the legal weight limit must obtain an overweight permit. Fees start at \$15 with an additional \$20 for every 10,000 lbs. over the state maximum legal weight limit.

**Reminders** – Depending on the dimensions of the load, weather conditions and the time of day, when traveling under an OS or OW permit, visible warning signs, flags and lighting are required.

*Note: Permits are allowed for non-reducible loads only. If the load can be separated and transported by two or more legal-sized trucks it is not eligible for an oversize or overweight permit.*



## **Oversize Overweight Restrictions**

Size and weight restrictions in Missouri vary by roadway designation, commercial zone operation and the type of vehicle. Current limits include:

### **Height Restrictions**

- 14 feet – on interstate, designated and primary highways and on highways within 10 miles of an interstate or designated highway.
- 13 feet, 6 inches – on all other roadways.

### **Width Restrictions**

- 8 feet, 6 inches wide

### **Length Restrictions**

#### **Straight Truck**

- 45 feet – for any straight truck, including the load

#### **Combination Truck**

- 53 feet – for the trailer and load (excluding power unit) of a tractor and semi-trailer combination vehicle on interstate and designated highways and on highways within 10 miles of an interstate or designated highway.
- 60 feet – for a tractor and semi-trailer combination vehicle on highways more than 10 miles from an interstate or designated highway.
- 65 feet – for any other combination vehicle (both power unit and load) on interstate and primary highways and on highways within 10 miles of an interstate or primary highway.
- 55 feet – for any other combination vehicle (both power unit and load) on highways more than 10 miles from an interstate or primary highway.



## Maximum Weight

Allowed weights are based on gross weight, axle weight, axle spacing and bridge weight restrictions. These limits vary. Please call 1-866-831-6277 or visit our website, [www.modot.org/mcs](http://www.modot.org/mcs) for assistance with your situation.

## Maximum Size and Weight

If highways and bridges on the route can accommodate the physical width and/or height of the load, Missouri routinely permits loads up to the following measurements.

*Width:* 16 feet

*Height:* 16 feet

*Weight:* 5 axles - 104,000 lbs. (1-2-2) - at least 51 feet of axle spacing

For trucks with more than 5 axles, please contact MoDOT Motor Carrier Services for guidance.

*Length:* 150 feet overall length - 60 feet single unit

## Relaxed Restrictions in Commercial Zones

Within special geographic zones, weight and height limits are expanded. To qualify for these limits, the move must be wholly within the commercial zones. In Missouri, commercial zones include:

- Columbia
- Kansas City
- Springfield
- St. Joseph
- St. Louis

In commercial zones, which are outlined on the Missouri Vehicle Route Map, (available from MoDOT Motor Carrier Services):

- Height restriction expands to 15 feet.
- Gross weight restrictions are set at 22,400 lbs. per axle, regardless of the number of axles. There is no gross weight cap, however, vehicles exceeding 80,000 lbs must be licensed for 80,000 lbs.

## **Missouri For-Hire Hauling Certificate of Authority**

All carriers that operate for-hire in intrastate commerce must obtain intrastate operating authority. Intrastate authority requires an initial registration process, annual renewal and a yearly purchase of decals. Proof of insurance is also required.

Carriers that operate in interstate commerce and pay fees through the Unified Carrier Registration program (see Page 16), are not required to purchase the annual registration decal; however, they must obtain intrastate operating authority credentials. Contact MoDOT Motor Carrier Services to register or to learn more.

## **Interstate (beyond Missouri)**

### **Operation Beyond/Across Missouri State Lines**

Any CMV that crosses state lines must register with the Federal Motor Carrier Safety Administration by phone, mail or by the Internet to obtain a USDOT number.

### **Hauling For-Hire Beyond Missouri**

To obtain interstate operating authority, a carrier must apply with the Federal Motor Carrier Safety Administration.  
FMCSA - 1-800-832-5660

Visit [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov) and search for the words “authority to operate.”

## **License Plate Requirements for Interstate Transportation**

Trucks must be licensed for the gross weight of the vehicle and any load carried or towed by the vehicle. Adjoining states have different rules. Owners should check with the Missouri Department of Revenue, MoDOT Motor Carrier Services or other states’ equivalent agencies for further guidance.

If an owner is engaged in interstate for-hire transportation, an apportioned license plate is generally required. Call MoDOT Motor Carrier Services for help.

## Fuel Tax License

If a commercial motor vehicle operates across state lines, International Fuel Tax Agreement license requirements apply if:

- The truck has two axles and a gross vehicle weight or registered gross vehicle weight of 26,001 lbs. or more;
- The truck has three or more axles, regardless of weight; or
- The truck is used in combination and the combination weight is 26,001 lbs. or more.

IFTA is a license that is required before a carrier can operate in interstate commerce. The license is free but requires quarterly reports and submission of fuel taxes. For infrequent trips out of state, a 72-hour permit can be purchased. Call MoDOT Motor Carrier Services to obtain an IFTA license, a 72-hour permit or for more information.

## Unified Carrier Registration

All carriers that operate in interstate commerce must comply with Unified Carrier Registration. UCR registration is valid for one calendar year. Carrier fees are based on the number of vehicles owned and operated as last reported by the carrier to the Federal Motor Carrier Safety Administration.

*Contact MoDOT Motor Carrier Services to register or to learn more.*



# Contact Information and Commercial Vehicle Enforcement Agencies

The regulations and requirements in this booklet are explained in a very abbreviated manner and are only a brief overview. The complete regulations and state statutes, while complex, cover these areas in much more detail and should be read in their entirety. You can find them on websites listed below or you can obtain a copy from regulatory publications supplier.

*If you have questions, please contact any of the following agencies:*

## Missouri Department of Transportation

### Motor Carrier Services

830 MoDOT Drive

PO Box 270

Jefferson City, MO 65102-0270

Toll Free: 1-866-831-6277

Office: (573) 751-7117 or (573) 751-7100

Fax: (573) 522-4260 Safety & Compliance

(573) 751-0916 - IRP Apportioned License Plates/IFTA Fuel Tax

(573) 751-7408 - Oversized Overweight Permits

(573) 522-4260 - Missouri Intrastate Operating Authority

[www.modot.org/mcs](http://www.modot.org/mcs)

[www.facebook.com/modotmcs](http://www.facebook.com/modotmcs)

## MoDOT MCS Safety and Compliance Field Offices

Jefferson City (573) 751-7117

Chesterfield (314) 340-4013

Lee's Summit (816) 622-0041

Springfield (417) 895-6365

## Missouri State Highway Patrol

### Commercial Vehicle Enforcement Division

#### General Headquarters

1510 E. Elm Street

Jefferson City, MO 65102

Office: (573) 526-6128

MSHP Emergency 1-800-525-5555 or \*55 on a mobile phone

Non-emergency (V/TDD) (573) 751-3313

## **Metropolitan Police Department Commercial Vehicle Enforcement**

### **Kansas City**

Sgt. Kevin Murray  
(816) 482.8286  
kevin.murray@kcpd.org

### **North Kansas City**

Sgt. Alan Bolin  
(816) 274.6013  
abolin@nkc.org

### **St. Louis**

Sgt. Robert Russo  
(314) 444.5700  
rjrusso@SLMPD.ORG

## **Road Condition Information**

MoDOT Traveler Information Map  
[www.modot.org](http://www.modot.org)

## **MoDOT 24-Hour Customer Service Line**

1-888 ASK MODOT (1-888-275-6636)

## **USDOT - Federal Motor Carrier Safety Administration**

3219 Emerald Lane, Suite 500  
Jefferson City, MO 65109  
Office: (573) 636-3246 or 636-3870  
Information Line: 1-800-832-5660  
[www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)

# Glossary

Some definitions include references to federal and state regulatory documents.

**FMCSR** – Federal Motor Carrier Safety Regulations [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)

**HMR** – Hazardous Material Regulations [www.phmsa.dot.gov](http://www.phmsa.dot.gov)

**RSMo** – Revised Statutes of the State of Missouri <http://revisor.mo.gov/main/Home.aspx>

**Air Miles** Distance measured as if travel from one point to another took place in the air rather than on a road. One air mile equals 1.1508 statute (road) miles.

**Combination Truck** A truck or truck tractor connected with full or semi-trailer. The sections can be separated.

**Commercial Motor Vehicle (CMV)** A truck with an actual weight or gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) of;

- 10,001 lbs or greater that operates across state lines (interstate), or
- 26,001 lbs or greater wholly within Missouri (intrastate), or
- Is between 10,000 and 26,001 lbs or greater and carries any amount of hazardous materials within Missouri (intrastate).
- Placarded hazardous materials of any size in interstate or intrastate commerce.

**Designated Highway** A highway specified by either federal or state authorities on which special width and length restrictions apply. To learn more, contact MoDOT Motor Carrier Services for a copy of the Missouri Vehicle Route Map.

**For-Hire Transportation** The transportation of goods or products owned by another person for any type of compensation. Hauling of this type usually requires certain authority licenses, safety requirements and higher insurance coverage limits.

**Hazardous Material** A substance or material determined to pose an unreasonable risk to health,

safety and property when transported in commerce. Common agricultural Hazmat are fertilizers, including but not limited to, ammonium nitrate, phosphate, nitrogen, anhydrous ammonia, lime, potash, and some fuels. (See *FMCSR part 390, 49 CFR HMR Parts 107.601(b), 172.3 and 107.601.*)

**Intrastate Travel** Travel within the borders of a single state.

**Interstate Travel** Travel that includes movement in two or more states.

**Local Log Truck** is a commercial motor vehicle:

- Used exclusively in this state to transport harvested forest products;
- Operated solely at a forested site and in an area extending not more than a 100-mile radius from such site;
- Carries a load with dimensions not in excess of 25 cubic yards per two axles with dual wheels;
- When operated on the national system of interstate and defense highways, does not exceed the weight limits of Section 304.180, RSMo. (Legal axle weight on a single axle is 20,000 pounds. Legal weight on a tandem axle group is commonly 34,000 pounds. However, this weight limit varies depending on the amount of axle spacing between axles in a group. Please refer to the weight chart in 304.180 for specific weight limits.)
- Does not have more than four axles and does not pull a trailer which has more than three axles; and
- Used to transport harvesting equipment which is used specifically for cutting, felling, trimming, de-limbing, debarking, chipping, skidding, loading, unloading, and stacking.

**Local Log Truck Tractor** is a commercial motor vehicle:

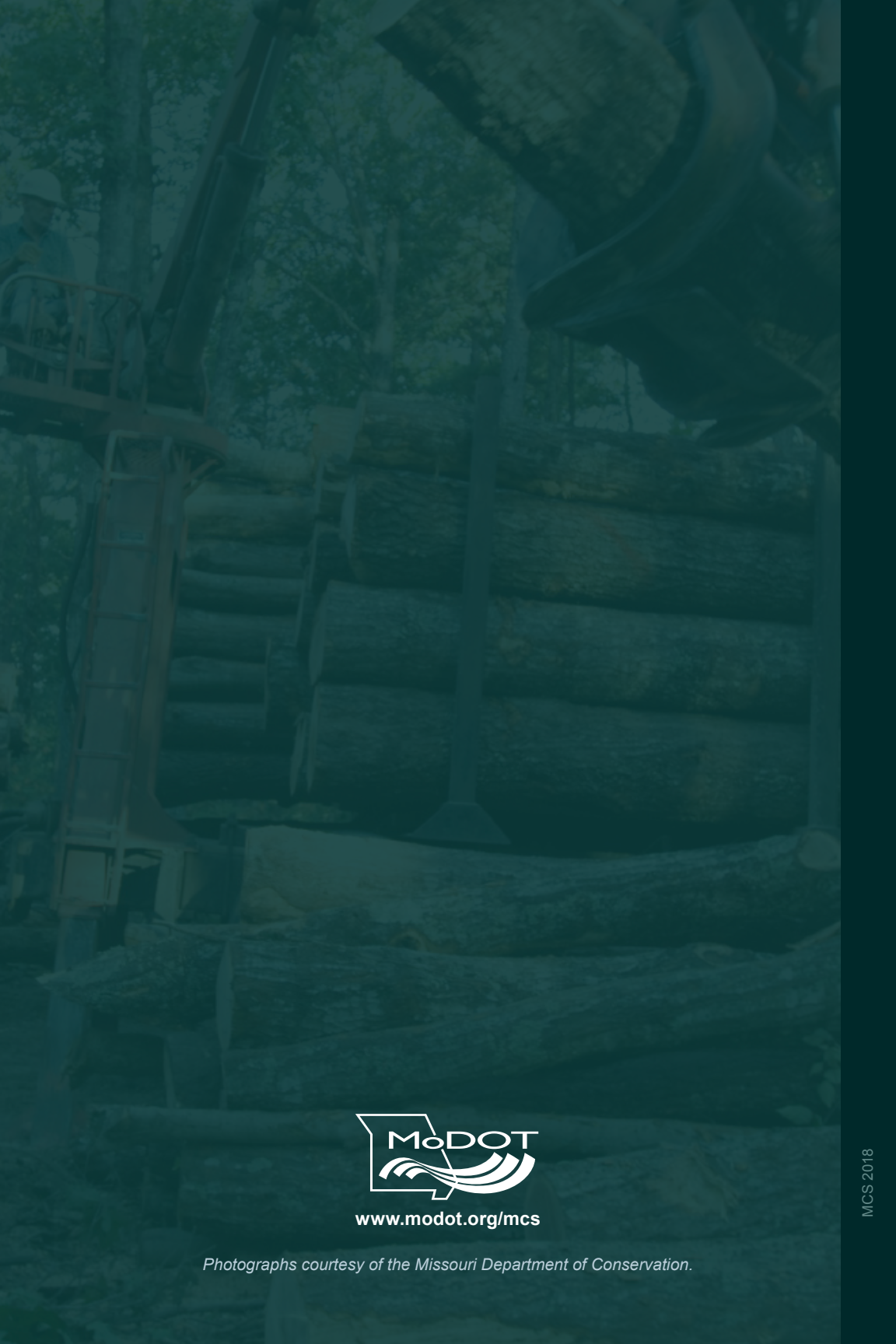
- Used exclusively in this state to transport harvested forest products;
- Operated solely at a forested site and in an area extending not more than a 100-mile radius from such site;
- Operates with a weight not exceeding 22,400 pounds on one axle or with a weight not exceeding 44,800 on any tandem axle;
- When operated on the national system of interstate and defense highways shall not exceed the weight limits of Section 304.180, RSMo; and
- Does not have more than three axles and does not pull a trailer which has more than three axles.

**Log Truck** is a commercial motor vehicle:

- That is not a local log truck or a local log truck tractor; and
- Is used exclusively to transport harvested forest products to and from forested sites and may be operated on the public highways of this state.
- The restrictions for a local log truck and local log truck tractor do not apply to a log truck.

**Straight Truck** The cab and body of a straight truck share a chassis and cannot be separated. However, A straight truck pulling a trailer is a combination vehicle.

**USDOT Number** is a unique identifier for collecting and monitoring a company's safety information.



[www.modot.org/mcs](http://www.modot.org/mcs)

*Photographs courtesy of the Missouri Department of Conservation.*