



UDOT MOTOR CARRIER DIVISION



# UTAH TRUCKING GUIDE

**2010 EDITION**





Rev. 2011.09.13

## Introduction

## UTAH TRUCKING GUIDE

### Motor Carrier Division Utah Department of Transportation

#### 2011 Edition

Motor carrier regulations can be complex. Your responsibilities extend beyond your business operations to the condition of your vehicles and the actions of your drivers and employees. That's why we have developed this guide. It explains the basic requirements to operate as a motor carrier in Utah, as well as additional resources to assist you. To determine if these regulations apply to you, review the [Get Started packet](#). If not, and you need clarification, please call 801-965-4892 (Get Started needs to be linked once it's been designed).



### Utah Department of Transportation

The Motor Carrier Division (MCD) is committed to the advancement of highway safety by working with the commercial motor carrier industry to improve and enhance the safety of their operations. Our mission is to protect and preserve Utah's highway infrastructure, enhance safety, and facilitate commerce.

We accomplish this by focusing our resources primarily on at-risk carriers and shippers who pose the greatest threat to highway safety. We partner with other local, state and federal agencies and industry groups to meet our safety performance based goals and objectives, we make safety performance the main criteria in issuing operating and bypass credentials to motor carriers; and we work to streamline policies, procedures, and regulations to make our business standards more efficient.

The Motor Carrier Division works closely with the United States Department of Transportation's (USDOT) Federal Motor Carrier Safety Administration (FMCSA) and the Utah Highway Patrol (UHP) in administering and enforcing the Federal Motor Carrier Safety Regulations (FMCSRs) and the Hazardous Materials Regulations (HMRs). In conjunction with FMCSA, Motor Carrier Division Transportation Safety Investigators conduct on-site investigations and reviews of interstate/intrastate carrier and shipper records to ensure that the carrier or shipper has adequate safety controls in place. This guide will assist the motor carrier or shipper from being considered unfit, which may lead to severe penalties including a possible cease and desist order.

In addition, the Motor Carrier Division is responsible for implementing, administering and enforcing vehicle size, weight and load limitation regulations and policies. The Motor Carrier Division oversees the Port of Entry facilities that are located throughout the state.

In cooperation with the Utah Highway Patrol's Commercial Vehicle Enforcement Section, the Motor Carrier Division conducts roadside vehicle safety inspections on commercial motor vehicles traveling within the state. These efforts ensure carriers comply with applicable vehicle safety standards.

### Additional Information Sources

State and federal statutes and rules govern your operations. For specific regulatory details, consult these references:

Utah Motor Vehicle and Traffic Laws, including Motor Carrier Laws, (Utah Code Annotated Chapters 41, 53, and 72.) Utah Statutes will be referenced and identified, for example: UCA 72-9-401 ([www.le.state.ut.us/~code/code.htm](http://www.le.state.ut.us/~code/code.htm)).

Federal Motor Carrier Safety Regulations. Code of Federal Regulations, Title 49 Parts 382, 383, 387, 390-397, and 40. The Code of Federal Regulations will be referenced and identified, for example: 49 CFR Part 391. ([www.fmcsa.dot.gov/](http://www.fmcsa.dot.gov/)).

Hazardous Material Regulations, Code of Federal Regulations, Title 49 Parts 100-185.

Motor Carrier Division Administrative Rules as set forth under the Utah Administrative Rule Act Title 63.

R909 - Motor Carrier Safety Rules: ([www.rules.utah.gov/publicat/code/r909/r909.htm](http://www.rules.utah.gov/publicat/code/r909/r909.htm))

R912 - Ports of Entry Rules ([www.rules.utah.gov/publicat/code/r912/r912.htm](http://www.rules.utah.gov/publicat/code/r912/r912.htm))

**Information published in this handbook does not change or override any current statute, rule, regulation or policy of the State of Utah, or of any department or agency. Nor does it relieve carriers of complying with current law.**

Many sources were consulted in preparing this handbook, and every effort has been made to present the information accurately. It is intended only as a helpful resource to the applicable laws and rules, not as a substitute for them. For specific questions, please refer to the law and rules themselves.

This handbook has been prepared and published by the Utah Department of Transportation's Motor Carrier Division. Any comments or corrections to its content should be forwarded to the MCD at (801) 965-4892, or by visiting [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).



Rev. 2011.09.13

## Chapter 1

### Driver Checklist

## AS A DRIVER OF A COMMERCIAL MOTOR VEHICLE YOU WILL NEED:

- A current, valid driver's license for the vehicle being driven: See [Commercial Drivers License](#) (page 47) Section for information on driver's license classifications and endorsements.
- Your medical examiner's certificate or skills and performance evaluation: See [Driver Qualifications](#) (page 43) Section for information on driver qualification issues.
- A copy of the vehicle's registration: See [Registration, Licensing and Fuel Tax Credentials](#) (page 13) Section for information about vehicle registration.
- A copy of the vehicle's fuel permit: See [Registration, Licensing and Fuel Tax Credentials](#) (page 13) Section for information about fuel tax credentials.
- Proof of vehicle insurance: See [Insurance](#) (page 33) Section for information on insurance requirements.
- Driver's daily logbook: See [Driver's Hours of Service](#) (page 52) Section for information about hours of service regulations and exemptions.
- Proof of proper operating authority, if operating for hire: See [Obtaining Interstate For-Hire Operating Authority](#) Section for information about operating authority for for-hire carriers.
- A copy of your Uniform Hazardous Material Credentials, if handling HM that requires the vehicle to be placarded: See [Hazmat](#) (page 147) Section for information about the hazardous material registration program.
- A copy of your USDOT Materials Certificate of Registration or other document showing your Registration number: See [Hazmat](#) (page 147) Section for information about the Federal Hazardous Materials Registration program.

## DOES YOUR VEHICLE HAVE:

- Proper vehicle identification? See [Vehicle Identification](#) (page 41) Section for information about display of name, city, and state.
- Proof of an annual inspection? See [Vehicle Inspection, Repair and Maintenance](#) (page 23) Section for information about annual inspections.



Rev. 2011.09.13

## Chapter 2

### North American Standard Level 1 Inspection Procedure

When traveling through Utah, you may be asked to participate in a Level 1 Inspection in an effort to ensure the safety of the equipment being operated on Utah's highways. We have included the following information to educate drivers in the process.

## **CERTIFIED CVSA LEVEL I INSPECTORS WILL PERFORM THE FOLLOWING PROCEDURES:**

### **Step 1: Choose the Inspection Site**

- Inspectors will select a safe location, paved, level, away from traffic, and able to support the weight of the vehicle.
- They will avoid hills, curves, soft shoulders and construction sites.
- Vehicles must be visible to oncoming traffic.

### **Step 2: Approach Your Vehicle**

- Inspectors will observe you, the driver.
- They will adhere to officer/inspector safety policies;
- And be alert for leaks and unsecured cargo.

### **Step 3: Greet and Prepare You**

- Inspectors will identify themselves.
- They will ensure that you are capable of communicating sufficiently to understand and respond to official inquiries and directions.
- They will also: place chock blocks on the driver's side;
- Explain this inspection procedure;
- Ensure engine is off;
- Check seat belt usage and condition;
- Observe your overall condition for illness, fatigue or other signs of impairment;
- And check for illegal presence of alcohol, drugs, weapons or other contraband.

### **Step 4: Interview You**

- They will ask you for the following: starting location, final destination, load description, time traveled, most recent stop, fueling location(s).
- They will talk to you about the trip.

### **Step 5: Collect Your Documents**

- Medical Examiner's Certificate (if applicable).
- Skill Performance Evaluation (SPE) Certificate (if applicable).
- Driver's license, Commercial Driver License (CDL), record of duty status.
- Shipping papers.
- Periodic inspection certificates (CVIP).
- Supporting documents: bills of lading, receipts, other documents used to verify record of duty status.

### **Step 6: Check for the Presence of Hazardous Materials/Transportation of Dangerous Goods**

- Inspectors will check shipping papers, placards, any leaks or spills, unsecured cargo, markings and labels.

### **Step 7: Identify the Carrier**

- Inspectors will identify carrier using the following: vehicle identification, vehicle registration, insurance, and driver interview.

### **Step 8: Examine Your Driver's License**



- Expiration date
- Endorsements
- Status
- Class
- Restrictions

**Step 9: Check Medical Examiner's Certificate and Skill Performance Evaluation (SPE) Certificate**

- Check certificate date (valid for 24 months).
- Check corrective lens requirement.
- Check hearing aid requirement.
- Check physical limitations.

Note: In Canada and Mexico proper class indicates adequate medical.

**Step 10: Check Record of Duty Status**

- Hours of Service verification.
- If you claim to be exempt, they will check that you meet all criteria for said exemptions(s).
- Accuracy of record.

**Step 11: Review Periodic Inspection Report**

- Ensure vehicle has passed the required inspection and has the required documents and decals.

**Step 12: Prepare You for Vehicle Inspection**

- Inspectors will explain the vehicle inspection procedure.
- Advise you in the use of hand signals.
- Check chock blocks.
- Prepare the vehicle, vehicle transmission in neutral. Engine off, key must be in the "on" position, and release all brakes.
- Instruct you to remain at the controls.

**Step 13: Inspect Front of Tractor**

- Inspectors will check headlamps and turn signals (do not use four way flashers to check turn signals) for improper color, operation, mounting, and visibility.
- Check windshield wipers for improper operation (two wipers are required unless one can clean the driver's field of vision).

**Step 14: Inspect Left Front Side of Tractor**

- Check left front wheel, rim, hub, and tire.

**Step 15: Inspect Left Saddle Tank Area**

- Check left fuel tank area.
- Check exhaust system.

**Step 16: Inspect Trailer Front**

- Check air and electrical lines.

**Step 17: Check Left Rear Tractor Area**

- Check wheels, rims, hubs, and tires.
- Check lower fifth wheel.
- Check upper fifth wheel.
- Check sliding fifth wheel.

- Check lamps.

**Caution: Never place yourself in between tires of tandem axles.**

**Step 18: Inspect Left Side of Trailer**

- Check frame and body.
- Check condition of hoses.
- Check van and open-top trailer bodies.
- Check cargo securement.

**Step 19: Inspect Left Rear Trailer Wheels**

- Check wheels, rims, hubs, and tires.
- Check sliding tandem.

**Step 20: Inspect Rear of Trailer**

- Check tail, stop, turn signals, and lamps on projecting loads.
- Check cargo securement.

**Step 21: Inspect Double, Triple and Full Trailers**

- Check safety devices: full trailers/converter dollies.
- Check the safety devices (chains/wire rope) for sufficient number, missing components, improper repairs, and devices that are incapable of secure attachments. Inspect pintle hook, eye and drawbar for cracks, excessive movement, and improper repairs.

**Step 22: Inspect Right Rear Trailer Wheels**

- Check as in Step 19.

**Step 23: Inspect Rear Side of Trailer**

- Check as in Step 18.

**Step 24: Inspect Rear of Tractor Area**

- Check as in Step 18.

**Step 25: Inspect Right Saddle Tank Area**

- Check as in Step 15.

**Step 26: Inspect Right Front Side of Tractor**

- Check as in Step 14.

**Step 27: Inspect Steering Axle**

- Check steering system (both sides).
- Check front suspension (both sides).
- Check front axle.
- Check frame and frame assembly.
- Check front brakes (both sides).
- Check and mark push rods (both sides).

**Note: Inspectors will inform you that they are going under the vehicle. They will enter the under carriage in view of you. (At front power unit, rear of power unit, and front of trailer axle(s)).**

**Step 28: Inspect Axles 2 and/or 3 (Under Carriage of CMV)**

- Suspension (both sides).
- Brake components (both sides).

- Mark all pushrods on "S" cam brakes (both sides).
- Exit under carriage in view of the driver.

#### **Step 29: Inspect Axles 4 and/or 5**

- Same as step 28.

#### **Step 30: Check Brake Adjustment**

- Ensure air pressure is 90-100 p.s.i.
- Have driver fully apply brakes and hold.
- Measure and record all push rod travel.
- Identify size and type of brake chambers.
- Ensure brake lining to drum contact.

#### **Step 31: Inspect Tractor Protection System**

(This procedure tests both the tractor protection valve and the emergency brakes.)

- Have driver release brakes and disconnect both brake lines.
- Full brake application.

#### **Step 32: Test Low Air Pressure Warning Device**

- Observe dash gauges while ignition is "on" and the driver is pumping the foot valve to approximately 55 p.s.i.

#### **Step 33: Test Air Loss Rate**

- Apply brakes while the engine is idling, the governor has cut in, and pressure is 80-90 p.s.i.

#### **Step 34: Check Steering Wheel Lash**

- Prepare the driver and vehicle.
- Check for excessive movement.

#### **Step 35: Check Fifth Wheel Movement**

- Check tail, stop, turn signals, and lamps on projecting loads.

**Caution: If conducted improperly, this method of checking for fifth-wheel movement can result in serious damage to the vehicle. Inspector must use caution and instruct the driver carefully.**

#### **Step 36: Complete the Inspection**

- Inspectors will complete documentation.
- Conclude with you, the driver.
- Follow correct and current OOS procedures (if applicable).
- Issue CVSA decal (if applicable).

## **INSPECTIONS KEEP EVERYONE SAFE**

Conducting Level 1 Inspections on a regular basis safeguards commercial vehicle drivers and their equipment and cargo. They also work to both encourage and enforce industry-wide safety, while reducing duplication of inspection efforts and motor carrier operating delays. Overall, the inspections are important to keep the roadways safe for everyone who travels on them.

## **NORTH AMERICAN STANDARD DRIVER/VEHICLE INSPECTION LEVELS**

**Level I:** North American Standard Inspection

**Level II:** Walk-around Driver/Vehicle Inspection

**Level III:** Driver-only Inspection

**Level IV:** Special Inspections

**Level V:** Vehicle-only Inspection

**Level VI:** Enhanced NAS Inspection for Radioactive Shipments

### **ADDITIONAL INFORMATION**

For further information regarding the North American Standard Level I Inspection Procedure contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or visit the Commercial Vehicle Safety Alliance at: [www.cvsa.org](http://www.cvsa.org) North American Standard Level I Inspection Procedure



Rev. 2011.09.13

## Chapter 3

### Vehicle Registration, Licensing and Fuel Tax Credentials

This information is provided as a courtesy of the [Utah State Tax Commission](#). It is intended only as a helpful reference to the applicable laws and rules.

## INTRASTATE REGISTRATION REQUIREMENTS

### UCA 41-1A-201

A registration is a document issued by a jurisdiction that allows operation of a vehicle on the highways of this state, for the time period for which the registration is valid and that is evidence of compliance with the registration requirement of the jurisdiction. The power unit should be registered for the combined gross weight of the truck/tractor and all trailers when loaded, with a maximum registered weight of 80,000 pounds.

**Note: Tow trucks are not required to have gross weight registration sufficient to cover vehicles being towed or carried as a result of their specialized operations.**

## INTERNATIONAL REGISTRATION PLAN (IRP)

Qualified registrants based in Utah who travel in another IRP state or Canadian province must display IRP license plates or obtain valid trip permits for the state or Canadian province in which they wish to operate. Registrants based in another IRP jurisdiction must have Utah on their IRP registration cab card for the correct weight, or have a valid 96-hour Utah trip permit. The program allows the display of the base state apportioned license plate. The base state collects the appropriate registration taxes for each state and distributes the tax to the respective state. Each IRP registrant is required to file an annual application with their base jurisdiction. The application lists the vehicles to be apportioned, the fleet mileage for each jurisdiction, and the declared gross weight for each jurisdiction. Mileage reporting is done on a fiscal year starting July 1st through June 30th. When all fees are paid, the registrant is issued a cab card, validation stickers, and registration plate for each vehicle. The cab card lists all IRP jurisdictions for which the registrant has registered and the gross weight for each jurisdiction.

## IRP PARTICIPATING STATES AND PROVINCES

- All U.S. states except Alaska and Hawaii.
- All Canadian provinces except Yukon, Northwest Territories, and Nunavut.

## QUALIFIED VEHICLES

A qualified motor vehicle means a motor vehicle used, designed or maintained for transportation of persons or property and:

- Having two axles and a gross vehicle weight or registered gross vehicle weight exceeding 26,000 pounds or 11,797 kilograms; or
- Having three or more axles regardless of weight; or
- Is used in combination, when the weight of such combination exceeds 26,000 pounds or 11,797 kilograms gross vehicle weight.

Qualified motor vehicle does not include recreational vehicles.

## EXEMPT VEHICLES

The following vehicles are exempt from registering under the IRP:

- Government-owned vehicles.
- Recreational vehicles.
- Vehicles operating under separate State Reciprocity Agreements. Utah is currently honoring reciprocity for farm-plated vehicles registered in the State of Idaho hauling their own farm equipment or product.

## RECIPROcity AGREEMENT

Utah has reciprocity agreements with Idaho regarding farm-plated vehicles hauling their own farm equipment or product. These agreements allow Utah-plated vehicles to travel in Idaho, and Idaho-plated vehicles to travel into Utah without an IRP registration. meeting the following conditions:

- Two-axle power unit over 26,000 pounds
- Vehicles used in combination when weight exceeds 26,000 pounds.
- Power unit with three (3) or more axles regardless of weight.

Reciprocity is not extended to intrastate operations (pick up and delivery within state).

## UTAH BASE STATE REQUIREMENTS

Utah is the base state for the purposes of fleet registration, if the following conditions apply within this state:

- An established place of business where the physical structure is owned, leased, or rented, and designated by a street number or road location and the facility is open during normal business hours with a person conducting fleet business and a telephone publicly listed in the carrier name;
- Utah mileage accrued by the fleet; and
- Operational records of the fleet are maintained or can be made available.

## DISPLAY OF CREDENTIALS

A valid annual registration cab card, temporary credential, or trip permit must be carried in the vehicle at all times. Utah vehicles registered under the IRP are valid for one year and expire at 12:01 a.m. on the last day of the appropriate calendar quarter. An IRP registered vehicle may operate with a faxed temporary for 60 days without displaying a registration plate.

## REFUND AND CREDIT

Utah will issue a refund for overpayment of registration tax. Submit refund requests to the Utah Tax Commission at (801) 297-6800 or (888) 251-9555. Credit will be applied to the account for a deleted vehicle on Utah fees only upon surrender of credentials, i.e. License plate, registration, etc.

## TEMPORARY REGISTRATION AND FUEL TAX PERMITS

[UCA 41-1a-301\(12\)](#) & [UCA 59-13-303](#)

A Single Unit is a power unit only. A Combo Unit is issued for a power unit and trailer(s) combination.

## 90-DAY TEMPORARY REGISTRATION

A vehicle owned and currently registered by an out-of-state resident and not apportioned may obtain a 90-day registration for the time period that the vehicle will be temporarily used for interstate and intrastate travel. The registration fee is 1/4 of the annual fee based on the gross vehicle weight. This does not apply to IRP registration.

## INTERNATIONAL FUEL TAX AGREEMENT (IFTA)

The IFTA is a base jurisdiction fuel tax program. The program allows carriers to file one fuel report per quarter for all participating IFTA jurisdictions. The base jurisdiction collects the appropriate fuel tax and distributes the tax to the applicable IFTA states or Canadian provinces.

## UTAH SPECIAL FUEL USER PERMITS

Intrastate only carriers may purchase a Utah Special Fuel User Permit through the Utah State Tax Commission. This permit is the equivalent of an IFTA license but is only valid for the State of Utah.

**Note: Intrastate only vehicles using gasoline engines are not required to have fuel permits in the State of Utah.**

## QUALIFIED VEHICLES

A qualified motor vehicle means any vehicle used or intended for use in two (2) or more member jurisdictions and which meets any of the following criteria:

- A power unit with a gross weight or registered weight over 26,000 pounds.

- A power unit with three or more axles regardless of weight.
- A power unit used in combination when the weight of the combination exceeds 26,000 pounds.

Recreational vehicles are exempt from IFTA fuel tax licensing and reporting.

### DISPLAY OF CREDENTIALS

A legible photocopy of the IFTA license must be carried in the cab of each qualified vehicle in the fleet. Two decals are required per vehicle. Place one decal on each side of the exterior portion of the cab. The original license should be kept with the business records. The IFTA license and decal is valid for the current calendar year. New decals may be applied to all vehicles between December 1st of the previous year and March 1st of the current year.

### ADDITIONAL INFORMATION

For further information regarding IFTA or IRP Vehicle Registration and Licensing Requirements contact the Utah Tax Commission at (801) 297-6800 or (888) 251-9555 or visit the following websites:

Utah Tax Commission [motorcarrier.utah.gov](http://motorcarrier.utah.gov)

Utah DMV [dmv.utah.gov](http://dmv.utah.gov)

IFTA [www.iftach.org](http://www.iftach.org)

IRP [www.irponline.org](http://www.irponline.org)





Rev. 2011.09.13

## Chapter 4

### Alcohol and Drug Testing Requirements

The following is a general overview of the Federal Motor Carrier Safety Administration's (FMCSA) alcohol and drug testing rules for persons required to obtain a commercial driver's license (CDL). The information is intended to provide a general summary of the rules; it should not be relied upon to fulfill all legal requirements stipulated in the regulations. It does not contain many of the requirements or special circumstances detailed in the FMCSA and DOT rules. A comprehensive list of the alcohol and drug testing rules published by the FMCSA and the DOT Office of the Secretary (OST) applicable to CDL drivers and their employers is available at the end of this document.

## WHAT ARE THE RULES?

The FMCSA regulations require alcohol and drug testing of drivers who are required to have a CDL. The DOT rules include procedures for urine drug testing and breath alcohol testing. Urine drug testing rules were first issued in December 1989. In 1994, the rules were amended to add breath alcohol testing procedures. In the years following the implementation of the drug and alcohol testing requirements, a number of factors including changes in testing technology, and the issuance of a number of written interpretations, required OST to review and revise the rules. In December of 2000, OST published final rules that incorporated these factors, as well as input from the public sector, into the existing drug and alcohol testing regulations. In August of 2001, the FMCSA revised modal specific drug and alcohol testing regulations published in 49 Code of Federal Regulations Part 382 to reflect the revisions made by OST.

## WHO IS AFFECTED BY THESE RULES?

The FMCSA rules apply to safety-sensitive employees, who operate commercial motor vehicles requiring a CDL.

Examples of drivers and employers that are subject to these rules are (the following does not represent a complete listing):

- Anyone who owns or leases commercial motor vehicles
- Anyone who assigns drivers to operate commercial motor vehicles
- Federal, State, and local governments
- For-Hire Motor Carriers
- Private Motor Carriers Civic Organizations (Disabled Veteran Transport, Boy/Girl Scouts, etc.)
- Churches

## WHAT ALCOHOL TESTS ARE REQUIRED?

The following alcohol tests are required:

- Post-accident - conducted after accidents on drivers whose performance could have contributed to the accident (as determined by a citation for a moving traffic violation) and for all fatal accidents even if the driver is not cited for a moving traffic violation.
- Reasonable suspicion - conducted when a trained supervisor or company official observes behavior or appearance that is characteristic of alcohol misuse.
- Random - conducted on a random unannounced basis just before, during, or just after performance of safety-sensitive functions.
- Return-to-duty and follow-up - conducted when an individual who has violated the prohibited alcohol conduct standards returns to performing safety-sensitive duties. Follow-up tests are unannounced. At least 6 tests must be conducted in the first 12 months after a driver returns to duty. Follow-up testing may be extended for up to 60 months following return to duty.

## HOW DOES RANDOM ALCOHOL TESTING WORK?

Random alcohol testing must be conducted just before, during, or just after a driver's performance of safety-sensitive duties. The driver is randomly selected for testing from a pool of subject drivers. The testing dates and times are unannounced and are reasonably spread throughout the year. Each year, the number

of random tests conducted by the employer must equal at least 10% of average number of driver positions subject to the regulations.

## HOW WILL ALCOHOL TESTING BE DONE?

The rules allow for screening tests to be conducted using saliva devices or breath testing using evidential breath testing (EBT) and non-evidential breath testing devices approved by the National Highway Traffic Safety Administration (NHTSA). NHTSA periodically publishes a list of approved devices in the Federal Register.

Two tests are required to determine if a person has a prohibited alcohol concentration. A screening test is conducted first. Any result less than 0.02 alcohol concentration is considered a #negative# test. If the alcohol concentration is 0.02 or greater, a second confirmation test must be conducted. The driver and the individual conducting the confirmation breath test (called a breath alcohol technician (BAT) complete the alcohol testing form to ensure that the results are properly recorded. The confirmation test, if required, must be conducted using an EBT that prints out the results, date and time, a sequential test number, and the name and serial number of the EBT to ensure the reliability of the results. The confirmation test results determine any actions taken. Testing procedures that ensure accuracy, reliability and confidentiality of test results are outlined in the Part 40 rule. These procedures include training and proficiency requirements for the screening test technicians (STT), breath alcohol technicians (BAT), quality assurance plans for the breath testing devices (including calibration requirements for a suitable test location), and protection of driver test records.

## WHO DOES THE TESTING?

Employers are responsible for implementing and conducting the testing programs. They may do this using their own employees or contract services, or by joining together in a consortium that provides services to all member companies. Law enforcement officers will not conduct the tests as part of roadside or other inspections. However, under certain circumstances, post-accident tests conducted by law enforcement personnel will be acceptable. Any individual conducting the test must be trained to operate the EBT and be proficient in the breath testing procedures.

## WHAT ARE THE CONSEQUENCES OF ALCOHOL MISUSE?

Drivers who engage in prohibited alcohol conduct must be immediately removed from safety-sensitive functions. Drivers who have engaged in alcohol misuse cannot return to safety-sensitive duties until they have been evaluated by a substance abuse professional and complied with any treatment recommendations to assist them with an alcohol problem. To further safeguard transportation safety, drivers who have any alcohol concentration (defined as 0.02 or greater) when tested just before, during or just after performing safety-sensitive functions must also be removed from performing such duties for 24 hours. If a driver#s behavior or appearance suggests alcohol misuse, a reasonable suspicion alcohol test must be conducted. If a breath test cannot be administered, the driver must be removed from performing safety-sensitive duties for at least 24 hours.

## HOW WILL EMPLOYEES KNOW ABOUT THESE NEW RULES?

Employers must provide detailed information about alcohol misuse, the employers# policy, the testing requirements, and how and where drivers can get help for alcohol abuse. Supervisors of safety-sensitive drivers must attend at least one hour of training on alcohol misuse symptoms and indicators used in making determinations for reasonable suspicion testing.

## ARE EMPLOYEES ENTITLED TO REHABILITATION?

Drivers who violate the alcohol misuse rules will be referred to a substance abuse professional for evaluation. Any treatment or rehabilitation would be provided in accordance with the employer#s policy or labor/management agreements. The employer is not required under these rules to provide rehabilitation, pay for treatment, or reinstate the driver in his/her safety-sensitive position. Any employer who does decide to return a driver to safety-sensitive duties must ensure that the driver: 1) has been evaluated by a substance

abuse professional; 2) has complied with any recommended treatment; 3) has taken a return-to-duty alcohol test (with a result less than 0.02); and 4) is subject to unannounced follow-up alcohol tests.

## HOW WILL THE FMCSA KNOW IF THESE RULES ARE BEING FOLLOWED?

Employers are required to keep detailed records of their alcohol misuse prevention programs. The FMCSA will conduct inspections or audits of employers' programs. Additionally, selected employers will have to prepare annual calendar year summary reports for the FMCSA. These reports will be used to help monitor compliance and enforcement of the rules, as well as to provide data on the extent of alcohol misuse and the need for any future program and regulatory changes.

## ARE DRIVER ALCOHOL TESTING RECORDS CONFIDENTIAL?

Yes. Test results and other confidential information may be released only to the employer and the substance abuse professional. Any other release of this information is only with the driver's written consent. If a driver initiates a grievance, hearing, lawsuit, or other action as a result of a violation of these rules, the employer may release relevant information to the decision maker.

## WILL FOREIGN OPERATORS HAVE TO COMPLY WITH THESE RULES?

Yes. The FMCSA requires foreign motor carriers to comply with the alcohol rules when their drivers operate in the United States.

## WHAT ABOUT DRUG TESTING?

The drug testing rules cover the same drivers as the alcohol testing rules. The types of tests required are: pre-employment; reasonable suspicion; post-accident; random; return-to-duty; and follow-up.

## HOW IS DRUG TESTING DONE?

Drug testing is conducted by analyzing a driver's urine specimen. The analysis is performed at laboratories certified and monitored by the Department of Health and Human Services (DHHS). The list of DHHS approved laboratories is published monthly in the Federal Register. The driver provides a urine specimen in a location that affords privacy and the collector seals and labels the specimen, completes a chain of custody document, and prepares the specimen and accompanying paperwork for shipment to a drug-testing laboratory. The specimen collection procedures and chain of custody ensure that the specimen's security; proper identification and integrity are not compromised. The Omnibus Transportation Employee Testing Act of 1991 requires that drug testing procedures for commercial motor vehicle drivers include split specimen procedures. Each urine specimen is subdivided into two bottles labeled as a primary and a split specimen. Both bottles are sent to a laboratory. Only the primary specimen is opened and used for the urinalysis. The split specimen bottle remains sealed and is stored at the laboratory. If the analysis of the primary specimen confirms the presence of illegal, controlled substances, the driver has 72 hours to request the split specimen be sent to another DHHS-certified laboratory for analysis. This split specimen procedure essentially provides the driver with an opportunity for a second opinion.

## WHAT DRUGS ARE TESTED FOR?

All urine specimens are analyzed for the following drugs:

- Marijuana (THC metabolite)
- Cocaine
- Amphetamines
- Opiates (including heroin)
- Phencyclidine (PCP)

The testing is a two-stage process. First, a screening test is performed. If it is positive for one or more of the drugs, then a confirmation test is performed for each identified drug using state-of-the-art gas

chromatography/mass spectrometry (GC/MS) analysis. GC/MS confirmation ensures that over-the-counter medications or preparations are not reported as positive results.

## **WHO REVIEWS AND INTERPRETS THE LABORATORY RESULTS?**

All drug test results are reviewed and interpreted by a physician (Medical Review Officer (MRO)) before they are reported to the employer. If the laboratory reports a positive result to the MRO, the MRO contacts the driver (in person or by telephone) and conducts an interview to determine if there is an alternative medical explanation for the drugs found in the driver's urine specimen. If the driver provides appropriate documentation and the MRO determines that it is legitimate medical use of the prohibited drug, the drug test result is reported as negative to the employer.

## **WHAT DRUG USE IS PROHIBITED?**

The drug rules prohibit any unauthorized use of the controlled substances. Illicit use of drugs by safety-sensitive drivers is prohibited on or off duty. The FMCSA has some additional rules that prohibit the use of legally prescribed controlled substances (such as barbiturates, amphetamines, morphine, etc.) by safety-sensitive drivers involved in interstate commerce.

## **WHAT ARE THE CONSEQUENCES OF A POSITIVE DRUG TEST?**

A driver must be removed from safety-sensitive duty if he/she has a positive drug test result. The removal cannot take place until the MRO has interviewed the driver and determined that the positive drug test resulted from the unauthorized use of a controlled substance. A driver cannot be returned to safety-sensitive duties until he/she has been evaluated by a substance abuse professional, has complied with recommended rehabilitation, and has a negative result on a return-to-duty drug test. Follow-up testing to monitor the driver's continued abstinence from drug use is also required.

## **HOW DOES RANDOM DRUG TESTING WORK?**

Employers are responsible for conducting random, unannounced drug tests. The total number conducted each year must equal at least 50% of the safety-sensitive drivers. Some drivers may be tested more than once each year; some may not be tested at all depending on the random selection. Random testing for drugs does not have to be conducted in immediate time proximity to performing safety-sensitive functions. Once notified of selection for testing, however, a driver must proceed immediately to a collection site to accomplish the urine specimen collection.

## **ARE EMPLOYEE EDUCATION AND TRAINING REQUIRED?**

Employers must provide information on drug use and treatment resources to safety-sensitive drivers. All supervisors and officials of businesses with safety-sensitive drivers must attend at least one hour of training on the signs and symptoms of drug abuse. This training is necessary to assist supervisors and company officials in making appropriate determinations for reasonable suspicion testing.

## **ARE DRIVER DRUG TESTING RECORDS CONFIDENTIAL?**

Yes. Driver drug testing results and records are maintained under strict confidentiality by the employer, the drug-testing laboratory, and the medical review officer. They cannot be released to others without the written consent of the driver. Exceptions to these confidentiality provisions are limited to a decision maker in arbitration, litigation or administrative proceedings arising from a positive drug test. Statistical records and reports are maintained by employers and drug testing laboratories. This information is aggregated data and is used to monitor compliance with the rules and to assess the effectiveness of the drug testing programs.

[Drug/Alcohol Check List](#)

## WHERE CAN I GET MORE INFORMATION?

Visit the FMCSA website at <http://www.fmcsa.dot.gov/rules-regulations/topics/drug/drug.htm> or contact the Motor Carrier Division at (801) 965-4892. And handy checklist for carriers to monitor their drug and alcohol testing program can be found in the Resource Center on UtahMC.com: [http://utahmc.com/udot\\_resource.php](http://utahmc.com/udot_resource.php).



Rev. 2011.09.13

## Chapter 5

### Vehicle Inspection, Repair and Maintenance

## TITLE 49 CFR, PART 396: VEHICLE MAINTENANCE STANDARDS

Vehicle inspections, repair and maintenance are critical to the safe operation of commercial motor vehicles. They are designed to reduce accidents, injuries and fatalities resulting from unsafe vehicles operating on the highways. Maintenance standards cover systematic maintenance, pre-trip/post-trip inspection reports and annual inspections.

### GENERAL STANDARDS

**393 (Parts and Accessories)** and **396 (Inspection, Repair and Maintenance)**:

- A carrier is responsible for ensuring that it properly inspects, repairs and maintains vehicles under its control.
- A motor vehicle may not be operated when its mechanical condition is likely to cause an accident or breakdown.
- Parts and accessories must be in safe operating condition at all times.
- A vehicle must be maintained according to the vehicle manufacture's recommended schedule, or an improved schedule based on actual operating conditions, and
- Push out windows, emergency doors and emergency door markings, and lights in buses must be inspected at least every 90 days.

### MOTOR CARRIERS WHO MUST COMPLY

The following carriers, operating in interstate/intrastate commerce must comply with the systematic maintenance standards:

- Vehicles with a gross vehicle weight rating (GVWR) or gross combination weight rating of 10,001 or more pounds;
- Vehicle is designed to transport more than 15 passengers, including the driver;
- Designed or used to transport more than 8 passengers (including the driver);
- Vehicle is used in the transportation of hazardous materials in a quantity requiring placarding under the Hazardous materials Transportation Act (HMTA) Regulations.

### REQUIRED RECORDS

For each vehicle a carrier controls for 30 consecutive days or more, the carrier must ensure the proper vehicle maintenance records are maintained. Each vehicle record must contain:

- Vehicle identification including company number, make, serial number, year and tire size.
- If the vehicle is leased, the person furnishing the vehicle must be identified.
- A means to indicate the nature and due date of various inspection and maintenance operations to be performed.
- A record or log of inspections, repair and maintenance indicating their date and nature.
- A record of tests conducted on push out windows, emergency doors, and emergency door marking lights on buses.

### DAILY VEHICLE INSPECTION

#### 49 CFR Parts 392.7 & 396.11

Before driving a vehicle, the driver must spend a minimum of 15 minutes inspecting the vehicle and must be satisfied that the vehicle is in safe operating condition. The driver must spend a minimum of 30 minutes reviewing the previous day's written inspection report to be sure any noted defects have been corrected. The previous day's inspection report must be carried in the vehicle. Prior to the dispatch of a vehicle, the carrier must repair any defects that may affect safety.

Every commercial vehicle shall have a periodic inspection that must be performed at least once every 12 months. At a minimum, inspections must include all items enumerated in the Minimum Periodic Inspection



Standards, Appendix G, Subchapter B, Part 396. Carriers may perform required annual inspections themselves, with a qualified inspector. The original or copy of the periodic inspection report must be retained by the motor carrier for 14 months from the report date. Utah based carriers must meet the mandatory State Inspection standards.

Documentation of the most recent periodic inspection must be kept on the vehicle. (Report, sticker or decal) (Utah based carriers must meet the mandatory State Inspection Standards.) A motor carrier must ensure that the individual(s) performing an annual inspection is qualified. The inspector must:

- Understand the inspection standards of Part 393 and Appendix G.
- Be able to identify defective components.
- Have knowledge and proficiency in methods, procedures and tools.
- Utah based carriers must meet the mandatory State Inspection Standards.

Inspectors may have gained experience or training by:

- Completing a State/Federal training program, or earning a State or Canadian Province qualifying certificate in commercial motor vehicle safety inspections.
- A combination of other training or experience totaling at least a year.

Evidence of the inspector's qualification must be maintained until one year after the inspector ceases to perform inspections for the carrier. The motor carrier may meet periodic inspection requirements through:

- State or other jurisdiction roadside inspection program or
- Mandatory State inspection program. These programs must be determined by the FMCSA to be comparable to the Federal Annual Inspection Program.
- Utah meets the FMCSA guidelines

## PERIODIC INSPECTION

Vehicle maintenance records must be retained where the vehicle is maintained for a period of one year and for six months after the vehicle leaves the carrier's control. Any driver who receives a roadside inspection report must deliver it to the motor carrier. An official of the motor carrier is to examine the roadside inspection report and ensure that the violations or defects noted on the report are correct before the vehicle is re-dispatched. Within 15 days after the inspection, the carrier must sign the completed roadside inspection report to certify that all violations have been corrected and then return it to the indicated address. A copy must be retained for 12 months for the date of inspection.

The motor carrier shall require a driver vehicle inspection report to be completed at the end of each day's work on each vehicle operated and the report shall cover the following:

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

The report shall identify the vehicle, any defect or deficiency discovered by the driver, which would affect the safety of the operation of the vehicle or result in its mechanical breakdown. If no defect is discovered the report shall so indicate. In all instances, the driver shall sign the report.

Prior to requiring or permitting a driver to operate a vehicle, the motor carrier shall repair any defect or deficiency listed on the driver vehicle inspection report, which would likely affect the safety of operation of

the vehicle. Every motor carrier or its agent shall certify on the original driver vehicle inspection report any listed defect that has been repaired or that repair is unnecessary before the vehicle is operated again. These reports shall be maintained for a period of three months.

Before driving a motor vehicle the driver shall be satisfied that the vehicle is in safe operating condition, review the last driver vehicle inspection report; and sign the report if defects or deficiencies were noted by the driver who prepared the report, to acknowledge that the driver has reviewed it and that there is a certification that the required repairs have been performed.

## UTAH ANNUAL VEHICLE INSPECTION PROGRAM

### UCA 53-8-204

Utah base plated Commercial Motor Vehicles are required to be inspected annually by the Utah Highway Patrol to meet Federal requirements under [49 CFR 396.17](#). Click on the link below to download a copy of the Safety Inspection Manual or contact the Safety Inspection Office at (801) 965-4889 option 1.

[2009-2010 Publicsafety.utah.gov/safetyinspections/docs/x2009-2010](http://2009-2010.Publicsafety.utah.gov/safetyinspections/docs/x2009-2010)

## COMPLAINTS REGARDING UTAH SAFETY INSPECTIONS

The Utah Highway Patrol is required by law to investigate all complaints regarding state inspections. If you have questions regarding inspection or a facility that conducts the inspections, please contact the Safety Inspection Office at (801) 965-4889 option 1.

## REQUIRED EMERGENCY EQUIPMENT

Specific requirements for each of the following can be found at [FMCSA.dot.gov](http://FMCSA.dot.gov) ([49 CFR Part 393.95](#)).

- Fire extinguishers that are properly filled, securely mounted and readily accessible. Minimum 5B:C or two 4B:C for general commodities; 10B:C for hazardous material transport; 20B:C for LPG transport)
- Warning devices for stopped vehicles
- Spare fuses

## ROADSIDE INSPECTIONS

### 49 CFR Part 396.9

A commercial motor vehicle may be subject to roadside inspections. The driver of any motor vehicle receiving an inspection report shall deliver it to the motor carrier operating the vehicle upon his/her arrival at the next terminal or facility. The carrier must correct the defects listed on the report and a responsible carrier official must date and sign the report. The report must be returned to the issuing agency within 15 days of the date of inspection. The carrier must keep a copy of the report for 12 months from the date of inspection.

## OUT-OF-SERVICE VEHICLES

### 49 CFR Part 396.9(c)

An inspector may place a vehicle out-of-service if its mechanical condition or load is likely to cause an accident or breakdown in accordance with the CVSA Out-Of-Service criteria. An "Out-Of-Service" sticker will be placed on the Vehicle Inspection, Repair, and Maintenance vehicle and the vehicle cannot be moved until those out-of-service defects are corrected. A copy of the Out-Of-Service criteria may be obtained at <http://www.cvsa.org/>.

A driver may be disqualified for at least 90 days and fined not less than \$1,000.00 if convicted of violating an out-of-service order. An employer may be fined up to \$10,000.00 for requiring an employee to operate a commercial vehicle while it is under an out-of-service order.

All OOS violations must be corrected before the vehicle can be moved again. Any remaining violations shall be corrected before the vehicle can be re-dispatched. One inspection form shall be signed by the appropriate

personnel and returned to the issuing department within 15 days, the other form should be carried in the vehicle.

### **ADDITIONAL INFORMATION**

The motor carrier is responsible for ensuring that all inspections, maintenance, repairs and service to brakes of commercial motor vehicles comply with these regulations. Employees responsible for brake inspections, maintenance, service or repairs must meet minimum brake inspector qualifications. (Sample certificate on next page).

This fact sheet is intended as a resource. It is not intended to explain all requirements of Utah Law. For further information regarding Vehicle Inspection, Repair, and Maintenance Regulations contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the Utah Highway Patrol's Safety Inspection Office at (801) 596-9743, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov). For additional resources, visit [FMCSA Guidance](#).



Rev. 2011.09.13

## Chapter 6

### Obtaining USDOT Numbers, Operating Authority and MCS-150 Updates

## WHO NEEDS TO REGISTER WITH FMCSA?

Companies that operate commercial vehicles transporting passengers or hauling cargo in interstate commerce must be registered with the Federal Motor Carrier Safety Administration to receive a USDOT number and operating authority.

The USDOT number serves as a unique identifier for monitoring a company's safety information. Audits, compliance reviews, crash investigations and inspections all use a USDOT number to identify a carrier, so carriers must have their USDOT number on their vehicles. The CSA 2010 program will also use USDOT numbers and other means of identification to track both commercial motor vehicles' AND drivers' adherence to safety rules.

## MCS-150 FORM

To obtain a USDOT number, a transport company must complete the MCS-150 form. The form also must be updated every other year (biennially), and also when a company goes out of business or has had its USDOT number revoked and is re-applying.

The MCS-150 form is also used by a company to declare the type of business they will conduct, so they might gain operating authority in that area, such as: Motor property or passenger carrier, shipper, freight forwarder or cargo tank facility.

Interstate operating authority is required to transport property (regulated commodities) or passengers for-hire in interstate commerce.

## FMCSA ONLINE REGISTRATION AND LICENSING SYSTEM

The FMCSA Online Registration and Licensing System is web-based and designed to process registration and licensing requests quickly and accurately. It also helps ensure Commercial Motor Vehicle (CMV) operators complete and submit all the correct forms needed for a particular task. Additionally, the system allows for online payment with a major credit card.

FMCSA encourages all applicants with Internet access to use online registration: <http://www.fmcsa.dot.gov/online-registration>. A registration tracking number with a Personal Identification Number (PIN) can be issued allowing for a return to the system to complete, update or add information.

## USDOT NUMBER

### 49 CFR Part 390.21

Interstate carriers are required to mark their vehicles with the carrier's USDOT number in addition to their business name. The letters "USDOT" must precede the number. This number is issued by the United States Department of Transportation. Carriers can apply for this number by filing the Form MCS-150, Motor Carrier Identification Report and MCS 150A, Safety Certification Application with the USDOT.

For more information or to request a USDOT number contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399 or online at the FMCSA website ([www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)).

## ADDITIONAL INFORMATION

For applicants without Internet access, FMCSA can mail instructions, forms, and other materials for the registration process; call FMCSA at 1-800-832-5660.

For further information regarding FMCSA's Online Registration and Licensing System contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the FMCSA Utah Division office at (801) 963-0093.



Rev. 2011.09.13

## Chapter 7

### Unified Carrier Registration (UCR)

## OBTAINING INTERSTATE FOR-HIRE OPERATING AUTHORITY

All carriers required to obtain a USDOT number are required to file with their base state under the Unified Carrier Registration Act (UCR). The UCR requires all freight forwarders, brokers, leasing agents, motor carriers for hire, and private motor carriers to register their operations with their base state.

To register for UCR carriers will need to go online to [www.ucr.in.gov](http://www.ucr.in.gov). Carriers will need to pay for each year they have been operating as an interstate carrier, registrant, freight forwarder, leasing agent or broker since 2007. All carriers will need to be paid in full through 2009. The 2010 filing charges have not been determined yet and will not be due until this information has been provided by the Federal Motor Carriers to the states. Once this information has been provided to the state agencies a letter will go out to all applicable companies.

Insurance filings are no longer required under the UCR Act. The carrier is required to provide proof of financial responsibility to FMCSA when filing their MCS-150. Upon completion of registration a receipt for payment will be issued. There are no requirements for the driver to carry a copy of this receipt in their vehicle.

To process and pay for your Unified Carrier Registration go to <http://www.ucr.in.gov>.

Fees for 2009 are based upon the number of power units and trailers.

2009 UCR Fee Bracket		Credit Card Payment			E-Check Payment		
Fleet Size + trailers	UCR Fee	Credit Card Fee	Service Fee	Total Cost	E-Check Fee	Service Fee	Total cost
0-2 vehicles	\$39.00				\$1.00	\$3.00	\$43.00
3 - 5	\$116.00	\$3.00	\$3.00	\$45.00	\$1.00	\$3.00	\$120.00
6 - 20	\$231.00	\$3.40	\$3.00	\$122.40	\$1.00	\$3.00	\$235.00
21 - 100	\$806.00	\$5.70	\$3.00	\$239.70	\$1.00	\$3.00	\$810.00
101 - 1,000	\$3,840.00	\$17.20	\$3.00	\$826.20	\$1.00	\$3.00	\$3,844.00
1,001 - 200,000	\$37,500.00	\$79.44	\$3.00	\$3,922.44	\$1.00	\$3.00	\$37,504.00
		\$750.00	\$3.00	\$38,253.00			

Fees for 2010 and 2011 are based upon the number of power units only.

2010-2011 UCR Fee Bracket		Credit Card Payment			E-Check Payment		
Fleet Size	UCR Fee	Credit Card Fee	Service Fee	Total Cost	E-Check Fee	Service Fee	Total cost
0-2 vehicles	\$76.00				\$1.00	\$3.00	\$80.00
3 - 5	\$227.00	\$2.60	\$3.00	\$81.60	\$1.00	\$3.00	\$231.00
6 - 20	\$452.00	\$5.62	\$3.00	\$235.62	\$1.00	\$3.00	\$231.00
21 - 100	\$1,576.00	\$10.12	\$3.00	\$465.12	\$1.00	\$3.00	\$456.00
101 - 1,000	\$7,511.00	\$32.60	\$3.00	\$1,611.60	\$1.00	\$3.00	\$1,580.00
1,001 - 200,000	\$73,346.00	\$151.30	\$3.00	\$7,665.30	\$1.00	\$3.00	\$7,515.00

\$1,468.00 ~~\$3.00~~ \$74,817.00 \$1.00 \$3.00 \$73,350.00

**Fees increased for 2010 because the law was recently amended so that only power units would be counted as qualifying CMVs; and trailers are excluded from determining the fleet size, only for 2010 and future fees.**

**Please Note:** There is an additional fee plus a \$3.00 service fee associated with using a credit card and e-check payments. See chart above.

#### ADDITIONAL INFORMATION

For further information regarding Interstate For-Hire Operating Authority contact the Federal Motor Carrier Safety Administration - Utah Division Office at (801) 963-0098, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).





Rev. 2011.09.13

## Chapter 8

### Insurance Requirements

Financial responsibility means having insurance policies or surety bonds sufficient to satisfy the minimum public liability requirements. Public liability means liability for bodily injury, property damage and environmental restoration. Environmental restoration means restitution for the loss, damage or destruction of natural resources arising out of an accidental discharge of toxic or other environmentally harmful materials or liquids.

Motor Carriers of property operating commercial motor vehicles in interstate commerce and for hire carriers of passengers operating in interstate/intrastate or foreign commerce must have at least the minimum amount of insurance required by law. The motor carrier must have proof of the minimum level of insurance at the Company's principal place of business.

Proof may be shown by any of the following:

- Endorsements for Motor Carriers of Passengers policies of insurance for public liability under Sections 29 and 30 of the Motor Carrier Act of 1980 (Form MCS-90) issued by an insurer.
- Endorsements for Motor Carriers of Passengers policies of insurance for public liability under Sections 18 of the Bus Regulatory Reform Act of 1982 (Form MCS-90B\*)
- A motor carrier surety bond for public liability under Section 30 of the Motor Carrier Act of 1980 (Form MCS-82) issued by a surety.
- A motor carrier of Passengers Surety Bond for public liability under Section 18 of the Bud Regulatory Act of 1982 (Form MCS-82B\*)
- A written decision, order or authorization of the interstate Commerce Commission authorizing the motor carrier to self-insure under 49 CFR 1043.5

## R909-1-2 INSURANCE FOR PRIVATE INTRASTATE/INTERSTATE MOTOR CARRIERS.

- Private motor carrier means a person who provides transportation of property or passengers by commercial motor vehicle, and is not a for-hire carrier.
- All intrastate private motor carriers shall have a minimum amount of \$750,000 liability.

### Insurance Requirements

	Type of Carrier	Commodity Transported	Minimum Amount of Coverage
Intrastate	Private Motor Carriers <sup>1</sup>	Property or Passengers	\$750,000 Liability (Certificate of Insurance filing)
	Household Goods Freight Forwarder <sup>2</sup>	Household Goods	\$750,000
Interstate	Passenger Carrier Interstate	Passengers	\$5 million (16 or more passengers) \$1.5 million (15 Passengers or less) (Form BMC 91 or BMC 91X filing)
	Freight Carrier	Exempt Commodities	\$750,000 Combined Single Limit (Form E filing)
	Freight Vehicles over 10,000 pounds GVWR	All Freight (Non-hazardous)	\$750,000 (Form MCS-90)

Type of Carrier	Commodity Transported	Minimum Amount of Coverage
-----------------	-----------------------	----------------------------

Notes:

1. "Private Motor Carriers" means a person who provides transportation of property or passengers by commercial motor vehicle and is not a for-hire motor carrier.
2. Households Goods Freight Forwarder (HHGFF) means a freight forwarder of household goods, unaccompanied baggage, or used automobiles.

**Minimum Insurance Requirements for Private and For-Hire Hazardous Materials Carriers**

Type of Carrier	Commodity Transported	Minimum Amount of Coverage
-----------------	-----------------------	----------------------------

Intra/ Interstate	Commercial Vehicles over 10,000 pounds GVWR. (For-hire and Private in Interstate, foreign, or intrastate commerce.)	Hazardous substances, as defined in 49 CFR part 171.8 transported in cargo tanks, portable tanks, or hopper-type vehicles with capacities in excess of 3,500 water gallons, or in bulk Class A or B explosives, poison gas (Poison A), liquefied compressed gas or compressed gas, or highway route controlled quantity radioactive materials as defined in 49 CFR part 173.403.	\$5 million (Form MCS-90)
	Commercial Vehicles over 10,000 pounds GVWR. (For-hire and Private in Interstate or foreign commerce in any quantity or in Intrastate commerce in bulk only.)	Oil listed in 49 CFR part 172.101; hazardous waste, hazardous materials and hazardous substances defined in 49 CFR part 171.8 and listed in 49 CFR part 172.101, but not mentioned above or below.	\$1 million (Form MCS-90)
Interstate	Commercial Vehicles under 10,000 pounds GVWR. (For-hire and Private in Interstate or foreign commerce.)	Any quantity of Class A or B explosive, and quantity of poison	\$5 million (Form MCS-90)

Type of Carrier	Commodity Transported	Minimum Amount of Coverage
-----------------	-----------------------	----------------------------

gas (Poison A);  
or highway route-  
controlled quantity  
of radioactive  
materials as  
defined in 49 CFR  
part 387.303.

Notes:

1. "Private Motor Carriers" means a person who provides transportation of property or passengers by commercial motor vehicle and is not a for-hire motor carrier.
2. Households Goods Freight Forwarder (HHGFF) means a freight forwarder of household goods, unaccompanied baggage, or used automobiles.

### ADDITIONAL INFORMATION

For further information regarding Insurance Requirements contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the Federal Motor Carrier Safety Administration - Utah Division Office at (801) 963-0098.



Rev. 2011.09.13

## Chapter 9

### Load Securement and Tarping Requirements

## GENERAL INTRASTATE OPERATIONS

**A vehicle may not be operated or moved on any highway unless the vehicle is constructed or loaded to prevent its contents from dropping, sifting, leaking, spilling, blowing off, falling off or otherwise escaping.**

Vehicles carrying dirt, sand, gravel, rock fragments, pebbles, crushed base, aggregate, any other similar material or scrap metal, shall have a covering over the entire load unless:

- The highest point of the load does not extend above the top of any exterior wall or sideboard of the cargo compartment of the vehicle; and
- The outer edges of the load are at least six inches below the top inside edges of the exterior walls or sideboards of the cargo compartment of the vehicle.
- A chemical substance capable of coating or bonding a load so that the load is confined on a vehicle, may be considered a covering for purposes of dirt, sand, gravel, rock fragments, pebbles, crushed base, aggregate, any other similar material, or scrap metal so long as the chemical substance remains effective at confining the load.
- Cargo must be contained, immobilized or secured to prevent shifting to the extent that the vehicle's stability or maneuverability is not adversely affected.

The following material is exempt from the provisions listed above:

- Hot mix asphalt;
- Construction debris or scrap metal if the debris or scrap metal is a size and in a form not susceptible to being blown out of the vehicle;
- Material being transported across a highway between two parcels of property that would be contiguous but for the highway that is being crossed; and
- Material (dirt, sand, gravel, rock fragments, pebbles, crushed base, aggregate, any other similar material, or scrap metal) that is enclosed on all sides by containers, bags, or packaging.
- An authorized vehicle performing snow removal services on a highway, if the vehicle's load is screened to a particle size established by a rule of the Department of Transportation. [UCA 72-7-409\(5\)](#)

**Note: This provision does not prohibit the necessary spreading of any substance connected with highway maintenance, construction, securing traction, or snow removal.**

Provisions listed above do not apply to a vehicle or implement of husbandry carrying an agricultural product, if the agricultural product is: [UCA 72-7-409\(4\)\(a\)\(b\)](#)

- Being transported in a manner which is not a hazard or a potential hazard to the safe operation of the vehicle or to other highway users, and
- Loaded in a manner that only allows minimal spillage.

A vehicle with a load may not be operated on any highway unless the load and any load covering is fastened, secured, and confined to prevent the covering or load from becoming loose, detached, or in any manner a hazard to the safe operation of the vehicle, or to other highway users.

Before entering a highway, the operator of a vehicle carrying any material listed above, shall remove all loose material on any portion of the vehicle not designed to carry the material.

## GENERAL INTRASTATE AND INTERSTATE OPERATIONS

Each commercial motor vehicle (CMV) transporting cargo must be loaded and equipped to prevent the cargo from leaking, spilling, blowing off or falling from the motor vehicle.

**49CFR393.106 The aggregate working load limit of tiedowns used to secure an article or group of articles against movement must be at least one-half times the weight of the article or group of articles. The aggregate working load limit is the sum of:**

- One-half the working load limit of each tiedown that goes from an anchor point on the vehicle to an anchor point on an article of cargo;
- One-half the working load limit of each tiedown that is attached to an anchor point on the vehicle, passes through, over, or around the article of cargo, and is then attached to an anchor point on the same side of the vehicle.
- The working load limit for each tiedown that goes from an anchor point on the vehicle, through, over, or around the article of cargo, and then attaches to another anchor point on the other side of the vehicle.

[Click here to see a table of working load limits.](#)

Commercial motor vehicles are subject to the cargo securement standards of this subpart and these general requirements:

- The rules in 49CFR393 Subpart I are applicable to trucks, truck tractors, semitrailers, full trailers, and pole trailers.
- Prevention against loss of load. Each commercial motor vehicle must, when transporting cargo on public roads, be loaded and equipped, and the cargo secured, in accordance with this subpart to prevent the cargo from leaking, spilling, blowing or falling from the motor vehicle.
- Prevention against shifting of load. Cargo must be contained, immobilized or secured in accordance with this subpart to prevent shifting upon or within the vehicle to such an extent that the vehicle's stability or maneuverability is adversely affected.

The minimum number of tiedowns required to secure an article or group of articles against movement depends on the length of the article(s) being secured.

When an article is not blocked or positioned to prevent movement in the forward direction by a headerboard, bulkhead, other cargo that is positioned to prevent movement, or other appropriate blocking devices, it must be secured by at least:

- One tiedown for articles 5 feet (1.52 meters) or less in length, and 1,100 pounds (500 kg) or less in weight
- Two tiedowns if the article is:
  - 5 feet (1.52 meters) or less in length and more than 1,100 pounds (500 kg) in weight; or
  - Longer than 5 feet (1.52 meters) but less than or equal to 10 feet (3.04 meters) in length, irrespective of the weight.
- Two tiedowns if the article is longer than 10 feet (3.04 meters), and one additional tiedown for every 10 feet (3.04 meters) of article length, or fraction thereof, beyond the first 10 feet (3.04 meters) of length.

If an individual article is blocked, braced, or immobilized to prevent movement in the forward direction by a headerboard, bulkhead, other articles which are adequately secured or by an appropriate blocking or immobilization method, it must be secured by at least one tiedown for every 3.04 meters (10 feet) of article length, or fraction thereof.

The rules in this section do not apply to a vehicle transporting one or more articles of cargo such as, but not limited to, machinery or fabricated structural items (e.g., steel or concrete beams, crane booms, girders, and trusses, etc.) which, because of their design, size, shape, or weight, must be fastened by special methods. However, any article of cargo carried on that vehicle must be securely and adequately fastened to the vehicle.

#### SPECIFIC SECUREMENT REQUIREMENTS BY COMMODITY TYPE

Complete information on specific securement requirements by commodity type can be found in [49 CFR 393.100 - 136](#) for the following:

- Logs
- Dressed lumber or similar building products
- Metal coils
- Paper rolls
- Concrete pipe
- Intermodal containers
- Automobiles, light trucks and vans
- Heavy vehicles, equipment and machinery
- Flattened or crushed vehicles
- Roll-on/roll-off or hook-lift containers
- Large boulders

Load Securement Dash Note

### **ADDITIONAL INFORMATION**

For further information regarding Load Securement and Tarping Requirements contact the Motor Carrier Division Office at (801) 965-4892 or (866) 215-5399, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).





Tim Al  
12/22

Rev. 2011.09.13

## Chapter 10

### Vehicle Identification Requirements

## INTERSTATE OPERATIONS

### 49 CFR 390.21

Every commercial motor vehicle must be marked as specified below:

#### Markings must display:

- The legal name or a single trade name of the motor carrier.
- The motor carrier identification number issued by the FMCSA, preceded by the letters "USDOT."
- 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 above and preceded by the words "operated by."
- Vehicles with a Utah base plate must also display the gross registered weight.

#### Markings must:

- Appear on both sides of the vehicle;
- Be in letters that contrast sharply in color;
- Be readily legible, during daylight, from a distance of 50 feet; and
- Be maintained to ensure readability.
- Lettering shall be free from obstruction.

## INTRASTATE OPERATIONS

### UCA 72-9-105 and UCA 41-1a-229

Intrastate commercial motor vehicles must mark their vehicles as follows:

#### Markings must display:

- The name of the motor carrier company.
- The location of domicile by city and state.
- USDOT number.
- Vehicles with a Utah base plate must also display the gross registered weight.

#### Markings must:

- Appear on both sides of the vehicle;
- Be in letters that contrast sharply in color;
- Be readily legible, during daylight, from a distance of 50 feet; and
- Be maintained to ensure readability.
- Lettering shall be free from obstruction.

#### Farm Operation Exemption:

A commercial vehicle primarily used by a farmer for the production of agricultural product is exempt from the provisions of this section. [UCA 72-9-105\(4\)](#). However, they are required to have the gross registered weight displayed if they are based in Utah.



Rev. 2011.09.13

## Chapter 11

### Driver Qualification Rules

No carrier shall require or permit an unqualified driver to operate a commercial motor vehicle. A carrier in Utah is subject to the rules for driver qualifications if it operates vehicles that are:

- Has a gross vehicle weight rating or gross weight rating, or gross vehicle weight or gross combination weight, of 4,536 kg (10,001 pounds) or more, whichever is greater; or
- Is designed or used to transport more than 8 passengers (including the driver) for compensation; or
- Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
- Is used in transporting material found by the Secretary of Transportation to be hazardous under 49 U.S.C. 5103 and transported in a quantity requiring placarding under regulations prescribed by the Secretary under 49 CFR, subtitle B, Chapter I, subchapter C.

## EXCEPTION

### 49 CFR 391.2

The Driver Qualification rules do not apply to a driver who operates a commercial motor vehicle controlled and operated by a person engaged in custom-harvesting operations, if the commercial motor vehicle is:

- Used to transport farm machinery, supplies or both to or from a farm for custom-harvesting operations on a farm; or
- Used to transport custom-harvested crops to storage or market.
- Used for intrastate non-business passenger carrying with license having a school bus endorsement
- Aparian industries (beekeeper)

## GENERAL REQUIREMENTS

Under the Driver Qualification rules, a driver must:

- Be at least 18 years old when engaged in intrastate transportation, or 21 years old if hauling hazardous materials.
- Be at least 21 years old when engaged in interstate transportation.
- Speak and read English sufficiently to converse with the general public, to understand highway traffic signs and signals in the English language, to respond to official inquiries, and to make entries on reports and records.
- Meet the physical qualification as set forth in [49 CFR 391 subpart E](#).
- Be able to drive the vehicle safely.
- Have a driver's license that is valid for the type of vehicle driven.
- Not be disqualified from driving a commercial vehicle.

## PHYSICAL QUALIFICATIONS FOR DRIVERS

### 49 CFR 391.41 and 391.43

A person is not allowed to drive a commercial motor vehicle unless physically qualified to do so and carries in his or her possession a current, valid copy of a medical examiner's certificate (medical card) showing they are qualified. The medical examiner's certificate is INCLUDED in CDLs from Canada and Mexico (not a separate card). The medical exam and certification must follow the criteria specified by the USDOT, as listed under [49 CFR 391.43](#).

In general, a person is physically qualified if they:

- Have no loss of a foot, hand, or arm.
- Have no history of diabetes mellitus requiring insulin for control.
- Have no history of epilepsy or any other condition likely to cause unconsciousness.
- Have no current diagnosis of heart disease or respiratory dysfunction likely to interfere with controlling a CMV.

- Have no muscular, neuromuscular, vascular, mental, or other organic or functional disease, which would interfere with their ability to operate a CMV safely.
- Have a visual acuity of at least 20/40 in each eye, with or without corrective lenses.
- Do not have a hearing loss that prevents them from hearing a forced whisper from 5 feet.
- Do not use a controlled substance, amphetamines, narcotics, or other habit-forming drugs.
- Have no current clinical diagnosis of alcoholism.

## DOT MEDICAL CERTIFICATE RENEWAL

A medical certificate must be renewed every two years. Some medical conditions may require more frequent medical certification. The medical certification forms are available from physicians or clinics who perform DOT physicals, the Utah Trucking Association, or [click here](#).

## FEDERAL WAIVER EXEMPTIONS

Utah law requires all applicants for a CDL to provide a current Federal DOT Medical Card. For further CDL requirements, visit the Utah Driver License Division web site: <http://www.driverlicense.utah.gov/>.

CDL Federal Waiver Exemptions must accompany the DOT medical card for interstate privileges.

You may apply for a Federal Exemption for one of the following conditions:

- Diabetes (when controlled by insulin)
- Vision (Prior 3 yrs CDL Intrastate required)
- Missing/Impaired limbs - SPE Certificate

To print applications for the above-listed Federal Exemptions, visit [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov). Locate the "Medical Program" link, then find "Forms" to download and print the specific application.

For questions regarding the Federal Vision or Diabetes Exemption call (703) 448-3094 or fax: (703) 448-3077; or mail to: Federal Vision & Diabetes Exemptions, MC-PSP Division 400 Seventh Street SW, Room 8301 Washington, DC 20590-0001

For questions regarding the Federal SPE Certificate (Skill Performance Evaluation) contact:

Federal Motor Carrier Safety Administration, Attention: Esther Oatis Southern Service Center Atlanta Federal Center 1800 Century Boulevard N.E. Atlanta, GA 30345-3220 Telephone (404) 327-7400 or Fax (404) 327-7359

## UTAH COMMERCIAL INTRASTATE MEDICAL WAIVER PROGRAM

Commercial Medical Waiver Program Intrastate Only "K" Restriction Valid in the State of Utah Only. Effective July 1, 1997, the Federal Highway Administration and the Utah Legislature authorized the State of Utah to conduct a medical waiver program for those individuals who currently hold, or desire to obtain, a commercial driver license, but don't meet the Federal Guidelines for a Federal DOT Medical Card [UCA 53-3-303.5](#).

The medical conditions that would fall under this waiver program include:

- Diabetes - when controlled by insulin
- Pulmonary - when using steroids other than inhaler
- Neurological - slight impairment but able to control equipment
- Any history of seizures
- Vision - anyone with amblyopia, but with good central vision in one eye, with good peripheral vision in both eyes
- Psychiatric - depending on medications and control
- Alcohol and other drug problems
- Hearing

This Utah medical waiver program allows commercial driving within the State of Utah only (intrastate) under certain medical circumstances. Medical certification is indicated by a "K" restriction on the license, and a current State of Utah Intrastate Medical Waiver Card.

If you would like more information regarding Utah's Medical Program, you may refer to [http://publicsafety.utah.gov/dld/med\\_standards.html](http://publicsafety.utah.gov/dld/med_standards.html), or by telephoning our Customer Service Section at (801) 965-4437.

The DOT Medical Examiner's Certificate and the Federal Waiver Exemption document must be in the driver's possession while operating a commercial motor vehicle to drive across state lines.

## **DRIVER QUALIFICATION FILE - DQ FILE**

### **49 CFR 391.51**

A carrier must maintain a DQ file for each of its drivers. The DQ files are to be kept for as long as the driver is employed by the carrier and for three years thereafter.

The following items are required in a DQ file:

- The driver's application for employment.
- A written record of investigation (preceding three years) of past employers contacted to verify applicant's previous employment.
- A response from a state agency about employee's driving record from the past three years (if a driver held a driver's license in multiple states, each state must be contacted).
- The driver's certificate of road test (a legible photocopy of a valid commercial driver's license is an acceptable substitute if the driver was road tested for the class of vehicle the driver will operate).
- A response from each state agency to the annual driving record inquiry.
- An annual review of driver record showing a date of review and who performed the review.
- An annual list or certificate relating to violations of motor vehicle laws.
- The driver's medical examiners certificate.
- The driver's medical waiver, if one has been granted.

Driver qualification file documents are available online at <http://www.fmcsa.dot.gov/safety-security/eta/index.htm>. Medical examiner certificates are often supplied by the medical examiners performing the physical. In addition, these forms can be obtained from private sources such as the Utah Trucking Association at (801) 973-9370, the American Trucking Association at (800) 282-5463, and J. J. Keller at (877) 564-2333 (7 a.m. to 5 p.m. Central Standard Time)

## **ADDITIONAL INFORMATION**

For further information regarding Driver Qualification File Requirements contact the Motor Carrier Division at (801) 965-4892.



Rev. 2011.09.13

## Chapter 12

### Commercial Driver's License

A driver must obtain a Commercial Driver's License (CDL) to operate any of the following vehicles used to transport passengers or cargo:

- A single vehicle with a gross vehicle weight rating of 26,001 pounds or more.
- A combination of vehicles with a combined gross vehicle weight rating of 26,001 pounds or more, when pulling a trailer rated for 10,001 pounds or more.
- A vehicle designed to transport 16 or more people (including the driver).
- Any size vehicle that requires hazardous materials placards.

A driver will be disqualified from operating a Commercial Motor Vehicle for a least one year if the driver is convicted of any of the following offenses:

- Being under the influence of alcohol or drugs while operating a CMV
- Driving a CMV with a blood alcohol level of 0.04 percent or more
- Leaving the scene of an accident involving a CMV
- Using a CMV to commit a felony
- Failing to stop at a railroad grade crossing when required to do so (disqualified for at least 60 days)
- Violating an out of service order (disqualified for at least 90 days)
- Causing a fatality through negligent operation of a CMV
- Operating a CMV when the driver's CDL is revoked, suspended or cancelled
- For not less than 60 days for offenses committed in a non-CMV as listed in [49 CFR 383.51](#)

### THREE CLASSES OF THE COMMERCIAL DRIVER LICENSES

Class C is valid for:

- Drivers operating Class D vehicles that transport hazardous materials in amounts that require the vehicle to be placarded. (A Class D license is valid for vehicles with a gross vehicle weight of 26,000 pounds or less, or a vehicle combination with a power unit with a GVW of 26,000 pounds or less and a trailer with a GVW of 10,000 pounds or less.)
- Drivers operating school buses designed to transport 15 or fewer passengers, including the driver. The license must show a School Bus endorsement.

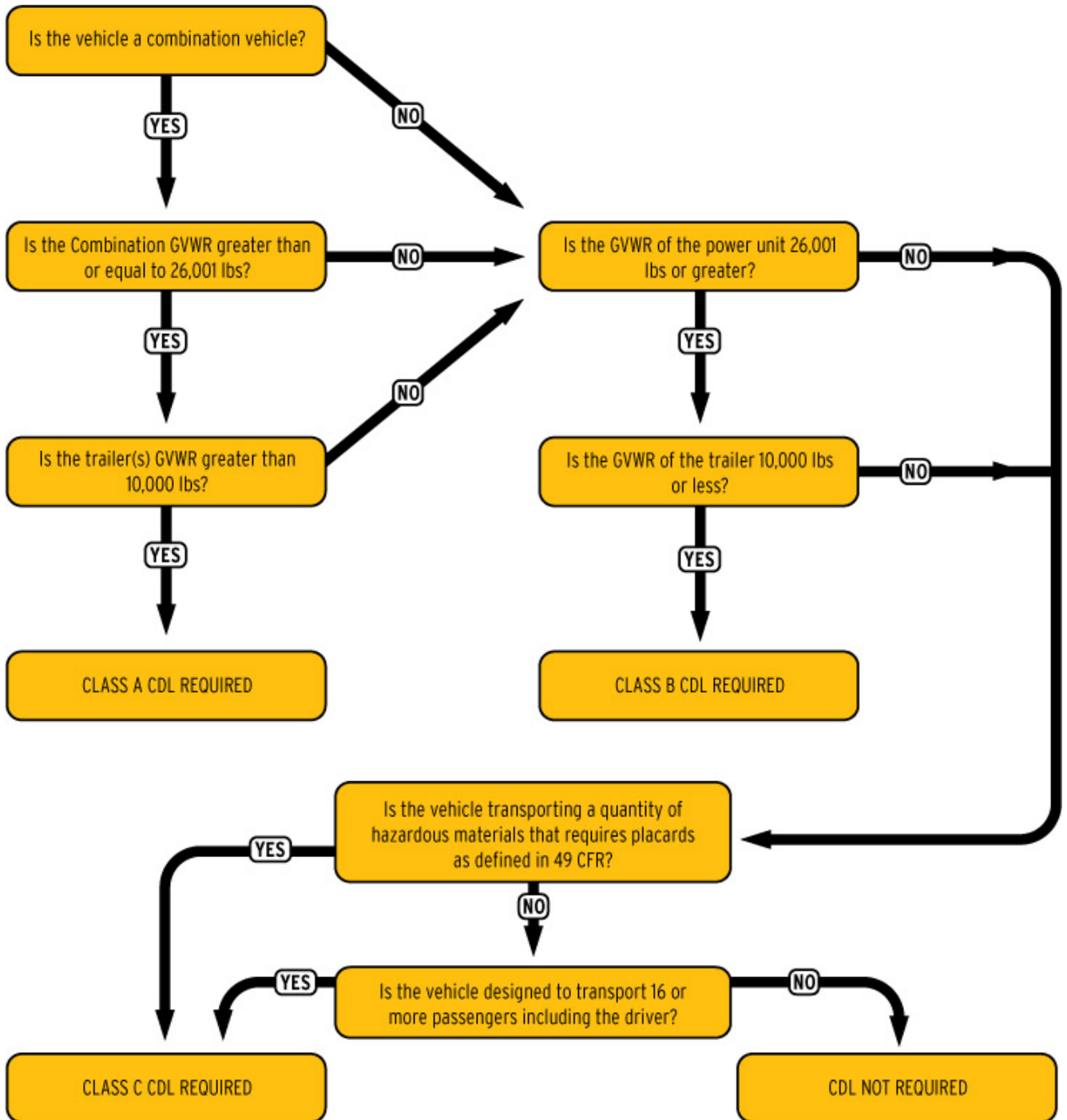
Class B is valid for:

- A single unit vehicle with a GVW over 26,000 pounds.
- Vehicles designed to transport 16 or more passengers, including the driver. The holder of a Class B license may only tow vehicles with a gross vehicle weight of 10,000 pounds or fewer when operating a Class B power unit.

Class A is valid for:

- Vehicle combinations in excess of 26,000 pounds that have towed units with a GVW over 10,000 pounds.





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

## CDL ENDORSEMENTS

49 CFR 383

Commercial drivers license endorsements are:

- H - Hazardous Materials
- K - Intrastate only - restriction
- L - Air brake - restriction
- N - Tanker
- P - Passengers
- S - School bus
- T - Double or triple trailer
- X - Tanker and hazardous materials

## BACKGROUND CHECKS FOR DRIVERS WITH CDL HAZARDOUS MATERIALS ENDORSEMENTS

### 49 CFR 1572

The Transportation Security Administration (TSA) and the USDOT have issued regulations establishing new eligibility criteria for persons holding a hazardous materials endorsement on a CDL. No person may hold or renew a CDL with a hazmat endorsement, or be granted a new CDL with a hazardous materials endorsement if:

- The individual is not a United States citizen or lawful permanent resident of the United States.
- The individual has been convicted of a disqualifying criminal offense in the past seven years or released from incarceration in the last five years for committing any of the disqualifying offenses.
- The individual has been notified by the TSA that they pose a security threat as described in [40 CFR 1572.107](#)

Drivers renewing an existing CDL with a hazmat endorsement, and those persons applying for a new hazmat endorsement are required to submit fingerprints to facilitate the background criminal record check. Persons disqualified under provisions of these new security regulations will lose their hazardous materials endorsements, not their CDL. These persons must surrender their driver's license to the issuing state and will be issued a new driver's license without the hazardous materials endorsement.

Fingerprinting services in Utah are available at:

EMSI  
921 East Executive Park Drive  
Holladay, Utah 84117  
(801) 261-8290

## EXEMPTION FOR FARMERS

### 49 CFR 383

Generally, a CDL is not required for operators of a farm vehicle that is controlled and operated by a farmer, including operation by employees or family members if the vehicle is:

- Used to transport either agricultural products, farm machinery, farm supplies or both to or from a farm.
- Not used in the operations of a common or contract motor carrier; and
- Is used within 150 miles of the farmer's farm.

This exception is limited to the driver's home state unless there is a reciprocity agreement with the adjoining states. There are some restrictions and exceptions when transporting hazardous materials and bulk liquids. For further information contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399.

## COMMERCIAL DRIVER'S MANUAL

The Utah Commercial Driver's Manual, which is produced by the Utah Driver License Division, details the information required to obtain a CDL. Most Utah driver's license examining stations have copies of the CDL manual or you may click on the following link to download a copy or call (801) 965-4437.

[Utah Commercial Driver's Manual](#)

## ADDITIONAL INFORMATION

For further information regarding the Commercial Driver's License contact the Driver License Division at (801) 965-4437, or the Federal Motor Carrier Safety Administration - Utah Division at (801) 963-0098, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).



Rev. 2011.09.13

## Chapter 13

### Driver's Hours of Service

A carrier is subject to the hours of service regulations in Utah if it operates vehicles that are:

- Over 10,000 pounds gross vehicle weight rating or gross combination weight rating in either interstate or intrastate commerce.
- Designed or used to transport 15 or more passengers, including the driver.
- Any size vehicle transporting hazardous material of a type or quantity that requires the vehicle to be placarded.

Utah does not exempt agricultural operations, ground water well drilling operations, construction materials and equipment operations from the hours of service regulations.

However, in the instance of a driver who is primarily in the transportation of construction materials and equipment, as defined under [49 CFR Part 395.2](#), to and from an active construction site, any period of seven or eight consecutive days may end with the beginning of any off-duty period of 34 or more successive hours.

## PASSENGER CARRIERS

Passenger carriers may not permit or require a driver to drive, and no driver shall drive a passenger-carrying vehicle after:

- 10 hours driving time following eight consecutive hours off duty.
- Being on duty 15 hours following eight consecutive hours off-duty.
- Being on duty 60 hours in any seven consecutive days if the carrier does not operate every day of the week.
- Being on duty 70 hours in any eight consecutive days if the carrier operates every day of the week.

## PROPERTY CARRIERS

Property carriers may not permit or require a driver to drive and no driver shall drive a property-carrying vehicle after:

- 11 cumulative hours following 10 consecutive hours off duty.
- For any period after the end of the 14th hour after coming on duty following 10 consecutive hours off duty.
- Being on duty 60 hours in any seven consecutive days if the carrier does not operate every day of the week.
- Being on duty 70 hours in any eight consecutive days if the carrier operates every day of the week.

For a property carrier, any period of seven or eight consecutive days may end with the beginning of any off duty period of 34 or more consecutive hours.

### There are four phases of driver's time:

On-Duty Time is all time a driver spends performing work or being ready to work, until being relieved by the carrier of all responsibility. On-Duty Time also includes any compensated work performed by the driver for a non-motor carrier entity.

Driving time is all time spent at the driving controls of a commercial motor vehicle in operation.

Off-Duty means the driver has been relieved of all responsibilities for the vehicle and its cargo or passengers and the driver is free to pursue activities of their own choosing.

Sleeper-Berth means all time spent in the sleeper-berth.

**Carriers must maintain true and accurate records showing a driver's hours of service.** Drivers who are subject to the hours of service regulations must record their daily activities on a record of duty status (RODS or log book), unless they meet all of the conditions for the 100 air-mile radius driver. The following is an example showing the required information on the daily log.

### Items that must be included in log book:

- Date
- Total miles driving today
- Truck or tractor and trailer number
- Name of Carrier
- Driver's signature/certification
- 24-hour period starting time
- Main office address
- Remarks
- Name of co-driver
- Total hours (far right)
- Shipping document numbers(s), or name of shipper and commodity.

### SHORT HAUL OPERATIONS - 100 AIR-MILE RADIUS DRIVER

#### 49 CFR Part 395.1(e)

When a driver operates and stays within a 100 air-mile radius of their normal work reporting locations, a logbook does not have to be maintained if the following requirements are met:

- The driver operates within a 100 air-mile radius of the normal work reporting location.
- The driver, except a driver salesperson, returns to the work reporting location and is released from work within 12 consecutive hours.
- A property-carrying commercial motor vehicle driver has at least 10 hours off duty separating each 12 hours on duty.
- A passenger-carrying commercial motor vehicle driver has at least eight consecutive hours off duty separating each 12 hours on duty.
- A property-carrying commercial motor vehicle driver does not exceed 11 hours maximum driving time following 10 consecutive hours off duty, or
- A passenger-carrying commercial motor vehicle driver does not exceed 10 hours maximum driving time following eight consecutive hours off duty; and
- The motor carrier that employs the driver maintains and retains for a period of six months accurate and true time records showing:
  - The time the driver reports for duty each day
  - The total number of hours the driver is on duty each day
  - The time the driver is released from duty each day, and
  - The total time for the preceding 7 days in accordance with [49 CFR 395.8\(j\)\(2\)](#) for drivers used for the first time or intermittently.

### NON-CDL - 150 AIR-MILE RADIUS DRIVER

#### 49 CFR 395.1(e)(2)

When a driver operates and stays within a 150 air-mile radius of their normal work reporting locations, a logbook does not have to be maintained if the following requirements are met:

- The driver operates a property-carrying commercial motor vehicle for which a commercial driver's license is not required under [49 CFR 383](#);
- The driver operates within a 150 air-mile radius of the location where the driver reports to and is released from work, i.e., the normal work reporting location;
- The driver returns to the normal work reporting location at the end of each duty tour;
- The driver has at least 10 consecutive hours off duty separating each on-duty period;
- The driver does not drive more than 11 hours following at least 10 consecutive hours off duty;

- The driver does not drive:
  - After the 14th hour after coming on duty on five days of any period of seven consecutive days; and
  - After the 16th hour after coming on duty on two days of any period of seven consecutive days;
  - After having been on duty for 60 hours in seven consecutive days if the employing motor carrier does not operate commercial motor vehicles every day of the week;
  - After having been on duty for 70 hours in eight consecutive days if the employing motor carrier operates commercial motor vehicles every day of the week
- Any period of seven or eight consecutive days may end with the beginning of any off-duty period of 34 or more consecutive hours;
- The motor carrier that employs the driver maintains and retains for a period of six months accurate and true time records showing;
  - The time the driver reports for duty each day;
  - The total number of hours the driver is on duty each day;
  - The time the driver is released from duty each day; and
  - The total time for the preceding seven days in accordance with [49 CFR 395.8\(j\)\(2\)](#) for drivers used for the first time or intermittently.

## RECORD RETENTION

Hours of service records (logbooks or time sheets and supporting documents) must be maintained and retained by the carrier for a period of at least six months.

## ADDITIONAL INFORMATION

For further information regarding Hours of Service Regulations contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the Federal Motor Carrier Safety Administration - Utah Division at (801) 963-0098 or click on the link below. Hours of Service Regulations

[Hours of Service Regulations](#)



Rev. 2011.09.13

## Chapter 14

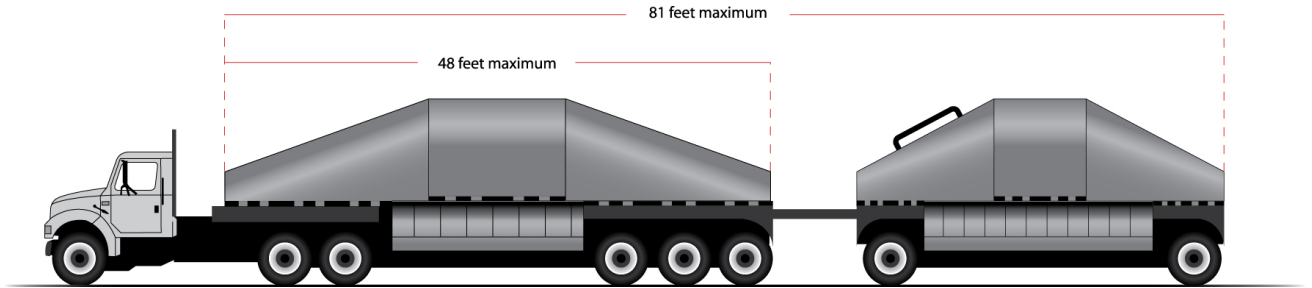
### Vehicle Configuration Diagrams & Measuring Protocol



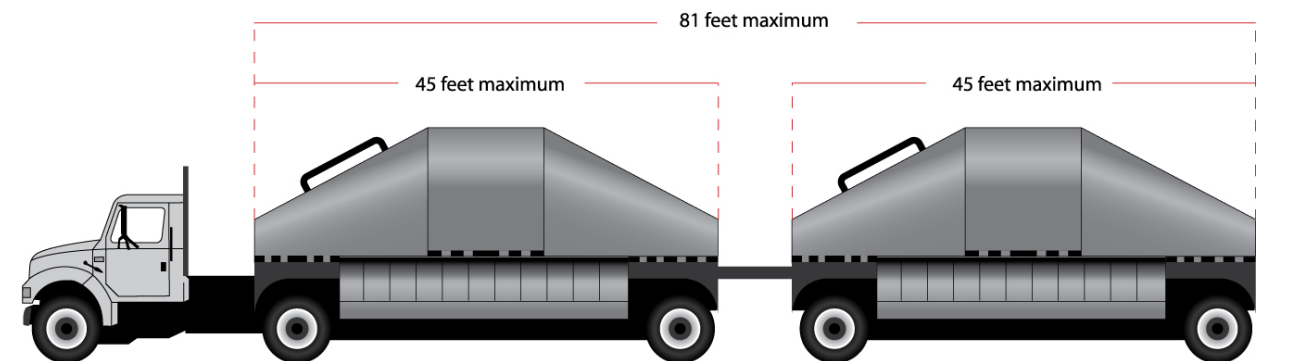
## TRUCK TRACTOR-SEMITRAILER COMBINATIONS

Maximum Cargo/Cargo Carrying Length: 61' Legal, 81' Permitted, 95' with LCV authority

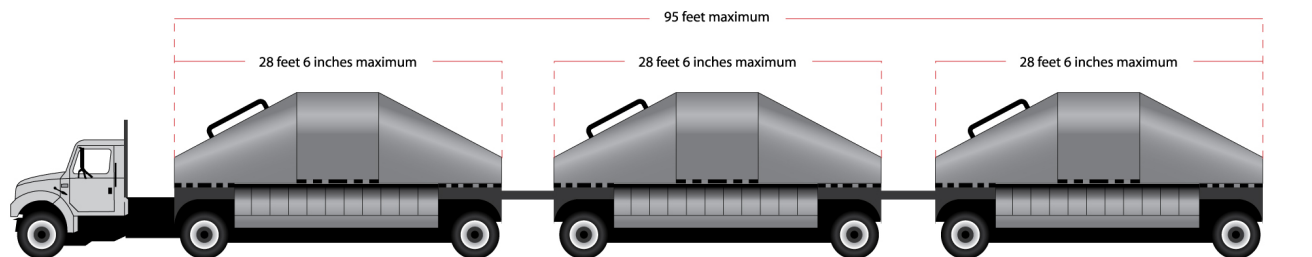
### Rocky Mountain Double



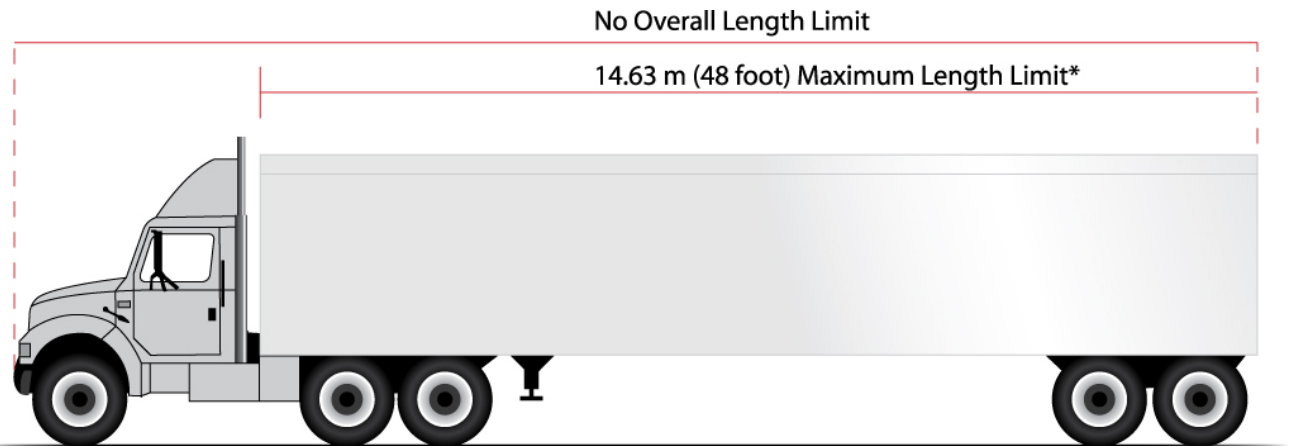
### Turnpike Double



### Triple Combination



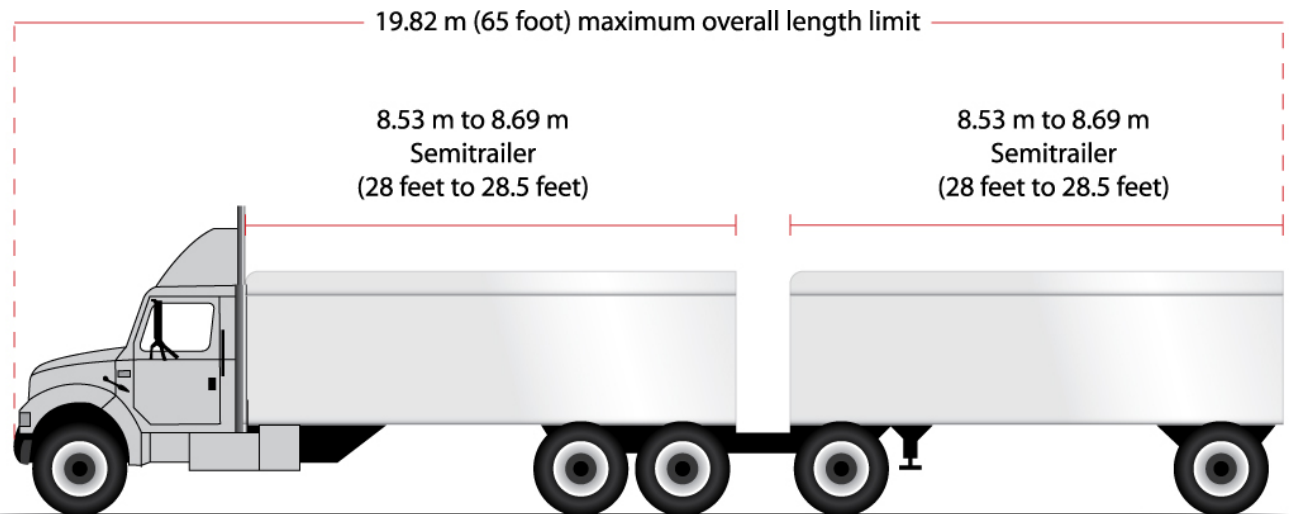
### Tractor Trailer Combination



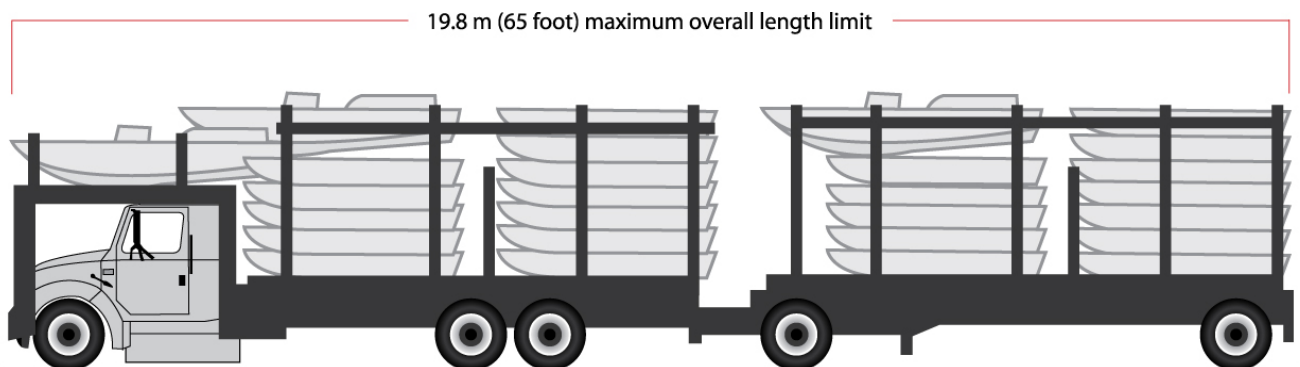
\* or Grandfathered Semitrailer Length

## TRUCK TRAILER COMBINATIONS

### Truck Trailer

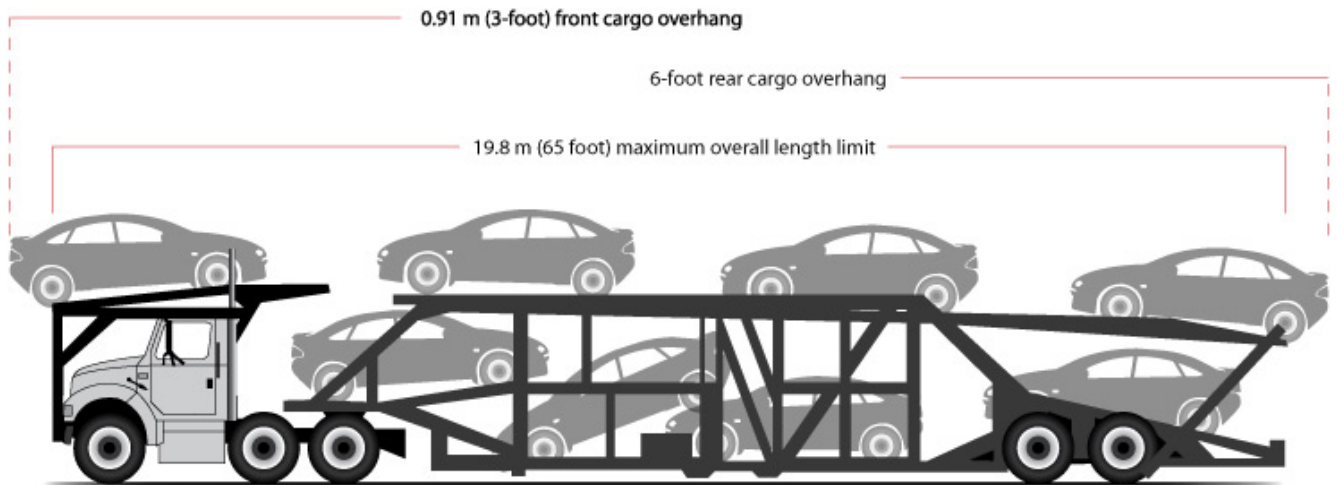


### Straight Truck Towing a Trailer Transporting Boats

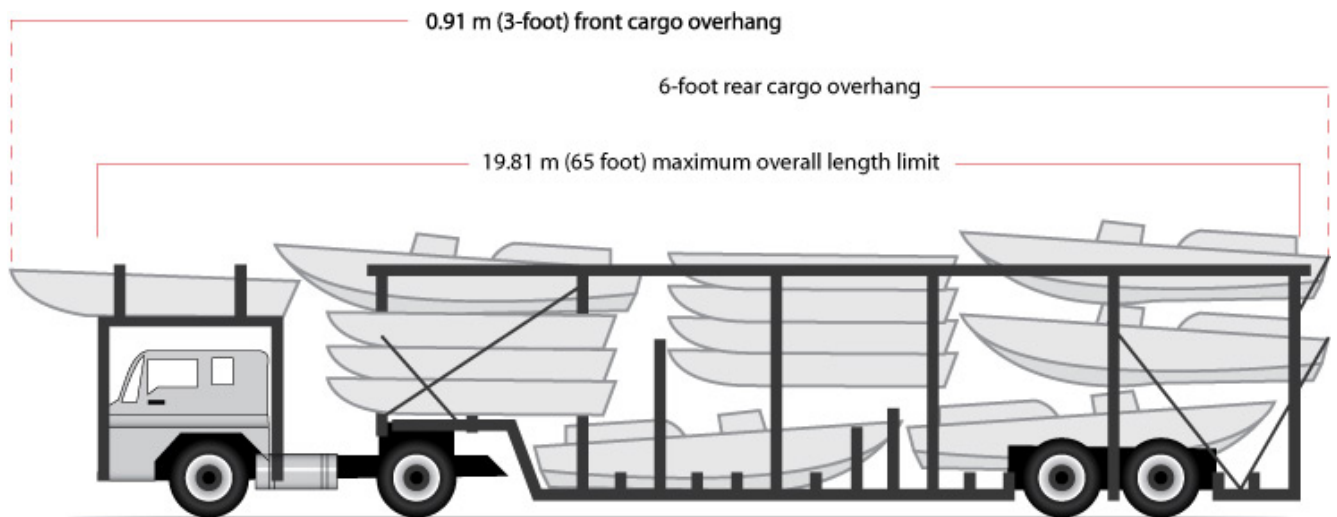


## AUTOMOBILE AND BOAT TRANSPORTER COMBINATIONS

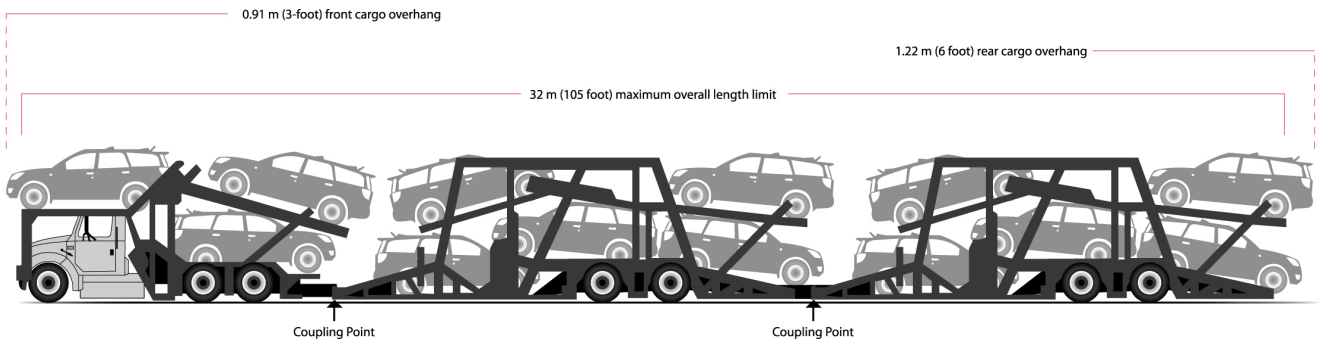
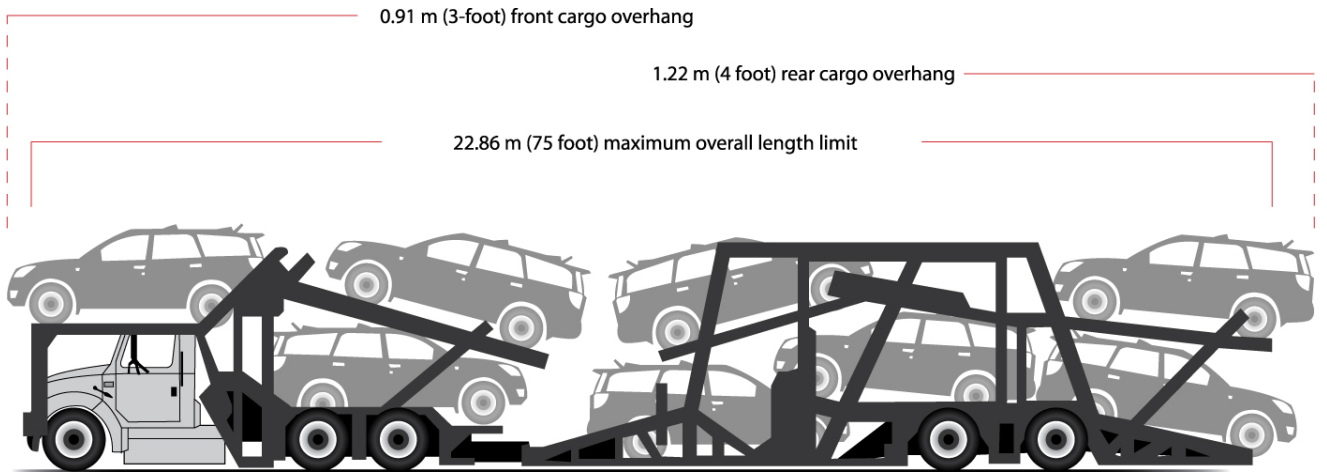
### Conventional Automobile Transporter Combination



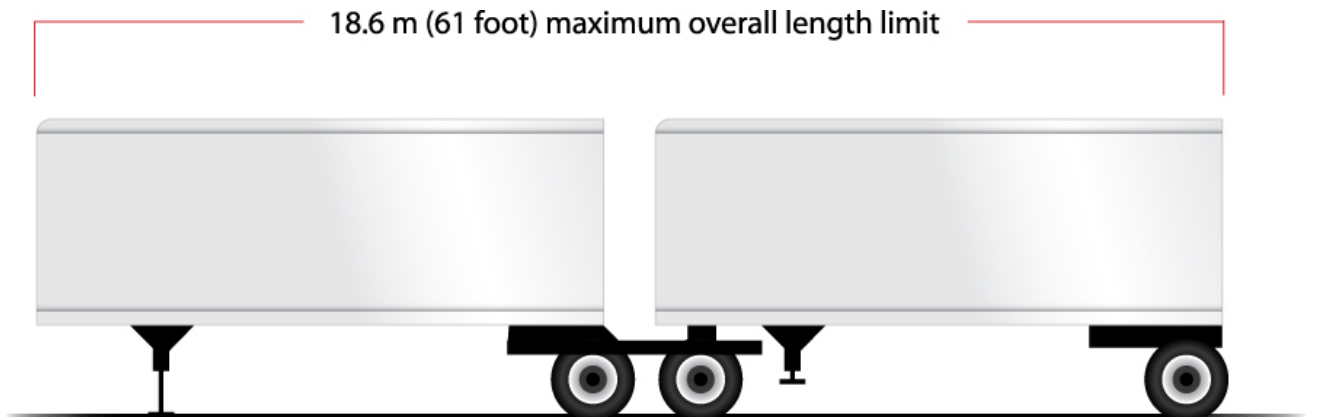
### Conventional Boat Transporter Combination



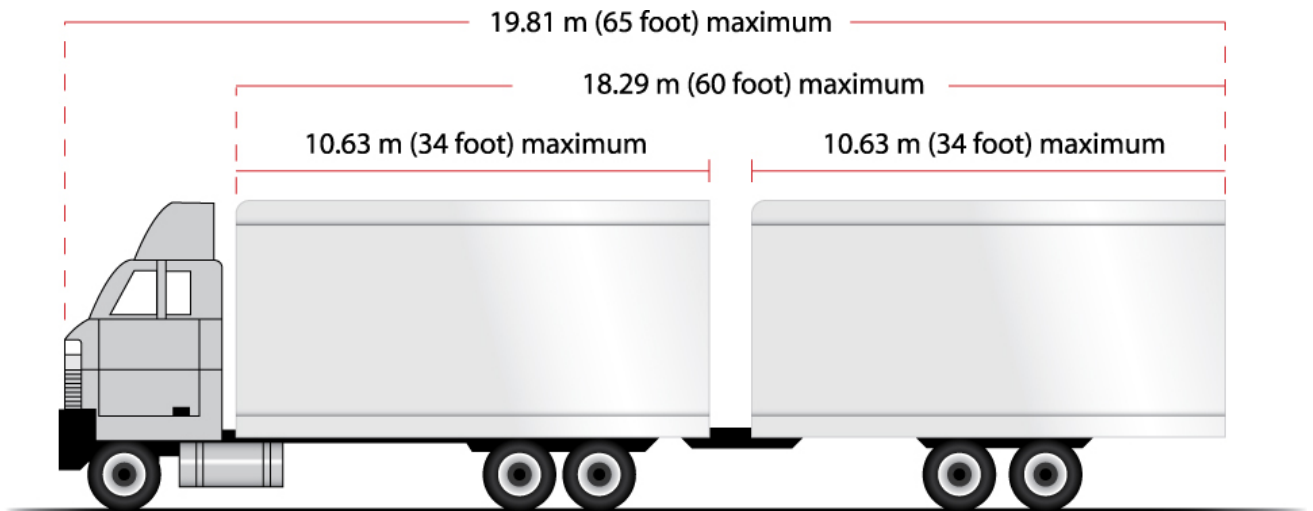
### Stinger Steered Auto Transporter



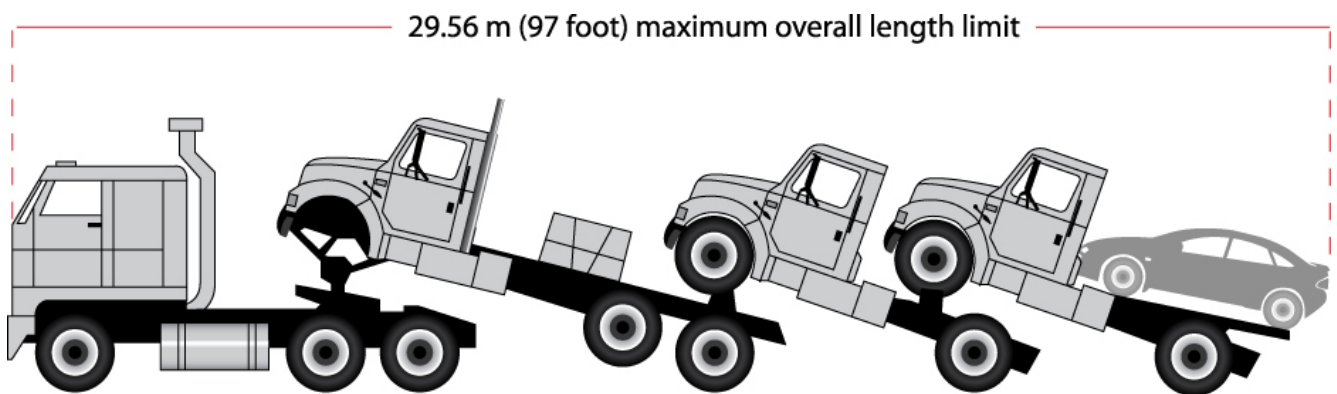
### B-TRAIN SEMITRAILER COMBINATION



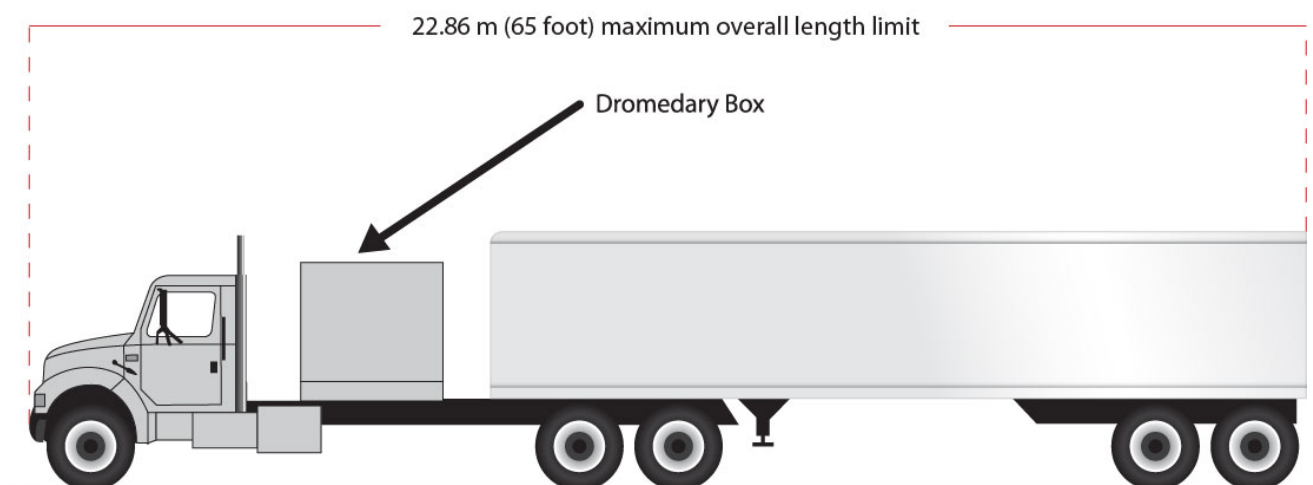
### MAXI-CUBE VEHICLE

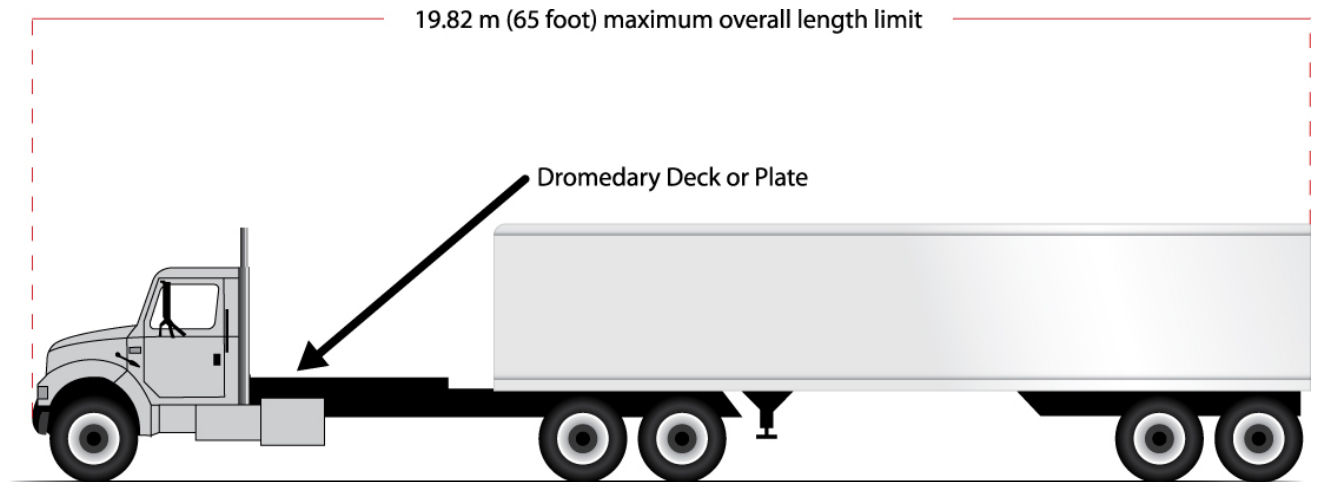


### SADDLEMOUNT WITH FULLMOUNT COMBINATIONS

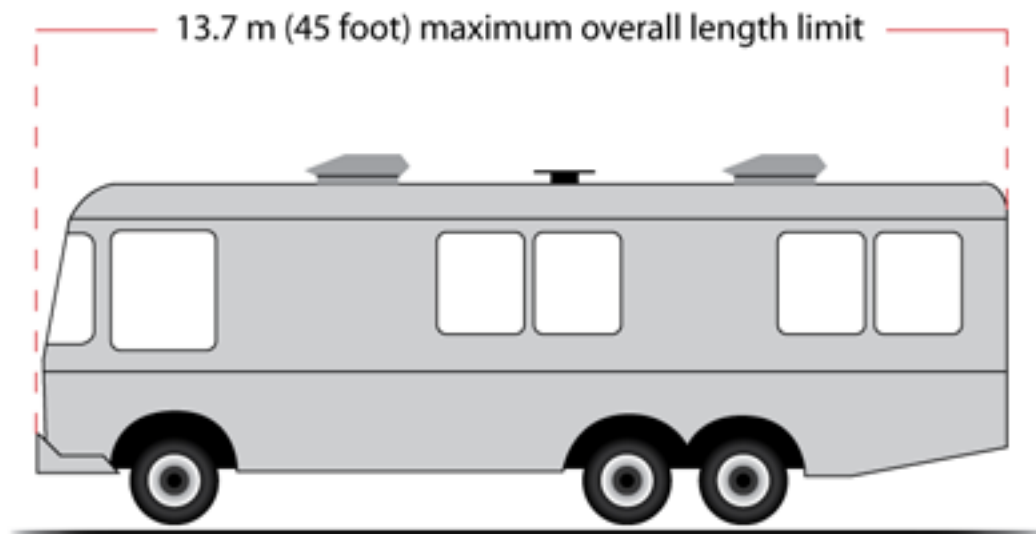
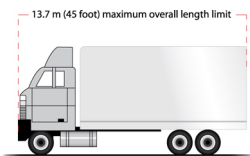


### DROMEDARIES





## TRUCK OR STRAIGHT TRUCK



## ADDITIONAL INFORMATION

For further information regarding the Vehicle Configuration Diagrams & Measuring Protocols contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov)



Rev. 2011.09.13

## Chapter 15

### Legal Size Vehicle Dimensions

## HEIGHT, WIDTH, & LENGTH

The following are the maximum legal vehicle dimensions, loaded or unloaded, that may be operated without special permits on Utah highways:

Height:	14'	Measured from level road surface to top of load or vehicle.
Width:	8' 6"	With or without load. Measured from outside to outside of widest extremities, excluding appurtenant devices as referenced in UCA 72-7-402(1).
Length:		Maximum lengths for various vehicles are as follows:

Vehicle	Maximum Length (1)	Comments
Single motor vehicle	45'	Including front and rear bumpers.
Semi-trailer	48'	There is no overall length limitation on a tractor and semi-trailer combination when the semi-trailer length is 48 feet or less.
	53'	See Oversize Divisible Permit Provisions
Double trailer combinations	61'	Measured from the front of the first trailer to the rear of the second trailer, excluding appurtenances.  There is no overall length limitation on a truck tractor and double trailer combination when the trailers coupled together measure 61 feet or less.  On secondary routes the maximum number of vehicles in combination may not exceed three.
Stinger-steered transporters	75'	Measured from bumper-to-bumper. May have 3 feet of front and 4 feet of rear overhang. <b>Permits are not available for excess overhangs or length.</b> (Re: Federal Size Regulations for Commercial Motor Vehicles- CFR23)- Not to exceed 82 feet maximum overall length. 23 CFR 658.13
Saddle mount	97'	Drive-away with full mount.  Up to triple saddle mount with full mount vehicle transporter combinations allowed. This will allow a maximum of three saddle mount vehicles, one power unit and one full mount. <a href="#">View code: 23 CFR 658.13(e)(iii)</a>
Truck trailer combination	65'	Measured from bumper-to-bumper.
Dromedary unit	65'	Truck tractor, unloaded box/deck and trailer. A vehicle combination equipped with dromedary capability is only considered a dromedary unit when loaded.  If the dromedary box, plate or deck is not being utilized to transport cargo, the vehicle combination must comply with tractor trailer combination length limits.



Vehicle	Maximum Length (1)	Comments
	75'	Dromedary units transporting Class 1 explosives or munitions-related security materials, as specified by the Department of Defense, are allowed up to 75 feet of overall length on the Interstates, US highways and reasonable access routes without requiring a permit. Reasonable access means any other highway that facilitates access to the Interstate or US highway system.
All other combinations, including recreational vehicles	65'	Length limitations do not apply to combinations of vehicles operated at night by a public utility when required for emergency repair of public service facilities or properties, or when operated with an overweight/oversize permit under UCA 72-7-406.  Appurtenances attached to the sides or rear of a recreational vehicle that is not a commercial motor vehicle are excluded for purposes of measuring width and length of the recreational vehicle if the additional width or length of the appurtenances does not exceed 6 inches. UCA 72-7-402(1)(c)
Overhang	3' Front	A vehicle or combination of vehicles, as defined in UCA 41-1a-102, may not carry any load 6' Rear extending more than 3 feet beyond the front of the power unit or more than 6 feet beyond the rear of the bed or body of the vehicle.
Drawbar	15'	The drawbar or other connection between any two vehicles, one of which is towing or drawing the other on a highway, may not exceed 15 feet in length from the one vehicle to the other (measured from box to box and/or frame to frame), except in the case of a connection between any two vehicles transporting poles, pipe, machinery, or structural material that cannot be dismembered when transported upon a pole trailer as defined in UCA 41-6a-102 (45).

**Note:**

When measuring a drawbar length on vehicles that have the coupling device, hitch mounted on the end of the box, bed or frame, do not include the coupling device/hitch in the measurement. An example of this would be a drawbar that when not attached to a tow vehicle, does not exceed 15 feet but when attached to the towing vehicle, the distance from frame to frame or box to frame is greater than 15 feet as a result of the coupling device/hitch.

**DEFINITIONS:**

**Tractor:** A motor vehicle designed to carry a portion of a load within or on a trailer and not constructed to carry a load by itself.

**Truck:** A single unit motor vehicle used primarily for the transportation of property. Trucks are designed to carry a load without requiring a trailer. However, a trailer may be added to increase load carrying capacity.

**Exception:** When measuring a vehicle to determine legal dimensions, do not include appurtenances. Appurtenances include the following:

- Refrigerator units
- Hitches

- Air line connections
- Load securing devices

**Note: This exclusion does not apply to devices designed or used to carry cargo.**

**Defining and Measuring Legal Height:** Commercial vehicles may operate within the legal height dimension of 14 feet. This is determined by measuring from the surface of the roadway to the highest point on the load or vehicles.

**Defining and Measuring Legal Width:** Commercial vehicles may operate within the legal width dimension of 8 feet 6 inches. This is determined by measuring from the widest points on each side of the vehicle or load.

**Defining and Measuring Legal Length:**

- **Single Unit Motor Vehicle:** A single motor vehicle is a power unit that is not towing or pulling another vehicle. These vehicles may not exceed 45 feet in length. This is determined by measuring from the front-most point of the vehicle to the rear-most point of the vehicle, excluding overhangs. In most cases, this would be measured from front bumper to rear bumper.
- **Semi Trailer or Full Trailer Combinations:** Semi trailers or full trailers are vehicles that cannot be moved under their own power and are designed to carry a load while being drawn behind a power unit. The legal length for semi-trailer or full trailer is 48 feet. This is determined by measuring from the front most point of the trailer to the rear most point of the trailer and should not include any cargo with the measurement.

**Note: There is no overall length limitation on a tractor and semi-trailer combination when the trailer length is 48 feet or less.**

**Exception:** Although trailers in excess of 48 feet up to 53 feet in length exceed legal dimensions, an oversize permit is not required provided they are traveling one mile or less from and interstate or a state route system.

- **Truck Trailer Combinations:** A Truck Trailer Combination is allowed up to 65 feet of overall length. This is determined by measuring from the front bumper of the truck to the rear bumper of the trailer, including the drawbar or connecting devices. Front and rear overhangs are not included in the overall length.

**Basic Rule: A truck towing a gooseneck or fifth wheel trailer is considered a truck trailer combination when the truck is carrying cargo. Otherwise, when the truck is not carrying cargo, the combination is considered a tractor trailer and does not have an overall length limit.**

- **Double Trailer Combinations:** A double trailer combination consisting of a tractor and two trailers may have a combined trailer length up to 61 feet. This is determined by measuring from the front of the lead trailer to the back of the rear trailer including the connecting equipment. This measurement is referred to as cargo carrying length. There is no overall length limit for a tractor and double trailer combination when the trailers coupled together measure 61 feet or less.
- **Stinger-Steered Transporters:** Stinger-steered transporters are considered specialized equipment and have been given additional length allowances by the Federal Highway Administration. These additional length allowances are available only when transporting automobiles, boats, or camp trailers. These industries were able to demonstrate that this vehicle type can be safely operated at these dimensions. Additionally, this allowance has provided for a more efficient mode of transportation and has increased productivity, thereby, facilitating commerce.

A stinger-steered transporter is a truck and trailer combination where the fifth wheel is located on a drop frame behind and below therear most axle of the power unit. These units are most recognized as auto or boat transporters.

The legal length of a stinger-steered transporter is 75 feet measured from bumper to bumper. These combinations are allowed to have an additional 3 feet of front overhang and 4 feet of rear overhang.

To determine proper measuring points on these combinations when extendable ramps or flippers are used and to ensure consistency and uniformity within the Division, measurements will be taken as follows:

The cargo carrying length of 75 feet is measured from the front bumper of the power unit rearward to the rear bumper of the trailer. When flippers or ramps are used, and the front bumper of the power unit to rear bumper of the trailer measurement is less than 75 feet, the measurement will be taken from the front bumper rearward 75 feet.

**Note: This 75 foot point may extend beyond the rear bumper of the trailer and be located within the extended ramp or flipper.**

- The 3 feet of front overhang is measured from the front bumper of the power unit to the end of the overhang.
- The 4 feet of rear overhang is measured from the rear bumper of the trailer to the end of the overhang, or from the 75 foot point on the flipper or ramp to the end of the overhang.
- The total overall length allowed including overhangs with or without ramps or flippers may not exceed 82 feet.

**Note: Stinger steered combinations exceeding 3 feet of front overhang, 4 feet of rear overhang, and 82 feet of overall length will not be permitted and corrective action will be necessary before returning to the highway. Corrective actions may include but are not limited to shifting or removing vehicles.**

- **Saddle Mount Combinations:** A saddle mount configuration consists of a truck or tractor transporting up to four additional trucks, tractors, or vehicles. You should note that the industry may refer to this configuration as a "piggy back" unit. The additional trucks or tractors are connected by a saddle to the frame or 5th wheel of the power unit or preceding vehicle. A saddle mount configuration is legal up to 97 feet overall length and may consist of:
  - The power unit
    - No more than three saddle mounted vehicles, and/or
    - One fully mounted vehicle loaded without any part touching the road surface

To determine legal dimensions, measure from the front bumper of the power unit to the rear most point of the last vehicle.

- **Dromedary Units:** A dromedary is a box, deck, or plate mounted behind the tractor's cab and forward of the fifth wheel on its frame. A dromedary unit is considered a truck trailer combination and has a maximum legal length limit of 65 feet. This is determined by measuring from the front bumper of the power unit, to the rear most point of the trailer.

A vehicle combination equipped with dromedary capability is only considered a dromedary unit when loaded. If the dromedary box, plate, or deck is not being utilized to transport cargo, the vehicle combination will be considered a tractor trailer combination, and must comply with tractor trailer combination length limits.

**Exception:** Dromedary units transporting Class 1 explosives or munitions-related security materials, as specified by the Department of Defense, are allowed up to 75 feet of overall length on the Interstates, US highways and reasonable access routes without requiring a permit. Reasonable access means any other highway that facilitates access to the Interstate or US highway system.

- **All Other Combinations:** All other configurations not defined above are considered to be "other combinations". Maximum legal length for "other combinations" is 65 feet. This is determined by measuring from the front of the first vehicle, to the back of the rear most vehicle within the combination including connecting devices. Exception: Appurtenances attached to the sides or rear of a recreational vehicle (non-commercial), are excluded for the purposes of measuring width and length, provided the additional width or length does not exceed 6 inches such as door handles, light fixtures and awnings.

## ADDITIONAL INFORMATION

For further information regarding Maximum Legal Size Vehicle Dimensions contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the closest Port of Entry. Contact information can be found in the Utah Agency Directory Section, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).



Rev. 2011.09.13

## Chapter 16

### General Oversize Permit Provisions

## OBTAINING OVERSIZE PERMITS

Before moving a vehicle or load, which exceeds legal dimensions as outlined in the Legal Vehicle Dimensions a permit must be obtained and carried in the vehicle for inspection by law enforcement personnel. Destroyed or illegible permits may be re-printed or replaced at any port of entry.

The appropriate permit for oversize vehicles and loads, including special mobile equipment, must be obtained prior to operating within the State of Utah, except when entering on I-15 (St. George) and I-80 (Echo and Wendover).

**Note: These ports are located at the border and permits are available upon entry. If port of entry is closed permits may be purchased online, or contact the closest port of entry or the Motor Carrier Division. Contact information can be found in the Utah Agency Directory Section.**

Permits may be purchased online at [www.udot.utah.gov/public/mcs](http://www.udot.utah.gov/public/mcs) prior to entry. Permits may be purchased by major credit card and may be issued based on annual permit dimensions and weight, or on a single trip basis.

The following conditions must be met to obtain a permit:

- Be in compliance with all financial responsibility obligations as specified under [49 CFR 387, R909-1](#).
- Vehicle(s) must be properly registered. [UCA 41-1a-101](#)
- Driver(s) are properly licensed with appropriate endorsements.
- Must be in compliance with the Federal Motor Carrier Safety Regulations (FMCSRs). [49 CFR Parts 382-399](#)
- Must be in compliance with the Hazardous Material Regulations (HMRs). [49 CFR Parts 171-180](#)
- Must be in compliance with all UCR requirements

## LIABILITY OF PERMITTEE

The applicant or permittee, as a condition for obtaining an oversize permit, shall assume all responsibility for crashes, including injury to any persons or damage to public or private property caused by operations.

## INDEMNITY CLAUSE

The applicant or permittee agrees to indemnify and hold harmless the Department from any and all claims resulting directly or indirectly from the operation and/or transportation of vehicles or combination of vehicles operating under an oversize/overweight permit.

## PERMIT REVOCATION, SUSPENSION AND CONFISCATION

Vehicles operating under an oversize/overweight permit shall not be operated in excess of the posted speed limit or the speed indicated on the permit, whichever is less. In no case shall a permitted movement proceed at a speed which shall endanger the safety of persons or property. Permits shall be subject to confiscation for speed violations.

Violation of the terms or conditions of an oversize/overweight permit, including but not limited to: speeding, lane travel, weather, load securement, Federal Motor Carrier Safety Regulations, and/or Hazardous Material Regulations may result in the revocation, suspension, or confiscation of the permit. Before the vehicle can be moved, it must be made legal, properly permitted, and violations corrected.

Patterns of non-compliance at a company level may constitute action taken against the carrier's overall permit privileges and may result in additional civil penalties and an order to cease operations.

## WEATHER TRAVEL RESTRICTIONS

[49 CFR 392.14](#)

Extreme caution in the operation of a commercial motor vehicle shall be exercised when hazardous conditions are present, such as those caused by snow, ice, sleet, fog, mist, rain, dust, or smoke, adversely affect visibility or traction. Speed shall be reduced when such conditions exist. If conditions become

sufficiently dangerous, the operation of the commercial motor vehicle shall be discontinued and shall not be resumed until the commercial motor vehicle can be safely operated. Whenever compliance with the foregoing provisions of this rule increases hazard to passengers, the commercial motor vehicle may be operated to the nearest point at which the safety of passengers is assured.

No carrier shall operate an LCV combination, with a combined trailer length in excess of 81 feet, when the following conditions exist:

- Wind in excess of 45 mph
- Snow and ice on the roadway
- Visibility less than 1,000 feet

When any of the above conditions exist the carrier may choose one of the following options:

- Cease operations until weather conditions improve
- Driver may drop a trailer at a safe location

**Note: Leaving a trailer on the roadway including exit or entrance ramps is not permitted.**

## TRAVEL LANE RESTRICTIONS

### UCA 41-6a-702

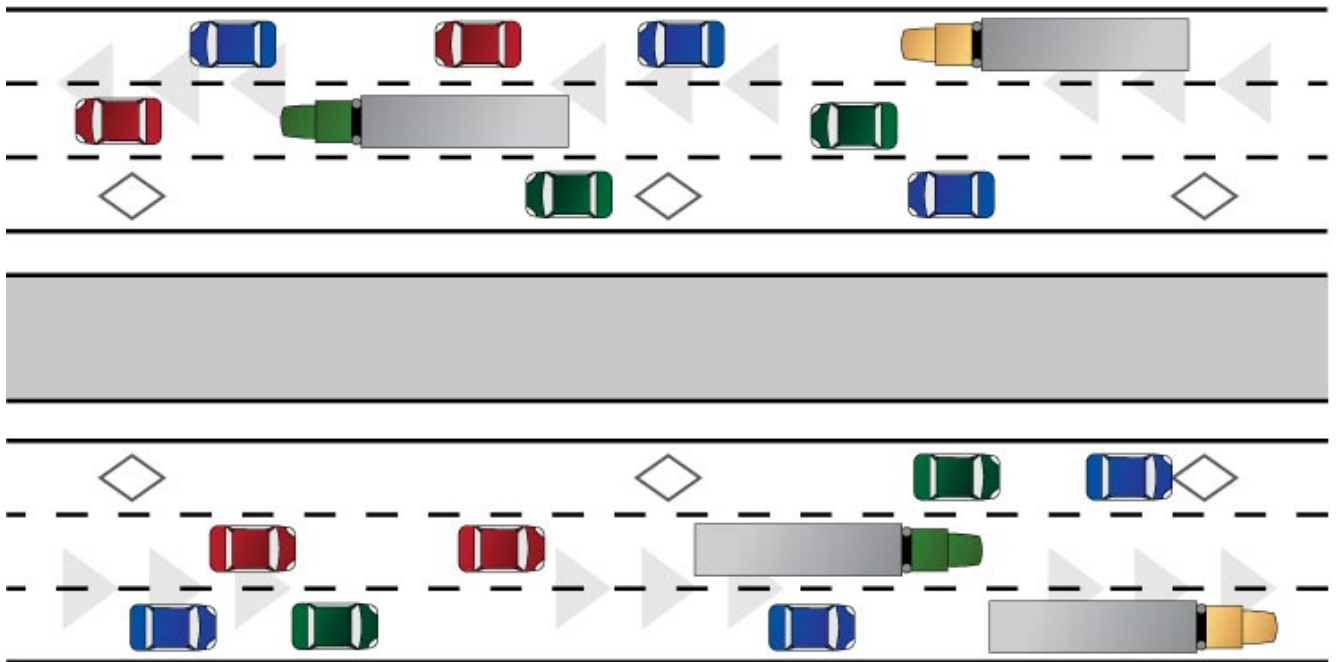
#### Left Lane Travel Restrictions

A person may not operate a vehicle in the left-most lane or High Occupancy Vehicle (HOV) lanes if:

- Vehicle is drawing a trailer or semi trailer regardless of size, or
- Vehicle or combination of vehicle has a gross vehicle weight of 12,001 or more pounds.
- Left most lane when three or more lanes exist in the direction of travel.

#### Right Lane Travel Restrictions

- Permitted non-divisible vehicles shall be driven in the right-most lane of traffic, except where the right lane must exit.
- When overtaking and passing another vehicle, permitted non-divisible vehicles shall be driven to the immediate left of the right-most lane returning to the right most lane as soon as feasible
- If right-most lane is designated as an "auxiliary" lane, vehicles shall operate in the center lane until the "auxiliary" lane ends.



## CURFEW CONGESTION AREA TIMES AND RESTRICTIONS

### General

Unless otherwise authorized by the Motor Carrier Division, travel is prohibited for loads in excess of 10' wide, 105' overall length, and 14' in height Monday thru Friday between 6:00 a.m. and 9:00 a.m. as well as 3:30 p.m. and 6:00 p.m. on the following highways:

- All highways south of Perry Interchange, I-15, Exit #357.
- All highways in Weber, Davis, and Salt Lake Counties.
- All highways north of Ironton Interchange, I-15, Exit #261
- SR 68, North of Mile Post 16 in Utah County.

[See map section](#) (page 158) .

### Holiday Travel

Travel is prohibited for loads in excess of 10' wide, 105' overall length, and 14' in height during the following holidays:

- Christmas Day
- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day

Travel is restricted on the above holidays as listed below:

- Monday Holiday Observance:

When the holiday is observed on a Monday, travel is prohibited from 2:00 p.m. on Friday until daylight on the Tuesday following the recognized holiday.

- Tuesday, Wednesday and Thursday Holiday Observance:



When the holiday is observed on a Tuesday, Wednesday, or Thursday, travel is prohibited from 2:00 p.m. on the day before the holiday until daylight the day after the holiday.

- Friday Holiday Observance:

When the holiday is observed on a Friday, travel is prohibited from 2:00 p.m. on Thursday until daylight on Monday following the recognized holiday.

**Exception:** The Motor Carrier Division may authorize exceptions to the above noted restrictions. This authorization may be granted by Division Administration or the Super Load Coordination Team based on mitigating circumstances.

**Note: Daylight is defined as ½ hour before sunrise and ½ hour after sunset.**

## NIGHT TIME TRAVEL PROVISIONS

The Motor Carrier Division encourages the movement of oversize loads at night under the following conditions:

- Loads may not exceed 12' wide on secondary highways, 14' wide on interstates, and 14' high on all roadways.
- Loads exceeding 10' wide, 105' overall length, or 10' front and rear overhang are required to have one certified pilot/escort on interstate highways and two on all secondary highways.
- Loads exceeding 92' overall length are required to have proper lighting every 25', with amber lights to the front and sides of the load marking extreme width, and red to the rear.
- For non-divisible loads it may make more safety sense to allow nighttime movement to avoid heavy traffic delays and congestion. The Division may allow nighttime travel for these types of loads by contacting the Super Load Coordination Team at (801) 707-1027.
- Except as outlined above, all loads are restricted to daylight hours.
  - Daylight is defined as 1/2 hour before sunrise and 1/2 hour after sunset. For daylight hours chart visit [http://aa.usno.navy.mil/data/docs/RS\\_OneDay.html](http://aa.usno.navy.mil/data/docs/RS_OneDay.html).

**Note: Nighttime travel authorization does not supersede adverse weather conditions.**

## VENDORS AND MANUFACTURERS

Vendors and manufacturers of trailers, special mobile equipment, or specialized vehicles and/or combination of vehicles, are urged to coordinate with the Motor Carrier Division before manufacturing, modifying or selling such equipment for use in this state.

## ADDITIONAL INFORMATION

For further information regarding General Oversize Permit Provisions contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the closest Port of Entry. Contact information can be found by clicking on the Utah Agency Directory Section on the homepage or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).



Rev. 2011.09.13

## Chapter 17

### Oversize Non-Divisible Load Provisions

## PERMIT FEE SCHEDULE

### OVERSIZE NON-DIVISIBLE LOADS

#### Oversize Non-Divisible Loads

Single Trip	\$30.00
Semi-Annual (180 Days)	\$75.00
Annual (365 Days)	\$90.00

Permitted vehicles must comply with the following conditions:

- All vehicles and/or loads shall be reduced to the minimum practical dimensions
- Semi-annual and annual permits may be issued for dimensions up to, but not exceeding:
  - 14 feet in height
  - 14 feet 6 inches in width
  - 105 feet in length
- In multiple trailer combinations, a lighter trailer may not be placed in front of a heavier trailer when the weight difference is greater than 4000 lbs
- Bulldozer blades, loader buckets or similar equipment exceeding 16 feet in width shall be removed for transport. This equipment may be hauled on the same load with the machinery after removal

**Note: Exceptions may be granted by the Motor Carrier Division for an issuance of an annual oversize permit for a vehicle or combination of vehicles that is more than 14 feet six inches wide, 14 feet high, or 105 feet long if the department determines the permit is needed to accommodate highway transportation needs for multiple trips on specific routes. For authorization visit [utahmc.com](http://utahmc.com) and click on the "Buy Permits" button or contact the Motor Carrier Division (866) 215-5399.**

- A Divisible permit may be used to carry a Non-Divisible load provided axle, gross and bridge allowances are within permit conditions and dimensions are within 8'6" wide and 14' high.
- Classification of Divisible vs. Non-Divisible will be determined by the nature of the load, not the vehicle configuration.

**Note: When operating under a non-divisible permit for vehicle dimensions and carrying a divisible load, load may not exceed legal divisible dimensions (14' high, 8'6" wide, 53' long).**

### DEPARTMENT AUTHORITY

The Department may, at its discretion, authorize oversize permits exceeding the provisions of [UCA 72-7-406](#) for non-divisible loads over approved routes.

### TRANSPORTING OF A VEHICLE AND/OR LOADS EXCEEDING:

- 17 feet in width or greater on two-lane routes.
- 20 feet in width on interstates, or
- 17 feet 6 inches in height on all public highways may be allowed under the following terms and conditions:
  - The permittee shall notify the Motor Carrier Division by submitting a permit application online or by telephone, of the dimensions of the oversize vehicle and/or load and the proposed route to be used. The Motor Carrier Division will notify the Utah Department of Transportation (UDOT) region or district permit officials affected by the proposed route, and will obtain their authorization for the move. If the UDOT Permit Officer requires a department employee and vehicle to accompany the move, the permittee must pay the cost.
    - The cost to the permittee shall be \$40.00, or the full cost of a department employee and vehicle, whichever is greater. Employee time shall be charged at actual rate plus expense and

overtime. The permittee shall also pay any charges to move utility lines, traffic control devices or roadway appurtenances and for any damages caused by his operations.

- The permittee must request authorization through the online permitting system found at [utahmc.com](http://utahmc.com) at least 48 hours in advance of the movement to provide sufficient time to arrange employee/vehicle support. It is the permittee's responsibility to obtain utility company authorizations/clearances and certified pilot escorts. The permit is not valid until all clearances are received.
- The permit office in addition to any other escort requirements may also require a certified police escort. Costs and scheduling shall be the responsibility of the permittee. The permittee shall contact the appropriate local Law Enforcement Agency or the Utah Highway Patrol (UHP) at (801) 965-4518 to make arrangements for a certified police escort; a minimum of 48 hours advance notice is required.
- All loads in excess of 175 feet in length MUST have a minimum of one police escort; all loads in excess of 200 feet in length will require a minimum of two police escorts. Exception: Loads that are unladen (decked).

### LIGHTING, SIGNING, AND FLAG REQUIREMENTS FOR OVERSIZE LOADS

- Warning lights required when headlights are necessary [49 CFR 393.11](#).
- Front overhang in excess of three (3) feet shall be marked with a steady, amber marker light and red flag. Flag shall be a minimum of 18 inches square, on a 3 foot staff.

**Note: Amber lights are not required when the overhang is positioned between vehicles in combination.**

- Rear overhang exceeding four (4) feet shall be marked with red clearance lights for allowed night travel.
- Vehicles with front or rear overhang exceeding 20 feet from the front or rear bumper of a vehicle, or from the center of the closest axle in the absence of a bumper, shall display an American Association of Motor Vehicle Administrators (AAMVA) approved warning light which rotates, oscillates, or flashes through 360 degrees, mounted at the rearmost or foremost part of the overhang at a minimum height of 4 feet above ground.
- Tow vehicle headlights shall be operated on low beam, day or night, as an additional warning to traffic.
- Night time travel, when authorized by the Motor Carrier Division, may be permitted with marker lights indicating extreme width:
  - Amber lights front and center
  - Red lights to the rear

### SIGN REQUIREMENTS

Non-divisible oversize loads exceeding 10 feet in width, 14 feet in height and 92 feet in length shall display an #OVERSIZE LOAD# sign. The purpose for these signs is to warn the motoring public that extra large vehicles are in operation.

### DIMENSIONS

- Signs must be 7 feet x 18 inches.
- Signs must have a yellow background with 10 inch high black letters; painted with 1 5/8 inches wide stroke to read: "OVERSIZE LOAD"
- Sign material is to be impervious to moisture.
- Front signs may be mounted on front bumper or on top of vehicle cab with letters presented toward the front of the vehicle.
- Rear signs shall be positioned at the rear most part of the vehicle or load as feasible, insuring in all cases that the load does not obstruct the view of the sign.
- If possible, the bottom edge of the sign should be positioned not more than 5 feet above the road surface.

- Signs should be mounted with adequate supporting anchorage, constructed, maintained, and displayed so that they are clearly legible at all times.
- When the vehicle is not engaged in an oversize movement, signs shall be covered, removed, or placed face down.
- Flags shall be completely clean and not torn, faded, or worn out and shall be fastened so as to wave freely.

**Note: This requirement often allows for judgment to be exercised by both law enforcement personnel and the motor carrier industry. The most important consideration is whether the sign can be seen and understood by the oncoming motoring public. As a result it is not necessary the sign is positioned #exactly# 5 feet above the road surface, but that it meets the safety intent of the requirement.**

**Exception:** If a carrier demonstrates that the having to obtain a single trip permit for a vehicle or combination of vehicles that exceed 14 feet in height, 14 feet 6 inches in width and 105 feet in length is labor intensive and creates a hardship to its operation, the Department may grant a semi-annual or annual oversize permit to accommodate the request. Factors used to demonstrate hardships include multiple trips per day or week with the same dimensions, consistent route and no change to permit provisions. These permit requests are entered into the [Motor Carrier online system](#) and processed by the Super Load Coordination Team.

## FLAGGING REQUIREMENTS

Red/orange flags must be affixed on all extremities when:

- Vehicle and/or load exceed 10 feet in width.
- Load overhangs the side(s) of the vehicle(s).
- Loads on a vehicle exceeding 3 feet to the front or 4 feet to the rear of the bed or body while in operation.
- Flags shall be completely clean and not torn, faded, or worn out and shall be fastened so as to wave freely.

## CONVOYS

The movement of more than one permitted vehicle is allowed provided prior authorization is obtained from the Motor Carrier Division with the following conditions:

- Number of permitted vehicles in the convoy shall not exceed two.
- Loads may not exceed 12' wide or 150' overall length.
- Distance between vehicles shall not be less than 500 feet or more than 700 feet.
- Distance between convoys shall be a minimum of one mile.
- All convoys shall have a certified pilot/escort in the front and rear with proper signs.
- Police escorts or UDOT personnel may be required.
- Convoys must meet all lighting requirements required in [49 CFR 393.11](#) and in the lighting section for nighttime travel.
- Convoys are restricted to freeway and interstate systems.
- Nighttime travel may be approved by the Superload Coordination Team (801-707-1027).
- Approval may be obtained by contacting the Motor Carrier Division or any Port of Entry.

**Note: The Motor Carrier Division on a case-by-case basis may grant exceptions to the above. For further information please call (801) 707-1027 or (866) 215-5399.**

## CURFEW RESTRICTIONS

Travel is prohibited for loads in excess of 10' wide, 105' OAL, and 14' high Monday thru Friday between 6:00 a.m. and 9:00 a.m. as well as 3:30 p.m. and 6:00 p.m. on the following highways:

- All highways south of Perry Interchange, I-15, Exit #357.
- All highways in Weber, Davis, and Salt Lake Counties.
- All highways north of Ironton Interchange, I-15, Exit #261.
- SR 68, North of Mile Post 16 in Utah County.

**Note: For reference, the south border of this area begins at Reference Point 16 in Utah County while traveling on State Route 68.**

## HOLIDAY TRAVEL

Travel is prohibited for loads in excess of 10' wide, 105' OAL, and 14' high during the following holidays:

- Christmas Day
- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day

Travel is restricted on the above holidays as listed below:

- Monday Holiday Observance:

When the holiday is observed on a Monday, travel is prohibited from 2:00 p.m. on Friday until daylight on the Tuesday following the recognized holiday.

- Tuesday, Wednesday and Thursday Holiday Observance:

When the holiday is observed on a Tuesday, Wednesday, or Thursday, travel is prohibited from 2:00 p.m. on the day before the holiday until daylight the day after the holiday.

- Friday Holiday Observance:

When the holiday is observed on a Friday, travel is prohibited from 2:00 p.m. on Thursday until daylight on Monday following the recognized holiday.

**Exception:** The Motor Carrier Division may authorize exceptions to the above noted restrictions. This authorization may be granted by Division Administration or the Super Load Coordination Team based on mitigating circumstances.

**Note: Daylight is defined as ½ hour before sunrise and ½ hour after sunset.**

## NIGHT TIME TRAVEL PROVISIONS

The Motor Carrier Division encourages the movement of oversize loads at night under the following conditions:

- Loads may not exceed 12 feet wide on secondary highways, 14 feet wide on interstates, and 14 feet high on all roadways.
- Loads exceeding 10 feet wide, 105 feet overall length, or 10 feet front and rear overhang are required to have one certified pilot/escort on interstate highways and two on all secondary highways.
- Loads exceeding 92' overall length are required to have proper lighting every 25'. With amber lights to the front and sides of the load marking extreme width, and red to the rear.
- Acceptable travel conditions exist in accordance with [43 CFR 392.14](#).

Daylight is defined as 1/2 hour before sunrise and 1/2 hour after sunset. For daylight hours chart visit [http://aa.usno.navy.mil/data/docs/RS\\_OneDay.html](http://aa.usno.navy.mil/data/docs/RS_OneDay.html).

## WEATHER TRAVEL RESTRICTIONS

[49 CFR 392.14](#)

Extreme caution in the operation of a commercial motor vehicle shall be exercised when hazardous conditions are present, such as those caused by snow, ice, sleet, fog, mist, rain, dust, or smoke, adversely affect visibility or traction. Speed shall be reduced when such conditions exist. If conditions become sufficiently dangerous, the operation of the commercial motor vehicle shall be discontinued and shall not be resumed until the commercial motor vehicle can be safely operated. Whenever compliance with the foregoing provisions of this rule increases hazard to passengers, the commercial motor vehicle may be operated to the nearest point at which the safety of passengers is assured.

Loads will not be permitted to travel when the following conditions exist:

- Wind in excess of 45 mph.
- Any accumulation of snow or ice on the roadway.
- Visibility less than 1,000 feet.

When any of the above conditions exist the carrier may choose one of the following options:

- Cease operations until weather conditions improve.
- Driver may drop a trailer at a safe location.

**Note: Leaving a trailer on the roadway including exit or entrance ramps is not permitted.**

## TRAVEL LANE RESTRICTIONS

### [UCA 41-6a-702](#)

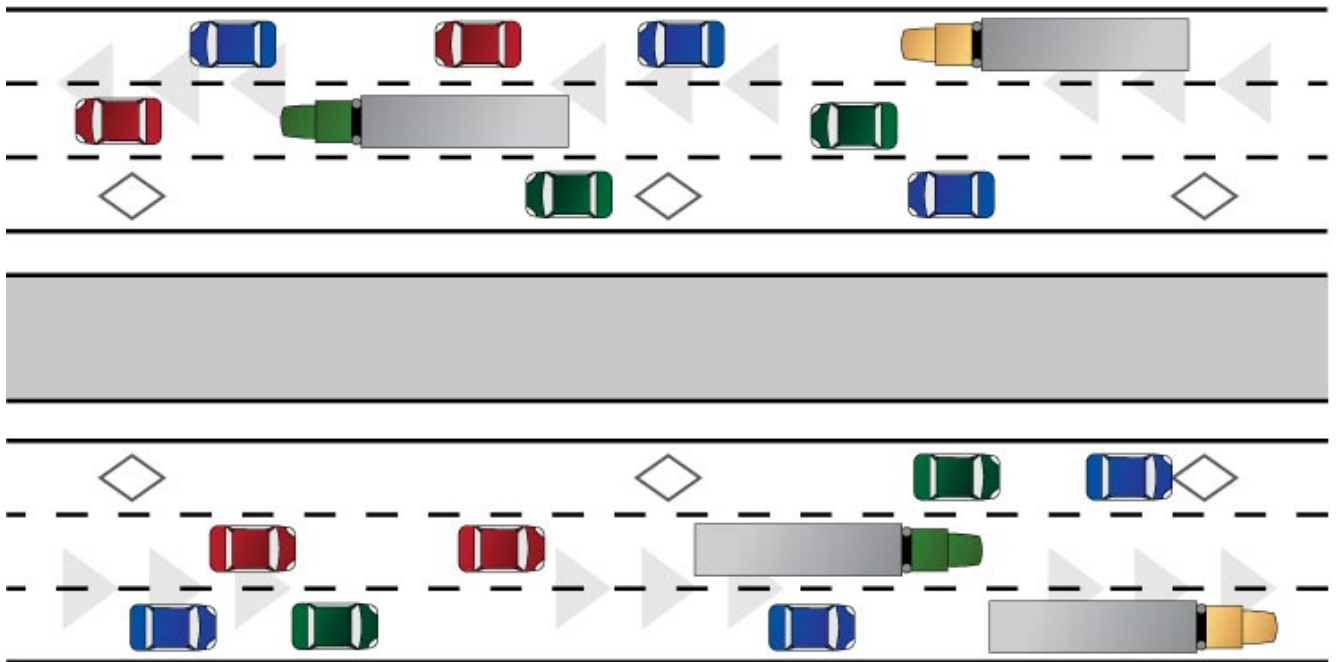
#### **Left Lane Travel Restrictions**

A person may not operate a vehicle in the left-most lane or High Occupancy Vehicle (HOV) lanes if:

- Vehicle is drawing a trailer or semi trailer regardless of size, or
- Vehicle or combination of vehicle has a gross vehicle weight of 12,001 or more pounds.
- Left most lane when three or more lanes exist in the direction of travel.

#### **Right Lane Travel Restrictions**

- Permitted non-divisible vehicles shall be driven in the right-most lane of traffic, except where the right lane must exit.
- When overtaking and passing another vehicle, permitted non-divisible vehicles shall be driven to the immediate left of the right-most lane returning to the right most lane as soon as feasible.
- If right-most lane is designated as an "auxiliary" lane, vehicles shall operate in the center lane until the "auxiliary" lane ends.



## SNOW PLOW OPERATIONS

### UCA 72-7-401

flowplayer( 'chapter-17-video', 'flash/flowplayer-3.1.5.swf', { clip: { autoPlay: false, autoBuffering: true } } );

Snow plows with 10 to 12 feet wide blades may operate without oversize permits, when they are in compliance with the following:

- During operations, the vehicle shall be equipped with lights, which provide adequate illumination when the blade is in either the up, or down position.
- Signaling lights shall not be obscured.

## SELF-PROPELLED PARADE FLOATS

Self-propelled parade floats are not required to obtain an overweight/oversize permit. However, all floats must have sufficient proof of insurance and carry the necessary safety equipment for the safe operation of the vehicle during movement. Guidelines for the movement of parade floats are as follows:

- Driver must have clear 360-degree visibility.
- A follow-up vehicle is recommended for float moves to and from parade routes.
- Two-way communication is recommended between the float and the follow-up vehicle.
- Movement to and from parades should be made only during daylight hours unless the vehicle is adequately lighted and there is minimal congestion.
- Interstate systems should not be used unless alternate routes are unavailable.
- The Motor Carrier Division must route floats in excess of 14 feet in height. Contact the Super Coordination Team at (801-707-1027).

## TRANSPORTATION OF UTILITY POLES

Utility poles may be transported up to 120 feet in overall length, including overhangs, with proper permits in accordance with oversize load restrictions, pilot/escort requirements, travel restrictions, signing and



lighting requirements. Permits are issued to the trailer transporting the poles, using the trailer registration information.

#### **ADDITIONAL INFORMATION**

For further information regarding Oversize Non-Divisible Permit Provisions contact the Super Load Coordination Team at (801) 707-1027.



Rev. 2011.09.13

## Chapter 18

### Oversize Divisible Load Provisions

## PERMIT FEE SCHEDULE

Single Trip	\$30.00
Semi-Annual (180 Days)	\$75.00
Annual (365 Days)	\$90.00

## OVERSIZE DIVISIBLE PERMIT PROVISIONS

An oversize permit may be issued for moving a combination of vehicles and loads exceeding the legal limits under the following conditions:

- The height of the combination and/or load does not exceed 14 feet.
- The width of the combination and/or load does not exceed 8 feet 6 inches.
- In multiple trailer combinations, a lighter trailer may not be placed in front of a heavier trailer when the weight difference is greater than 4000 lbs.

## TRAILERS IN EXCESS OF 48 FEET IN LENGTH

Semi-trailers exceeding 48 feet, and up to 53 feet in length are not required to purchase oversize permits when operating on or within one mile of state designated routes and US highways. Vehicles operating more than one mile from state designated routes and US highways will require an oversize permit. These permits will be available on a single trip, semi-annual or annual basis.

The following restrictions will apply to trailers exceeding 48 feet in length on all highways in Utah:

- Stretch trailers in excess of 48 feet and hauling divisible loads will be required to meet these requirements. If hauling a non-divisible load, the laws and regulations for non-divisible loads apply.
- Dual or super single tires (14 inches or greater) are required on all trailer axles.
- Rear under ride protection is required.
- The maximum gross vehicle weight will be determined by Bridge Table B Extended, in Chapter 25 - Bridge Table Calculations.
- Trailers exceeding 53 feet but no greater than 57 feet may acquire a single trip, semi annual, or annual permit as set forth in the General Oversize Permit Provisions.

**Note: Trailers in excess of 53' must have LCV authority to purchase semi-annual or annual permits.**

- Trailers exceeding 57 feet will require special approval prior to entering the state by contacting the Motor Carrier Division at (801) 965-4892 or (866) 215-5399

## LONGER COMBINATION VEHICLES (LCVS) - DEFINED

A combination of truck, truck tractor, semi-trailer and trailer(s), which exceed legal dimensions/weight and operates on highways by permit for transporting divisible loads.

### LCV Conditions for Operation

- In combinations, a longer trailer shall precede the shorter trailer,
- Non-divisible dimensions (i.e., width greater than 8 feet 6 inches and height greater than 14 feet) may not be transported on LCVs.
- Acceptable travel conditions exist in accordance with [43CFR 392.14](#) for loads in excess of 81' cargo/ cargo carrying in length. Loads will not be permitted to travel when the following conditions exist: \*Wind in excess of 45 mph. \*Any accumulation of snow or ice on the roadway. \*Visibility less than 1,000 feet.

### Left Lane Travel Restrictions

Permitted divisible trailer combinations are restricted from traveling in the:

- High Occupancy Vehicle (HOV) car pool lane at any time
- Left most lane when three or more lanes exist in the direction of travel

## Exemptions

- Flagging Requirements: Over dimensional flagging is not required on LCVs. However, companies may choose to display flags as per their company policy.
- Signing Requirements: Oversize load signs are not required on LCVs. However, companies may choose to display oversize signs as per company policy.

## LCV INTERSTATE OPERATIONS ONLY

Motor Carriers operating LCVs in excess of 81 feet cargo/cargo carrying length must apply and be approved to operate on designated routes on Utah's Interstate System [See Map Section](#). To apply for LCV authority, complete and submit an application through our [online permitting system](#) or call the Motor Carrier Division at (801) 965-4892 or (866) 215-5399

Authorized motor carriers may operate Interstate LCVs with a cargo/carrying length of:

- A tractor/trailer(s) combination in excess of 81 feet not to exceed 95 feet; or
- A truck and two-trailer combination in excess of 92 feet not to exceed 95 feet in length, 14 feet in height, or 8 feet 6 inches in width.

## Rocky Mountain Doubles

A tractor and two trailers, consisting of a long and a short trailer, and a cargo/cargo carrying length of 95 feet or less, when coupled together, including front and rear overhangs.

## Turnpike Doubles

A tractor and two trailers of equal length.

## Double Trailers

Legal-61', Permitted-81", LCV Authorized-95', cargo/cargo carrying length.

## Triple Trailers

A tractor and three trailers of equal length, and a cargo/cargo carrying length of 95 feet or less, when coupled together including front and rear overhangs.

## Truck Trailer Combinations Include Overall Length

- Truck Trailer
  - Legal: 65'
  - Permitted: 88'
  - LCV Authorized: 92'
  - Interstate: See LCV authorization and application procedure above.
- Dromedary Unit
  - Legal: no overall length when dromedary unit is empty.
    - 65' overall length when dromedary unit is loaded.
  - Permitted: 88' when loaded

**Note: A truck tractor with an empty dromedary, has no overall length and may utilize 53 foot trailers.**

**Note: A truck tractor equipped with a dromedary unit pulling a semi trailer where the dromedary unit is transporting Class 1 explosives or any munitions-related security material as specified by the Department of Defense is subject to a 75-foot minimum overall length limit on the National Network and reasonable access routes.**

- Truck and Two Trailer Combination
  - Legal: 65'
  - Permitted: 92'
  - LCV Authorized: 95'

- Interstate: See LCV authorization and application procedure above.

## **WEATHER TRAVEL RESTRICTIONS**

### **49 CFR 392.14**

Extreme caution in the operation of a commercial motor vehicle shall be exercised when hazardous conditions are present, such as those caused by snow, ice, sleet, fog, mist, rain, dust, or smoke, adversely affect visibility or traction. Speed shall be reduced when such conditions exist. If conditions become sufficiently dangerous, the operation of the commercial motor vehicle shall be discontinued and shall not be resumed until the commercial motor vehicle can be safely operated. Whenever compliance with the foregoing provisions of this rule increases hazard to passengers, the commercial motor vehicle may be operated to the nearest point at which the safety of passengers is assured.

Loads will not be permitted to travel when the following conditions exist:

- Wind in excess of 45 mph.
- Any accumulation of snow or ice on the roadway.
- Visibility less than 1,000 feet.

## **ADDITIONAL INFORMATION**

For further information regarding Oversize Divisible Permit Provisions contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the closest Port of Entry. Contact information can be found in the Utah Agency Directory, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).



Rev. 2011.09.13

## Chapter 19

### Mobile and Manufactured Homes

## LEGAL DIMENSIONS - NO PERMIT REQUIRED

- Width: 8'6"  
Measured horizontally and at right angles to longitudinal center line between two vertical points established at the outside of any protuberance on the mobile/manufactured home. Safety appurtenances such as binder chains, clearance lights, rub rails, and load securing devices, may extend up to 3 inches beyond the prescribed width on either side.
- Height: 14'  
Measured vertically from level road surface top highest point of mobile/manufactured home when hitched to tow vehicle and ready for the road or loaded on semi-trailer ready for the road.
- Length: 45 feet. Single unit only  
Measured horizontally along the longitudinal centerline from the top trailer hitch to a right-angled vertical plane established to reference the rearmost protuberance on the mobile/manufactured home, or semi-trailer lowboy.
- Length: 65' combination of unit and tow vehicle  
Trailer-tow combination or truck-trail and semi-trailer lowboy, measured horizontally along the longitudinal centerline from the front bumper of the tow vehicle to a right-angle vertical plane at the rearmost protuberance on the mobile/manufactured home, or semi-trailer lowboy.

**Note: Safety appurtenances such as binder chains, clearance lights, rub rails, and load securing devices, may extend up to 3 inches beyond the prescribed width on either side**

### MEASURING MOBILE/MANUFACTURED HOMES UP TO 14'6" IN WIDTH

**When the legal dimensions are exceeded, an oversize permit is required.**

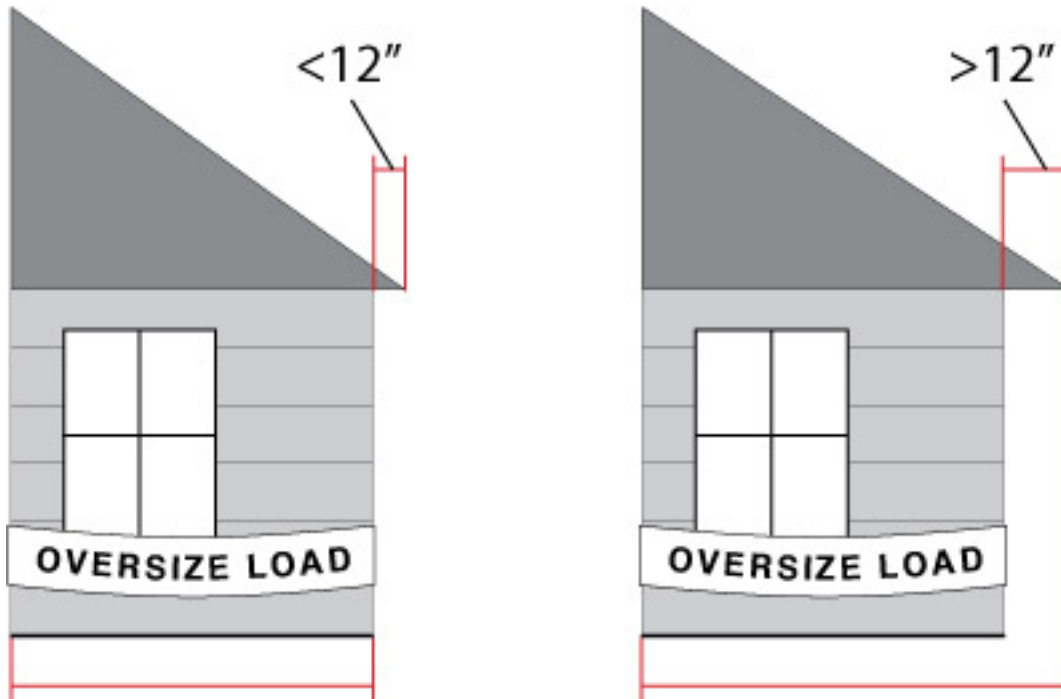
Mobile and manufactured homes with eaves greater than 12 inches shall be measured for overall width including eaves - otherwise, do not include eaves in measurement.

Pilot/escort vehicles are required as specified in Chapter 29 - Pilot / Escort Requirements.

### MEASURING MOBILE/MANUFACTURED HOMES EXCEEDING 14'6" IN WIDTH

Mobile/manufactured homes exceeding 14 feet 6 inches up to 16 feet in wall-to-wall width, transported on their own running gear, may be issued a single trip permit under the following conditions:

- All tires shall be in compliance with the manufacturer's tire load rating as indicated on the tire sidewall in accordance with [49 CFR 393.75\(g\)\(1\)\(2\)](#).
- Axle/suspensions shall not exceed manufacturer's capacity rating.
- All trailer axles shall be equipped with operational brakes.
- Mobile homes in excess of 16 feet wall-to-wall width may be permitted on a case-by-case basis. However, prior authorization must be received by contacting the Motor Carrier Division at (801) 965-4892 or (866) 215-5399.



### OBTAINING OVERSIZE AND/OR OVERWEIGHT PERMITS

Before moving a vehicle, with or without a load, which exceeds legal weight and/or dimensions outlined in the Legal Vehicle Dimension Section, a permit must be obtained. A permit must be obtained and carried in the vehicle for inspection by law enforcement personnel. Destroyed or illegible permits may be replaced at any port of entry. The appropriate permit for oversize and overweight vehicles and loads, including special mobile equipment, must be obtained prior to operating within the State of Utah, except when entering on I-15 (St. George), I-80 (Echo and Wendover).

### DIRECTORY SECTION

Permits may be purchased online at [www.udot.utah.gov/public/mcs](http://www.udot.utah.gov/public/mcs) prior to entry. Permits may be purchased by major credit card and may be issued based on annual permit dimension and weight, or on a single trip basis.

#### The following conditions must be met to obtain a permit:

- Be in compliance with all financial responsibility obligations as specified under [49 CFR 387, R909-1](#) (Intrastate carriers).
- Vehicle(s) must be properly registered. [UCA 41-1a-101](#)
- Driver(s) are properly licensed with appropriate endorsements.
- Must be in compliance with the Federal Motor Carrier Safety Regulations (FMCSRs). [49 CFR Parts 382-399](#)
- Must be in compliance with the Hazardous Material Regulations (HMRs). [49 CFR Parts 171-180](#)
- Must be in compliance with all UCR requirements.

### TRANSFER / REPLACEMENT OF PERMITS

Motor Carrier Division personnel may transfer permits from one vehicle to another for a \$25 fee under the following conditions:

- Annual and semi-annual permits may be transferred to another unit within the same company.
- Customer has sold or bought a vehicle.



- Lease changes from one company to another. Documentation providing evidence of permit ownership will be required prior to permit transfer.
- Company reorganization or name change.
- The original permit, or evidence of having an original permit, shall be presented to the issuing agent.
- A transfer permit will be issued the same expiration date as the original permit.

**The following information must be provided when applying for a permit:**

- Motor Carrier Information:
  - USDOT number
  - Address
  - Telephone number
  - Fax number
  - Web address (if available)
  - Email address (if available)
- Vehicle information
  - License number, state, expiration date
  - Vehicle make, year, registered weight
  - Unit number
  - Complete Vehicle Identification Number (VIN)
- Specific load information
- Permit duration (Single, Semi-Annual, Annual)
- Requested routes
- Dimensions, length, width, height, front and rear overhang.

## PERMIT REFUNDS

To request a permit refund, please contact the port supervisor at the location where the permit was purchased. For refunds on self issued permits contact the Motor Carrier Division at (801)965-4508. Contact information can be located in the Utah Agency Directory Section.

## LIABILITY OF PERMITTEE

The applicant or permittee, as a condition for obtaining an oversize permit, shall assume all responsibility for crashes, including injury to any persons or damage to public or private property caused by operations.

## INDEMNITY CLAUSE

The applicant or permittee agrees to indemnify and hold harmless the Department from any and all claims resulting directly or indirectly from the operation and/or transportation of vehicles or combination of vehicles operating under an oversize/overweight permit.

## PERMIT REVOCATION, SUSPENSION, AND CONFISCATION

Violation of the terms or conditions of an oversize/overweight permit, including but not limited to: speeding, lane travel, weather, load securement, Federal Motor Carrier Safety Regulations, and/or Hazardous Material Regulations may result in the revocation, suspension, or confiscation of the permit. Before the vehicle can be moved, it must be made legal, properly permitted, and violations corrected.

Patterns of non-compliance at a company level may constitute action taken against the carrier's overall permit privileges and may result in additional civil penalties and an order to cease operations.

## COMMERCIAL VEHICLES TRAVELING ON A FREEWAY OR INTERSTATE HIGHWAY

Vehicles operating under an oversize/overweight permit shall not be operated in excess of the posted speed limit or the speed indicated on the permit, whichever is less. In no case shall a permitted movement proceed at a speed, which shall endanger the safety of persons or property.

## WEATHER TRAVEL RESTRICTIONS

### 49 CFR 392.14

Extreme caution in the operation of a commercial motor vehicle shall be exercised when hazardous conditions are present, such as those caused by snow, ice, sleet, fog, mist, rain, dust, or smoke, adversely affect visibility or traction. Speed shall be reduced when such conditions exist. If conditions become sufficiently dangerous, the operation of the commercial motor vehicle shall be discontinued and shall not be resumed until the commercial motor vehicle can be safely operated. Whenever compliance with the foregoing provisions of this rule increases hazard to passengers, the commercial motor vehicle may be operated to the nearest point at which the safety of passengers is assured.

## TRAVEL LANE RESTRICTIONS

### UCA 41-6a-701

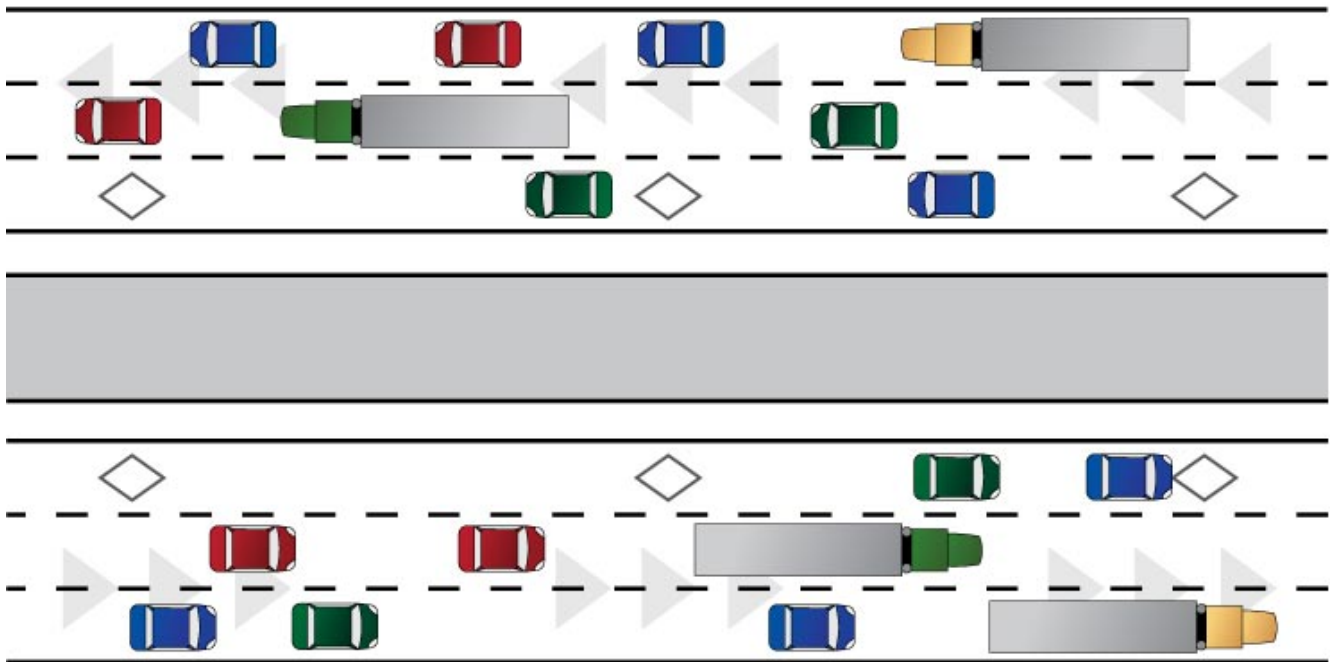
#### Left Lane Travel Restrictions

A person may not operate a vehicle in the left-most lane or High Occupancy Vehicle (HOV) lanes if:

- Vehicle is drawing a trailer or semi trailer regardless of size, or
- Vehicle or combination of vehicle has a gross vehicle weight of 12,001 or more pounds.
- Left most lane when three or more lanes exist in the direction of travel.

#### Right Lane Travel Restrictions

- Permitted non-divisible vehicles shall be driven in the right-most lane of traffic, except where the right lane must exit.
- When overtaking and passing another vehicle, permitted non-divisible vehicles shall be driven to the immediate left of the right-most lane returning to the right most lane as soon as feasible
- If right-most lane is designated as an "auxiliary" lane, vehicles shall operate in the center lane until the "auxiliary" lane ends.



## VENDORS AND MANUFACTURERS

Vendors and manufacturers of trailers, special mobile equipment, or specialized vehicles and/or combination of vehicles, are urged to coordinate with the Motor Carrier Division before manufacturing, modifying or selling such equipment for use in this state. For additional information refer to the end of this section.

## VIOLATION OF WEIGHT LIMITS

Overweight vehicles or combination of vehicles shall be brought within legal limits at the point of violation unless there is a potential hazard, as determined by enforcement personnel. If it is determined that a hazard exists, the vehicle shall be moved to the closest location where the excessive weight can be safely transferred to another vehicle unless, in the judgment of the enforcement personnel, it is safer to proceed to the original destination. [UCA 72-7-405\(3\)\(b\)](#)

## AUTHORIZED WEIGHING EQUIPMENT

Utah uses a number of different types of weighing equipment. These include portable scales, certified privately owned scales, and official port of entry facilities along state highways and interstates.

## PERMIT PROVISIONS

- Mobile/manufactured homes to be moved on semi-trailer lowboys may be permitted.
- For loads originating in Utah, a copy of the Tax Commission Movable Structure Tax Clearance/Moving Permit (TC-138) must be:
  - Affixed to the rear end of the mobile/manufactured home or moveable structure, and
  - Be visible to any enforcement officer or agent.
  - A TC-138 must be obtained from the County Assessor in the county from which the load originates. [UCA 41-1A-1320](#)

Proof of obtaining a TC-138 permit must be submitted to the Motor Carrier Division at the time of application for an oversize permit.

## AXLE AND TIRE REQUIREMENTS

Mobile/manufactured home units see Tables I and II below for axle and tire requirements.

**TABLE I Axle and Tire Requirements**

Width of Home	Length of Home	Number of 6,000 lb Rated Axles	Minimum Standards Of Rated Axles Mobile/Manufactured Home Rated Tires
12 feet wide	To 60 feet	2 axles	7 x 14.5 / 8 ply
	Greater than 60 feet to 80 feet	3 axles	7 x 14.5 / 8 ply
14 feet wide	To 52 feet	2 axles	7 x 14.5 / 8 ply
	To 72 feet	3 axles	7 x 14.5 / 8 ply
	To 80 feet	4 axles	7 x 14.5 / 8 ply

**TABLE II Axle and Tire Requirements**

Width of Home	Length of Home	Number of 6,000 lb Rated Axles	Minimum Standards Of Rated Axles Mobile/Manufactured Home Rated Tires
12 feet wide	To 65 feet	2 axles	8 x 14.5 / 8 ply
	Greater than 65 feet to 80 feet	3 axles	8 x 14.5 / 8 ply
14 feet wide	To 56 feet	2 axles	8 x 14.5 / 8 ply
	Greater than 56 feet to 80 feet	3 axles	8 x 14.5 / 8 ply

**TABLE III Tow Vehicle Requirements**

Width of Vehicle to be towed	Tire Width	Drive Axle Tire Rating Requirement	GVWR	Weight	Rear Axle Rating
Over 8' to 10'	7.00"	6-ply	N/A	6,000 lbs	N/A
Over 10' to 12'	8.00"	8-ply	35,000 GVW	8,000 lbs	15,000 lbs
Over 12' to 14'6"	8.25"	10-ply	35,000 GVW	9,000 lbs	15,000 lbs

**DIAGONAL (BIAS) PLY, SPECIAL TIRES LIMITED TO USE ON MOBILE HOMES ONLY,  
TIRES MOUNTED ON 15% DROP CENTER RIMS, TIRE AND RIM ASSOCIATION STANDARD**

Tire size	TIRE LOAD LIMITS (LBS) AT VARIOUS COLD INFLATION PRESSURES (PSI)														
	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
7 - 14.5 MH	1140	1240	1350	1440	1530	1620	1710	1790	1870	1940	2020	2090	2160	2230	2300
8 - 14.5 MH	1380	1510	1630	1750	1860	1970	2070	2170	2270	2360	2450	2540	2620	2710	2790
9 - 14.5 MH	1600	1750	1890	2020	2150	2280	2400	2510	2620	2730	2830	2940	3040	3130	3230

**Note:** For restricted speed highway service not exceeding 50 mph, the above load ratings may be increased by 9%.

**Important:** Always use approved tire and rim combinations for diameter and contours.

**APPLICATION INSTRUCTIONS FOR 14'6"- 16' MOBILE/MANUFACTURED HOMES**

- 1 Make sure both pages are completely filled out.
- 2 All axles must be braking axles.
- 3 Axles must be rated for at least 6000 pounds.
- 4 Take the number of tires (6 axles X 2 = 12) and multiply by the tire pressure (found in table above). Add the hitch weight and together they must be equal to or greater than the axle weight of the home.

Example:

Approx. axle weight for home **26,120 lbs**

Approx. hitch weight **6790 lbs**

Total number of axles **6**

Number of braking axles **6**

Tire size an inflated pressure **8-14.5 / 70 lbs**

Manufacturer's tire rating **2270 lbs**

12 tires **X** 2270 lbs **=** 27,240 lbs **+** 6790 lbs **=** 34,030 lbs

Tire Rating      lbs      Hitch Weight      lbs

34,030 lbs > 26,120 lbs

This would pass because the rating and hitch weight are greater than the axle weight of the home.

\* If they do not pass they would need to increase their tire pressure or the number of axles.

**TOW VEHICLES**

Tow vehicles shall comply with the following minimum requirements outlined in Table III:

- Conventional or cab-forward configuration shall have a minimum wheelbase of 120 inches.
- Cab-over engine tow vehicles shall have minimum wheelbase of 89 inches.
- Have a minimum of four rear tires.
- Certified pilot/escort vehicles must have two-way communication capabilities and comply with Chapter 29 - Pilot / Escort Requirements.
- Mirrors on each side of the tow vehicle shall be arranged so that the driver can see the entire length of both sides of the towed unit.

**TRAILER BRAKES**

- Trailer in excess of 8 feet 6 inches wide, up to 12 feet wide and equipped with one axle, must have operational brakes on one axle.
- A minimum of two axles equipped with operative brake assemblies is required on each mobile/ manufactured home unit in excess of 12 feet wide.
- All axles must be braking axles for trailers in excess of 14'6" wide.

## MOVEMENT REQUIREMENTS

In addition to permit provisions as specified, mobile/manufactured homes will observe the following additional requirements:

### Emergency Stops

When a mobile/manufactured home must stop because of emergency conditions, it shall be moved as far right as practicable away from highway traffic.

If any part of the combination is less than 3 feet from the right-hand edge of the nearest traffic lane, reflective triangles as outlined under [49 CFR 393.95\(h\)](#) shall be posted at 100 feet and 300 feet behind the vehicle to warn oncoming traffic.

When an emergency dictates night parking next to the highway, an amber flashing light (minimum diameter 4 inches) shall be placed on the corner of the trailer closest to the road so as to be clearly visible to approaching traffic.

The height of the light shall not be less than 3 feet above the road surface and not more than 8 feet above the road surface.

### Stop and Turn Signals

Rear mounted stop and turn signal lights shall be a minimum 6 inches in diameter with a type 35 red reflector lens.

The lens shall be mounted not more than 18 inches from the outer edge of the unit and not less than 15 inches nor more than 8 feet above the road surface.

### Safety Chains

Two safety chains shall be used, one each on right and left sides of (but separate from) the coupling mechanism connecting the tow vehicle and the modular home while in transit.

Chains shall be 3/8 inch in diameter steel capable of passing a minimum brake test load of 16,200 pounds. Chains shall be strongly fastened at each end to connect the tow vehicle and manufactured home and assure that in the event of a coupling failure the manufactured home will track behind the tow vehicle. When the mobile/manufactured home is transported on a semi-trailer lowboy coupled to the tow vehicles with a fifth wheel and kingpin assembly the two safety chains are not required.

### Paneling of the open sides of mobile/manufactured home

A rigid material or 0.5 millimeter plastic sheathing backed by a rigid grillwork not exceeding squares of 4 feet to prevent billowing must fully enclose the open sides of the units in transit.

## DISASTER MOVEMENT OF MOBILE/MANUFACTURED HOMES

The Resolution of the Utah Department of Transportation adopting the AASHTO National Policy entitled "Disaster Movement of Mobile Homes" is incorporated herein by reference. This National Policy sets forth criteria governing the movement of mobile/manufactured homes for Utah in Presidential declared disaster areas under the authority of [Public Law 93-288](#), Federal Disaster Relief Act.

## ADDITIONAL INFORMATION

For further information regarding Mobile/Manufactured Home Requirements contact the Super Load Coordination Team at (801) 707-1027.



Rev. 2011.09.13

## Chapter 20

### Moving Houses and Buildings

## LEGAL DIMENSIONS - PERMIT NOT REQUIRED

Width: 8 Feet 6 Inches

Height: 14 Feet

Length: 65 Feet

## PERMIT PROVISIONS

The transporting of a house or building exceeding the legal dimensions may be permitted under the following conditions:

- Houses and buildings up to 16 feet wide may be authorized by any of the Ports of Entry located throughout the State. You can find the nearest port contact information in the Utah Agency Section of this document.
- Houses and buildings exceeding 16 feet wide will need UDOT Regional Authorization in addition to Regional Permits issued by the District.

To obtain permits, go to MCD Online System or call (801) 707-1027 with 48 hours notice.

- Houses, buildings, and structures not manufactured or built to be transported, will not require tail, brake, or signal lights mounted on the structures. Certified pilot and police escort vehicles provide sufficient warning of the intent to brake, turn or stop.

Movements of buildings in excess of 22 feet will be considered on a case-by-case situation, this includes movement on or along high volume traffic routes. To obtain authorization for these movements refer to the end of this section.

**Note: Existing houses and buildings should be reduced to the smallest reasonable dimensions possible.**

## ADDITIONAL INFORMATION

For further information regarding Moving Houses and Buildings contact the Super Load Coordination Team at (801) 707-1027 or (866) 215-5399.





Rev. 2011.09.13

## Chapter 21

### Vehicle Weight, Axle and Tire Load Provisions

## GENERAL OVERWEIGHT LOAD PROVISIONS

### Obtaining Overweight Permits

Before moving a vehicle, with or without a load, which exceeds legal dimensions outlined in the Maximum / Legal Vehicle Dimensions, a permit must be obtained and carried in the vehicle for inspection by law enforcement personnel. Destroyed or illegible permits may be replaced at any port of entry.

The appropriate permit for overweight vehicles and loads, including special mobile equipment, must be obtained prior to operating within the State of Utah, except when entering on I-15 (St. George), I-80 (Echo and Wendover).

**Note: These ports are located at the border and permits are available upon entry. If port of entry is closed contact the closest port of entry or the Motor Carrier Division. Contact information can be found in the Utah Agency Directory Section.**

Permits may be purchased online at [www.udot.utah.gov/public/mcs](http://www.udot.utah.gov/public/mcs) prior to entry. Permits may be purchased by major credit card and may be issued based on annual permit dimension and weight, or on a single trip basis.

### The following conditions must be met to obtain a permit:

- Be in compliance with all financial responsibility obligations as specified under [49 CFR 387, R909-1](#) (Intrastate carriers).
- Vehicle(s) must be properly registered. [UCA 41-1a-101](#)
- Driver(s) are properly licensed with appropriate endorsements.
- Must be in compliance with the Federal Motor Carrier Safety Regulations (FMCSRs). [49 CFR Parts 382-399](#)
- Must be in compliance with the Hazardous Material Regulations (HMRs) [49 CFR Parts 171-180](#).
- Must be in compliance with all UCR requirements.

## TRANSFER / REPLACEMENT OF PERMITS

Motor Carrier Division personnel may transfer permits from one vehicle to another for a \$35 fee under the following conditions:

- Annual and semi-annual permits may be transferred to another unit within the same company.
- Customer has sold or bought a vehicle.
- Lease changes from one company to another. Documentation providing evidence of permit ownership will be required prior to permit transfer.
- Company reorganization or name change.
- The original permit, or evidence of having an original permit, shall be presented to the issuing agent.
- A transfer permit will be issued the same expiration date as the original permit.

### The following information must be provided when applying for a permit:

- Motor Carrier Information:
  - USDOT number
  - Address
  - Telephone number
  - Fax number
  - Web address (if available)
  - Email address (if available)
- Vehicle information
  - License number, state, expiration date
  - Vehicle make, year, registered weight

- Unit number
- Complete Vehicle Identification Number (VIN)
- Specific load information
- Permit duration (Single, Semi-Annual, Annual)
- Requested routes
- Dimensions: length, width, height, front and rear overhang
- Requested weight

## PERMIT REFUNDS

To request a permit refund, please contact the port supervisor at the location where the permit was purchased. For refunds on self issued permits contact the Motor Carrier Division at (801)965-4892. Contact information can be located in the Utah Agency Directory Section.

## LIABILITY OF PERMITTEE

The applicant of permittee, as a condition for obtaining an overweight permit, the applicant shall assume all responsibility for crashes, including injury to any persons or damage to public or private property caused by operations.

## INDEMNITY CLAUSE

The applicant or permittee agrees to indemnify and hold harmless the Motor Carrier Division or the State of Utah from any and all claims resulting directly or indirectly from the operation and/or transportation of vehicles or combination of vehicles operating under an oversize/overweight permit.

## PERMIT REVOCATION, SUSPENSION, AND CONFISCATION

Violation of the terms or conditions of an oversize/overweight permit, including but not limited to: speeding, lane travel, weather, load securement, Federal Motor Carrier Safety Regulations, and/or Hazardous Material Regulations may result in the revocation, suspension, or confiscation of the permit. Before the vehicle can be moved, it must be made legal, properly permitted, and violations corrected.

Patterns of non-compliance at a company level may constitute action taken against the carrier's overall permit privileges and may result in additional civil penalties and an order to cease operations.

## COMMERCIAL VEHICLES TRAVELING ON A FREEWAY OR INTERSTATE HIGHWAY

Vehicles operating under an oversize/overweight permit shall not be operated in excess of the posted speed limit or the speed indicated on the permit, whichever is less. In no case shall a permitted movement proceed at a speed, which shall endanger the safety of persons or property.

## WEATHER TRAVEL RESTRICTIONS

### 49 CFR 392.14

Extreme caution in the operation of a commercial motor vehicle shall be exercised when hazardous conditions are present, such as those caused by snow, ice, sleet, fog, mist, rain, dust, or smoke, adversely affect visibility or traction. Speed shall be reduced when such conditions exist. If conditions become sufficiently dangerous, the operation of the commercial motor vehicle shall be discontinued and shall not be resumed until the commercial motor vehicle can be safely operated. Whenever compliance with the foregoing provisions of this rule increases hazard to passengers, the commercial motor vehicle may be operated to the nearest point at which the safety of passengers is assured.

## TRAVEL LANE RESTRICTIONS

### UCA 41-6a-702

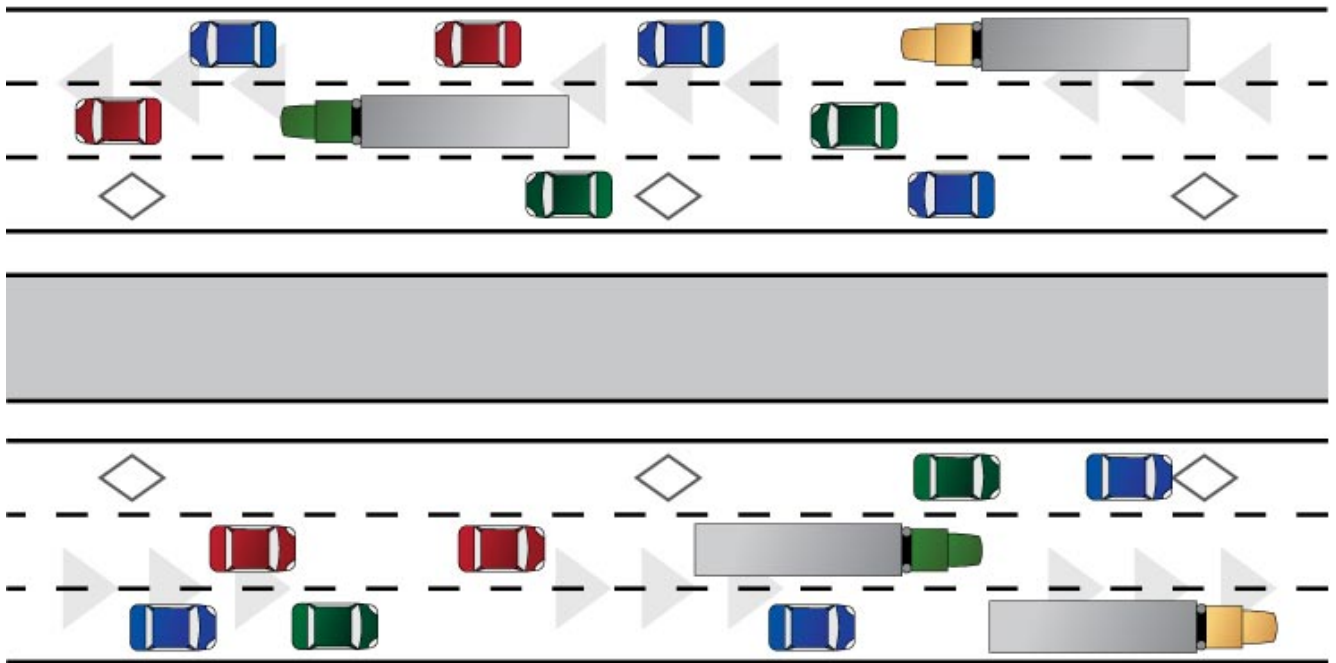
#### Left Lane Travel Restrictions

A person may not operate a vehicle in the left-most lane or High Occupancy Vehicle (HOV) lanes if:

- Vehicle is drawing a trailer or semi trailer regardless of size, or
- Vehicle or combination of vehicle has a gross vehicle weight of 12,001 or more pounds.
- Left most lane when three or more lanes exist in the direction of travel.

#### Right Lane Travel Restrictions

- Permitted non-divisible vehicles shall be driven in the right-most lane of traffic, except where the right lane must exit.
- When overtaking and passing another vehicle, permitted non-divisible vehicles shall be driven to the immediate left of the right-most lane returning to the right most lane as soon as feasible
- If right-most lane is designated as an "auxiliary" lane, vehicles shall operate in the center lane until the "auxiliary" lane ends.



#### VENDORS AND MANUFACTURERS

Vendors and manufacturers of trailers, special mobile equipment, or specialized vehicles and/or combination of vehicles, are urged to coordinate with the Motor Carrier Division before manufacturing, modifying or selling such equipment for use in this state. For additional information refer to the end of this section.

#### VIOLATION OF WEIGHT LIMITS

Overweight vehicles or combination of vehicles shall be brought within legal limits at the point of violation unless there is a potential hazard, as determined by enforcement personnel. If it is determined that a hazard exists, the vehicle shall be moved to the closest location where the excessive weight can be safely transferred to another vehicle unless, in the judgment of the enforcement personnel, it is safer to proceed to the original destination. [UCA 72-7-405\(3\)\(b\)](#)

#### AUTHORIZED WEIGHING EQUIPMENT

Utah uses a number of different types of weighing equipment. These include portable scales, certified privately owned scales, and official port of entry facilities along state highways and interstates.

## SINGLE TIRE CONFIGURATION

The use of single tires on heavy vehicles has been indicated to be one of the factors damaging to pavements, in the form of increased fatigue and rutting. Significant pavement rutting can result in an unsafe condition to the traveling public, and is very costly to correct, the Utah Department of Transportation finds it in the best interest of the safety and convenience of the traveling public to limit and discourage the use of single tires in Utah.

The use of narrow single tires (less than 14 inches wide) on any combination vehicle requiring an overweight or oversize permit shall not be allowed on single axles, except for steering axles, including self steering VLS, or retractable axles, or wide base tires (14 inches or greater). All axles having a weight in excess of 10,000 lbs shall be equipped with four tires per axles, or wide base single tires (14 inches wide or greater as indicated by the manufacturer's sidewall rating).

Exemption: 14 inch wide single tire requirement does not apply to steering axles, or self-steering VLS retractable axles.

## TIRE LOAD

In circumstances where weight limitations are based on tire width, the manufacturer's size, as indicated on the sidewall will be used to determine maximum tire width.

- For non-permitted/legal vehicles, no tire shall exceed 600 pounds per inch of tire width as indicated on the sidewall.
- Tire loading on vehicles requiring an overweight or oversize permit shall not exceed 500 pounds per inch of tire width for tires 11 inches wide and greater.
- Tires less than 11 inches wide shall not exceed 450 pounds per inch of tire width.
- Except as provided in Single Tire Configuration, single axle loading shall not exceed 20,000 pounds, and tandem axle loading shall not exceed 34,000 pounds.
- Non-divisible loads may be exempt from these restrictions upon written approval from the Department.

**Example:** Tire sidewall reads: 265 R 22 265 is the metric width, to convert, multiply 265 by .04 which gives you 10.6. Your tire would be 10.6 inches wide.

## ADDITIONAL INFORMATION

For further information regarding Vehicle Weight, Axle and Tire Permit Provisions contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the closest Port of Entry. Contact information can be found in the Utah Agency Directory Section, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).



Rev. 2011.09.13

## Chapter 22

### Legal Weight Limitations

## MAXIMUM WEIGHT LIMITATIONS FOR VEHICLES

The maximum gross and axle weight limitations are as follows and may not be operated in excess of:

WHEEL, AXLE, GROSS	WEIGHT LIMITATION
Single Wheel	10,500 Pounds
Single Axle	20,000 Pounds
Tandem Axle	34,000 Pounds
Tridem Axle	See Bridge Table
Gross Vehicle Weight	80,000 Pounds

An overweight permit must be obtained to authorize any exception to the maximum weight limitations listed above.

A highway authority may prohibit the operation of any vehicle or impose restrictions on the weight of a vehicle upon any highway under its jurisdiction. [UCA 72-7-408](#)

Violation of the authorized weight limitation is a class B misdemeanor and is punishable by either/or:

- \$50 plus the sum of the overweight axle fines calculated as noted in the table below; or
- \$50 plus the gross vehicle weight fine calculated as noted in the table below.

NUMBER OF POUNDS OVERWEIGHT	AXLE FINE (cents per pound for each overweight axle)	GROSS VEHICLE WEIGHT FINE (cents per pound)
1 - 2,000	0	0
2,001 - 5,000	4	5
5,001 - 8,000	5	5
8,001 - 12,000	6	5
12,001 - 16,000	7	5
16,001 - 20,000	9	5
20,001 - 25,000	11	5
25,000 or more	13	5

**Note:** Bridge violations are calculated as gross weight fines.

**Exception:** [Title 23: 658.17\(k\)](#). Passenger buses may carry 24,000 lbs. on each axle provided they do not exceed manufacturer tire load ratings. This section exempts them from the 34,000 lb. tandem and bridge limitations.

## TIRE WIDTH

In circumstances where weight limitations are based on tire width, the manufacturer's size, as indicated on the sidewall will be used to determine maximum tire width for divisible loads only. This provision does not apply to non-divisible loads.

- The maximum allowable load for nonpermitted/legal vehicles, no tire shall exceed 600 pounds per inch of tire width as indicated on the sidewall.
- Tire loading on vehicles requiring an overweight or oversize permit shall not exceed 500 pounds per inch of tire width for tires 11 inches wide and greater.
- Tires less than 11 inches wide shall not exceed 450 pounds per inch of tire width.

**Example:** Tire sidewall reads: 265 R 22 265 is the metric width, to convert, multiply 265 by .04 which gives you 10.6. Your tire would be 10.6 inches wide.

## BRIDGE, SEASONAL ROAD RESTRICTIONS

Bridges with rated capacities less than the maximum legal limit in Utah have gross weight restrictions posted. A highway authority may prohibit the operation of any vehicle or impose restrictions on the weight of a vehicle upon any highway under its jurisdiction. [UCA 72-7-408](#)

## VARIABLE LOAD AXLES

- No more than three fixed axles shall be allowed in any group. Retractable or variable load suspension (VLS) axles installed after January 1990 shall be self-steering on power units and when augmenting a tridem group on trailers.

Non-divisible loads may be exempt from these restrictions with written approval from the Utah Department of Transportation (UDOT).

- No axle in a group with a retractable or VLS axle shall exceed legal or bridge formula weight requirements, or the manufacturers tire rating.
- Controls for raising and lowering retractable or VLS axles may be located in the cab of the power unit, but the controls regulating pressure to such axles shall be positioned outside the cab so as to be inaccessible to the driver when the vehicle is in motion.

## ADDITIONAL INFORMATION

For further information regarding Maximum Legal Weight Limitations contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the closest Port of Entry. Contact information can be found by clicking on the Utah Agency Directory Section, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).





Rev. 2011.09.13

## Chapter 23

### Overweight Non-Divisible Load Provisions

**PERMIT FEE SCHEDULE**

**Combination Oversize/Overweight Non-Divisible Load Permits up to 125,000 GVW are available when both size and weight restrictions are met:**

Single Trip	\$60.00
Semi-Annual (180 Days)	--
80,001-84,000 pounds	\$180.00
84,001-112,000 pounds	\$320.00
112,001-125,000 pounds	\$420.00
Annual (365 Days)	--
80,001-84,000 pounds	\$240.00
84,001-112,000 pounds	\$480.00
112,001-125,000 pounds	\$540.00

**Combination Overweight / Oversize Load Permits Exceeding 125,000 Pounds GVW**

Minimum	\$65.00
Maximum	\$450.00

**Note: Overweight/Oversize permit fees for vehicles with a GVW in excess of 125,000 pounds are determined by the following table. Actual weights and miles shall be rounded to the next higher increment. [UCA 72-7-406\(7\)\(c\)\(i\)\(ii\)](#)**

**Fee Table for Non-Divisible Loads Exceeding 125,000 lbs. gross weight**

Miles	50	100	150	200	250	300	350	400	450	500	550	600	650
<b>Pounds</b>													
150,000	\$80	\$80	\$130	\$170	\$210	\$250	\$290	\$340	\$380	\$420	\$460	\$500	\$540
175,000	\$80	\$110	\$170	\$230	\$290	\$340	\$400	\$460	\$510	\$540			
200,000	\$80	\$140	\$220	\$290	\$360	\$430	\$500	\$540					
225,000	\$90	\$170	\$260	\$350	\$440	\$520	\$540						
250,000	\$100	\$200	\$310	\$410	\$510	\$540							
275,000	\$120	\$230	\$350	\$470	\$540								
300,000	\$130	\$260	\$400	\$530									
325,000	\$150	\$290	\$440	\$540									
350,000	\$160	\$320	\$490										
375,000	\$180	\$350	\$530										
400,000	\$190	\$380	\$540										
425,000	\$210	\$410											
450,000	\$220	\$420											
475,000	\$240	\$470											
500,000	\$250	\$500											
525,000	\$270	\$530											
550,000	\$280	\$540											
575,000	\$300												
600,000	\$310												

Miles	50	100	150	200	250	300	350	400	450	500	550	600	650
<b>Pounds</b>													
625,000	\$330												
650,000	\$340												
675,000	\$360												
700,000	\$370												
725,000	\$390												
750,000	\$400												
775,000	\$420												
800,000	\$430												
825,000	\$450												
850,000	\$460												
875,000	\$480												
900,000	\$490												
925,000	\$510												
950,000	\$520												
950,000	\$540												

**Permitted vehicles must comply with the following conditions:**

- All vehicles and/or loads shall be reduced to the minimum practical dimensions.
- A permit for non-divisible loads will indicate the axle and gross weight authorized.

**OVERWEIGHT NON-DIVISIBLE LOADS**

An overweight non-divisible load permit may be issued for moving a combination of vehicles and loads exceeding the legal limits under the following conditions:

- The vehicle or combination of vehicles is properly registered for 78,001 to 80,000 pounds or equal to or greater than the gross vehicle weight.
- Movement of overweight non-divisible loads shall meet requirements specified under rail crossings [UCA 41-6a-1205](#).
- The allowable speed, when crossing structures, shall not exceed 45 mph, or as indicated on the permit.
- Permits may be obtained at ports of entry located throughout the state upon entry or through the Motor Carrier Division. Contact information can be found in the Utah Agency Directory Section or by contacting the Motor Carrier Division at (801) 965-4892 or (866) 215-5399.

Permits are required prior to entering except when entering on I-15 near St. George and I-80 near Echo and Wendover.

**Note: Please refer to [Chapter 31: Special Mobile Equipment \(page 153\)](#) or [Chapter 32: Special Truck Equipment](#) for more info on these subjects and applicable weights.**

**SINGLE, SEMI ANNUAL, ANNUAL TRIP PERMITS FOR OVERWEIGHT NON-DIVISIBLE LOADS**

Vehicles with a gross vehicle weight of less than 125,000 may be permitted on a single, semi annual, or annual basis as described below:

Single Axle	29,500 lbs
Tandem Axle	50,000 lbs
Tridem Axle	61,750 lbs

Trunnion Axle	60,000 lbs
Gross Weight	125,000 lbs

The above weights are for general reference. Actual weight must comply with Bridge Table allowances.

### OVERWEIGHT NON-DIVISIBLE LOADS EXCEEDING 125,000 LBS

Loads exceeding 125,000 lbs, or axle weights shown in above table, may only purchase single trip permits. Axle, bridge, and gross weight allowances will be determined based on the Utah Non-Divisible Bridge Analysis based on formula  $\sim 1.47 \times 500 (LN/N-1 + 12N + 36)$  or in accordance with the bridge table. (See Bridge Table Calculations Section)

#### Note:

- 9' wide axles are allowed 7.5% more weight than 8' wide axles.
- 10' wide axles are allowed 15% more weight than 8' wide axles.
- When using an axle equipped with eight tires, rather than four, add 10% to the weight authorized for an 8' wide axle group.

### WEATHER TRAVEL RESTRICTIONS

#### 49 CFR 392.14

Extreme caution in the operation of a commercial motor vehicle shall be exercised when hazardous conditions are present, such as those caused by snow, ice, sleet, fog, mist, rain, dust, or smoke, adversely affect visibility or traction. Speed shall be reduced when such conditions exist. If conditions become sufficiently dangerous, the operation of the commercial motor vehicle shall be discontinued and shall not be resumed until the commercial motor vehicle can be safely operated. Whenever compliance with the foregoing provisions of this rule increases hazard to passengers, the commercial motor vehicle may be operated to the nearest point at which the safety of passengers is assured.

### TRAVEL LANE RESTRICTIONS

#### UCA 41-6a-702

#### Left Lane Travel Restrictions

A person may not operate a vehicle in the left-most lane or High Occupancy Vehicle (HOV) lanes if:

- Vehicle is drawing a trailer or semi trailer regardless of size, or
- Vehicle or combination of vehicle has a gross vehicle weight of 12,001 or more pounds.
- Left most lane when three or more lanes exist in the direction of travel.

#### Right Lane Travel Restrictions

- Permitted non-divisible vehicles shall be driven in the right-most lane of traffic, except where the right lane must exit.
- When overtaking and passing another vehicle, permitted non-divisible vehicles shall be driven to the immediate left of the right-most lane returning to the right most lane as soon as feasible
- If right-most lane is designated as an "auxiliary" lane, vehicles shall operate in the center lane until the "auxiliary" lane ends.

### ADDITIONAL INFORMATION

For further information regarding Overweight Non-Division Permit Provisions contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the closest Port of Entry. Contact information can be found in the Utah Agency Directory Section, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).



Rev. 2011.09.13

## Chapter 24

### Overweight Divisible Load Provisions

**COMBINATION OVERSIZE/OVERWEIGHT DIVISIBLE LOAD PERMITS ARE AVAILABLE WHEN BOTH SIZE AND WEIGHT RESTRICTIONS ARE MET:**

Single Trip	\$60.00
<b>Semi-Annual (180 Days)</b>	--
80,001-84,000 pounds	\$180.00
84,001-112,000 pounds	\$320.00
112,001-129,000 pounds	\$420.00
<b>Annual (365 Days)</b>	--
80,001-84,000 pounds	\$240.00
84,001-112,000 pounds	\$480.00
112,001-129,000 pounds	\$540.00

### TIRE WIDTH

In circumstances where weight limitations are based on tire width, the manufacturer's size, as indicated on the sidewall will be used to determine maximum tire width.

**Example.** Tire sidewall reads: 265 R 22 265 is the metric width, to convert, multiply 265 by .04 which gives you 10.6. Your tire would be 10.6 inches wide.

### OVERWEIGHT DIVISIBLE LOADS

An overweight divisible load permit may be issued for moving a combination of vehicles and loads exceeding the legal limits under the following conditions:

- The vehicle or combination of vehicles is properly registered for 78,001 to 80,000 pounds.
- The width of the vehicle does not exceed 8 feet 6 inches wide or 14 feet high.
- Configurations equipped with tires 11 inches wide or less will be allowed 450 pounds per inch of tire width.
- Configurations equipped with tires 11 inches wide or greater will be allowed 500 pounds per inch of tire width.
- All axles weighing more than 10,000 pounds are required to have at least four tires per axle.
  - This does not apply to steering axles, self-steering variable load steering (VLS)/retractable axles, or wide base single tires (14 inch or greater as indicated by the manufacturer's sidewall rating).
  - The following options are available:
    - Dual tires on all axles
    - Super wide single tires (14 inches wide or greater)
    - Not to exceed 10,000 pounds per axle
    - The axle, groups of axles, and GVW do not exceed the Utah Bridge Table.
    - The combination unit will conform to the Utah Bridge Table B Extended and the legal axle and gross vehicle weight limits.

### VEHICLES TRANSPORTING LOGS FROM FOREST TO SAWMILL

#### UCA 72-7-401(2)(e)

Vehicles transporting logs or poles from forest to sawmill are exempt from size, weight, and load limitations:

- When moving upon a highway other than the national system of interstate and defense highways;
- If the gross vehicle weight does not exceed 80,000 pounds; and
- The vehicle or combination of vehicles are in compliance with [UCA 72-7-404\(01\) and \(2\)\(a\)](#).

### ADDITIONAL INFORMATION

For further information regarding Overweight Divisible Permit Provisions contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the closest Port of Entry. Contact information can be found in the Utah Agency Directory Section, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).



Rev. 2011.09.13

## Chapter 25

### Bridge Table Calculations



## DIVISIBLE/NON-DIVISIBLE

### UtahMC Online Bridge Calculator

This section is designed to provide background and detailed information used to determine the distribution of weight on structures.

### WHY THE FORMULA IS NECESSARY

Bridges on Interstate System highways are used by a wide variety of traffic. They are designed to support expected loadings. However, as trucks grew heavier in the 1950s and 1960s, something had to be done to protect bridges. The solution was to tie allowable weights to the number and spacing of axles.

Axle spacing is as important as axle weight in bridge design. A bridge is analogous to thin ice on a pond. Walking on the ice concentrates a person's weight on the small area covered by the individual's feet, and then the ice may break. Lying down, however, spreads the same weight over a much larger area, and the ice is less likely to break. Consider trucks crossing a bridge:

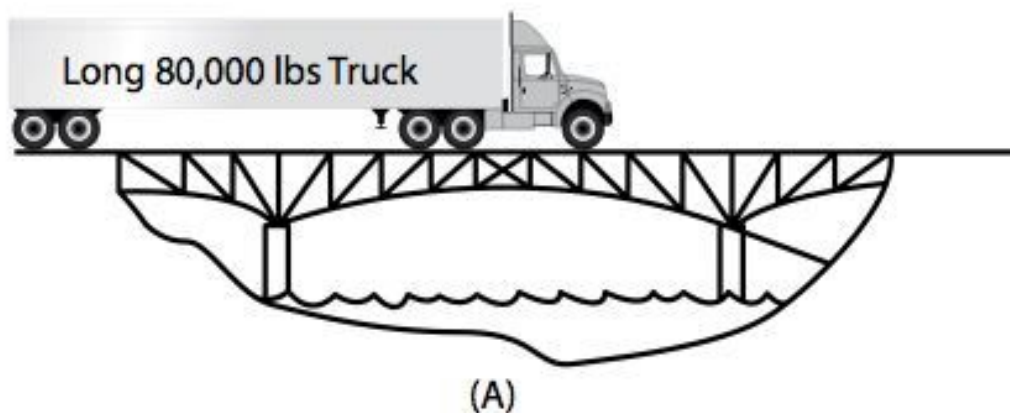


Figure 1

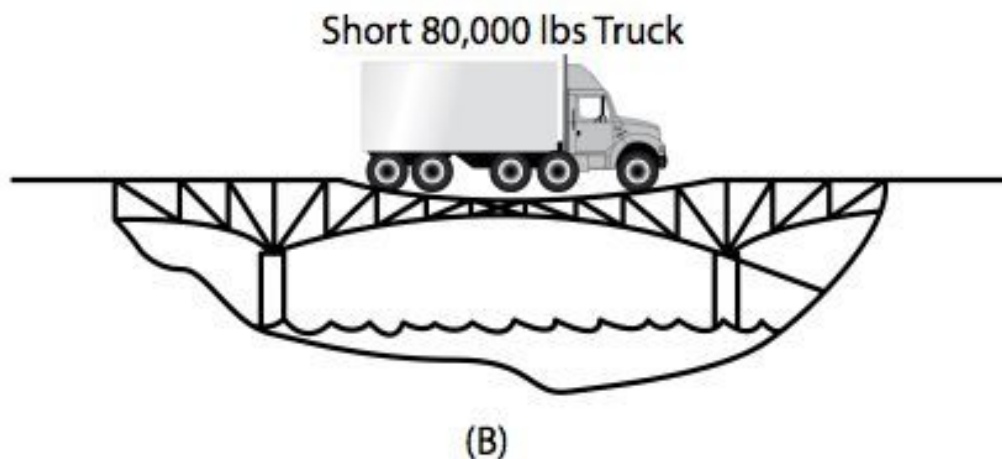


Figure 1

In Figure 1 (A), the stress on bridge members as the longer truck rolls across is much less than that caused by the short vehicle in Figure 1 (B), even though both trucks have the same total weight and individual axle weights. The weight of the longer vehicle is spread out, while the shorter vehicle has all of the weight concentrated on a small area. The Federal-Aid Highway Amendments of 1974 increased the weights allowed on the Interstate system to 20,000 pounds on a single axle, 34,000 pounds on a tandem axle, and 80,000 pounds gross weight (23 U.S.C. 127). But Congress balanced this concession to productivity by enacting the Bridge Formula. The result is that motor vehicles may be loaded to the maximum weight only if each group of axles on the vehicle and their spacing also satisfy the requirements of the Formula. This prevents the vehicle from overstressing bridges in the same way that a person lying down on thin ice would minimize the risk of breaking through.

## WHAT THE FORMULA IS AND WHAT IT MEANS.

$$W = 500 \left[ \frac{LN}{N-1} + 12N + 36 \right]$$

**W** = the maximum weight in pounds that can be carried on a group of two or more axles to the nearest 500 pounds.

**L** = the distance in feet between the outer axles of any two or more consecutive axles.

**N** = the number of axles being considered.

**Note: When the distance in feet includes a fraction of a foot of one inch or more the next larger number of feet shall be used. This only applies to Divisible Loads.**

The formula limits the weight on groups of axles in order to reduce the risk of damage to highway bridges. Allowable weight depends on the number of axles a vehicle has and the distance between those axles. However, the single-or-tandem-axle weight limits supersede the Bridge Formula limits for all axles not more than 96 inches apart.

Until 1982, Federal law set only upper limits (or ceilings) on Interstate System weight limits. A few states retained significantly lower weight limits, which eventually became barriers to long-distance truck traffic. In 1982, Federal law was amended to make Interstate Systems weights limits, including the bridge formula limits, both the maximum and the minimum weights (i.e., floors and ceilings) that states must allow on the Interstate System.

### How The Formula Is Used

Some definitions are needed to use the Bridge Formula correctly.

#### Gross Weight

The weight of a vehicle or vehicle combination and any load thereon. The federal gross weight limit on the Interstate System is 80,000 pounds.

#### Single-Axle Weight

The total weight on one or more axles whose centers are not more than 40 inches apart. The federal single-axle weight limit on the Interstate System is 20,000 pounds.

### Tandem-axle Weight

The total weight on two or more consecutive axles more than 40 inches but not more than 96 inches apart. The Federal tandem axle weight limit on the Interstate System is 34,000 pounds.

Interstate System weight limits in some States may be higher than these figures due to "grandfather" rights. When the Interstate System axle and gross weight limits were adopted in 1956, states were allowed to keep or "grandfather" those, which were higher. In 1975, states were allowed to keep or "grandfather" those, which were higher. In 1975, states were also allowed to keep "grandfathered" bridge formula limits which were higher than those established for the Interstate System.

Bridge Formula calculations yield a series of weights (pages 97-98). However, the single axle weight limit replaces the Bridge Formula weight limit on axles not more than 40 inches apart, and the tandem-axle weight limit replaces the Bridge Formula weight limit for axles over 40 but not more than 96 inches apart. At 97 inches apart, two axles can carry 38,000 pounds and three axles 42,000 pounds, as shown in Figure 2.

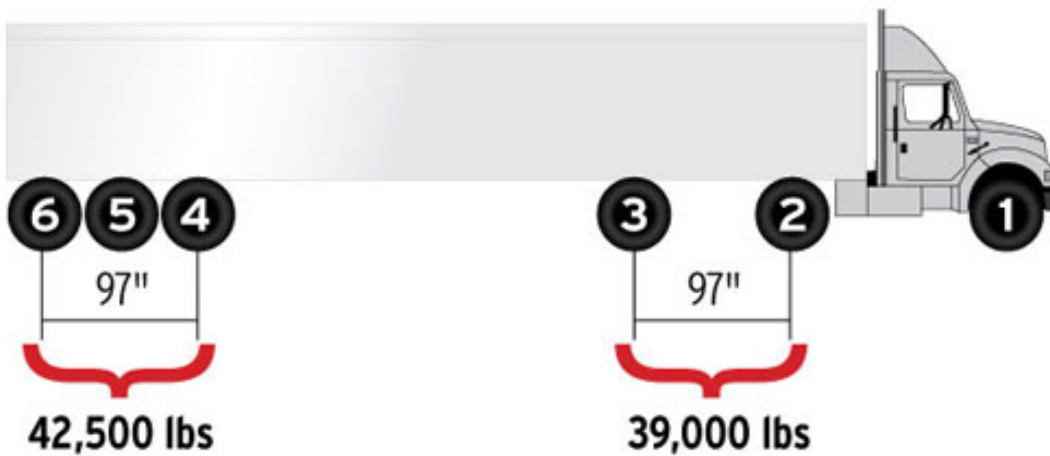


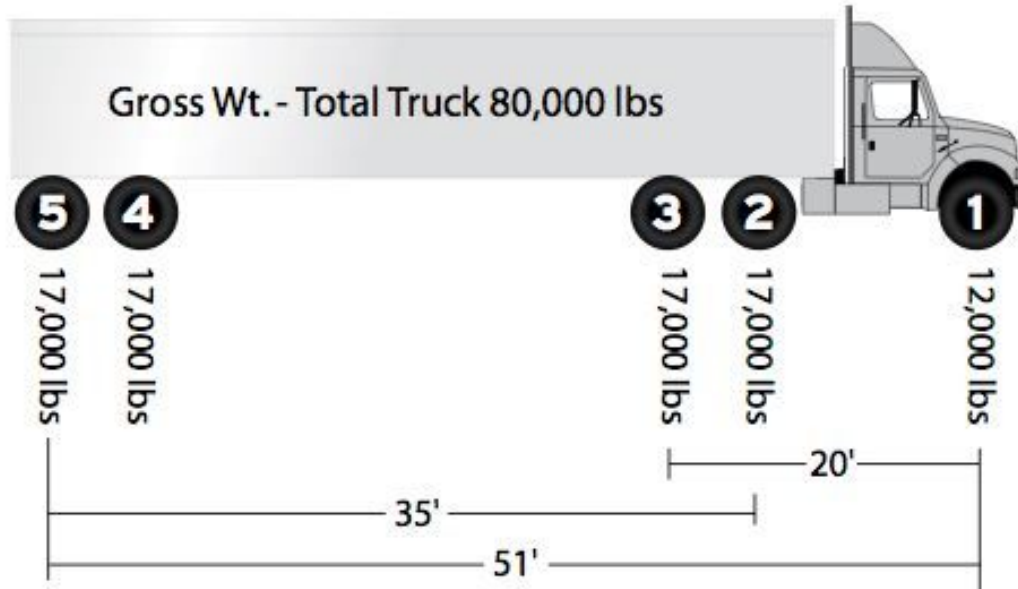
Figure 2

Federal law provided that any two or more consecutive axles may not exceed the weight computed by the Formula even though single axles, tandem axles, and gross weight are within legal limits. In other words, the axle group that includes the entire truck--sometimes called the "outer bridge" group--must comply with the Bridge Formula. But interior combinations of axles, such as the "tractor bridge" (axles 1, 2, and 3) and "trailer bridge" (axles 2, 3, 4, and 5), must also be in compliance with weights computed by the Formula (Figure 3).



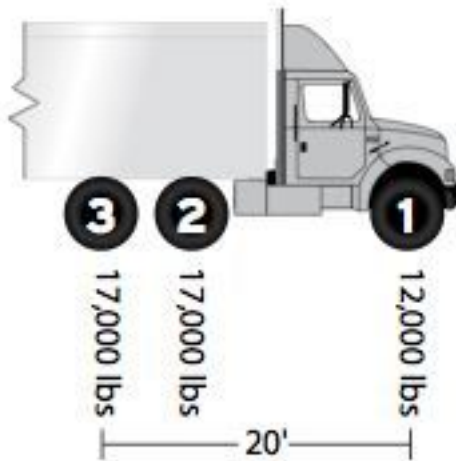
Figure 3

The most common vehicle checked for compliance with weight limit requirements is shown in Figure 3. While the Bridge Formula applies to each combination of two or more axles, experience shows that axle combinations 1 through 3, 1 through 5, and 2 through 5 are critical and must be checked. If these combinations are found to be satisfactory, all of the others on this type of vehicle will normally be satisfactory. The vehicle with weights and axle dimensions as shown in Figure 4 will be used to illustrate a Bridge Formula check.



**Figure 4**

Before checking a vehicle for compliance with the Bridge Formula, its single-axle, tandem axle, and gross weight should be checked. Here the single axle (number 1) does not exceed 20,000 pounds, tandems 2-3 and 4-5 do not exceed 34,000 pounds each, and the gross weight does not exceed 80,000 pounds. These preliminary requirements are thus satisfied. The first Bridge Formula combination is checked as follows:



*Figure 5*

Check of 1 thru 3 (Figure 5)  
 Actual weight = 12,000 + 17,000 + 17,000 =  
 46,000 pounds  
 N = 3 axles  
 L = 20 feet

$$W = 500 \left[ \frac{LN}{N-1} + 12N + 36 \right]$$

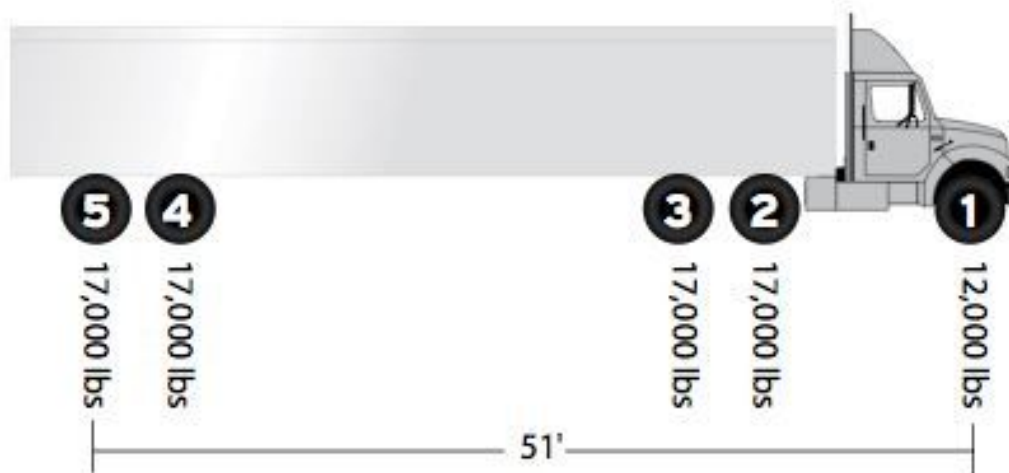
$$W = 500 \left[ \frac{LN}{N-1} + (12 \times 3) + 36 \right]$$

$$= 51,000 \text{ lbs.}$$

W maximum = 51,000 lbs., which is more than the actual weight of 46,000 lbs., so the Bridge Formula requirement is satisfied.

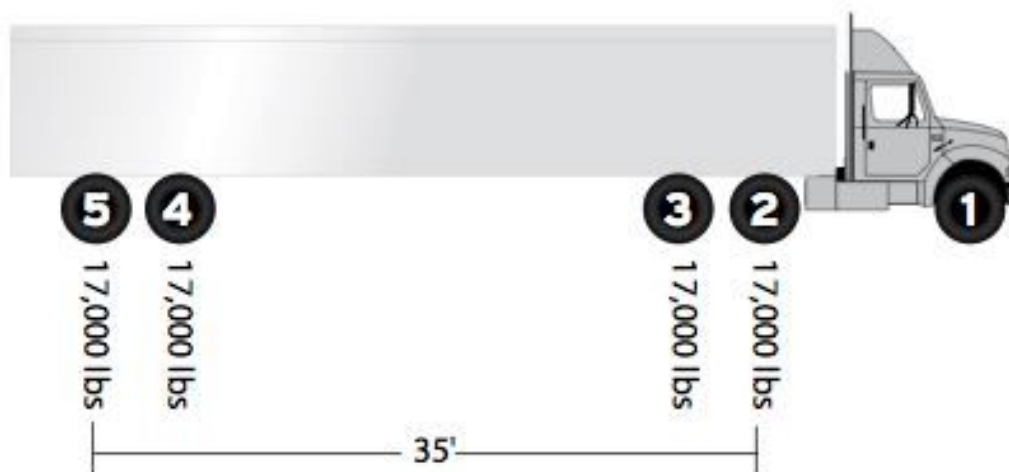
**Example--from The Bridge Table**

This same number (51,000#) could have been obtained from the Bridge Table by reading down the left side to L = 20 and across to the right where N = 3.



**Figure 6**

Now check axles 1 thru 5 (Figure 6) Actual weight =  $12,000 + 17,000 + 17,000 + 17,000 + 17,000 = 80,000$  lbs. W maximum, from the Bridge Table for "L" of 51 feet and "N" of 5 = 80,000 lbs. Therefore, this axle spacing is satisfactory.



**Figure 7**

Now check axles 2 thru 5 (Figure 7) Actual weight =  $17,000 + 17,000 + 17,000 + 17,000 = 68,000$  lbs. W maximum, from the Bridge Table for "L" of 35 feet and "N" of 4 = 65,500 lbs. This is a violation because the actual weight exceeds the weight allowed by the Bridge Formula. To correct the situation, some load must be removed from the vehicle or the axle spacing (35 feet) must be increased.

**BRIDGE TABLE B - EXTENDED | BASED ON WEIGHT FORMULA  $W = 500(LN \text{ DIVIDED BY } N-1)+12N+36$**   
**MAXIMUM LOAD IN POUNDS CARRIED ON | GROUP OF 2 OR MORE CONSECUTIVE AXLES - Page 1 of 2**  
**DISTANCE IN FEET BETWEEN THE EXTREMES OF ANY GROUP OF 2 OR MORE**

(N)	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles	10 Axles	11 Axles	12 Axles	13 Axles
4	34,000											
5	34,000											
6	34,000											
7	34,000											
8	34,000	34,000										
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	74,000	79,500					
25		54,500	58,500	63,500	69,000	74,500	80,500					
26		55,500	59,500	64,000	69,500	75,000	81,000					
27		56,000	60,000	65,000	70,000	75,500	81,500					
28		57,000	60,500	65,500	71,000	76,500	82,000					
29		57,500	61,500	66,000	71,500	77,000	82,500					
30		58,500	62,000	66,500	72,000	77,500	83,000					
31		59,000	62,500	67,500	72,500	78,000	83,500					
32		60,000	63,500	68,000	73,000	78,500	84,000	90,000				
33			64,000	68,500	74,000	79,000	85,000	90,500				
34			64,500	69,000	74,500	80,000	85,500	91,000				
35			65,500	70,000	75,000	80,500	86,000	91,500				
36			68,000	70,500	75,500	81,000	86,500	92,000	98,000			
37			68,000	71,000	76,000	81,500	87,000	93,000	98,500			
38			68,000	71,500	77,000	82,000	87,500	93,500	99,000			
39			68,000	72,500	77,500	82,500	88,500	94,000	99,500			
40			68,500	73,000	78,000	83,500	89,000	94,500	100,000	106,000		
41			69,500	73,500	78,500	84,000	89,500	95,000	101,000	106,500		
42			70,000	74,000	79,000	84,500	90,000	95,500	101,500	107,500		
43			70,500	75,000	80,000	85,000	90,500	96,000	102,000	107,500		
44			71,500	75,500	80,500	85,500	91,000	96,500	102,500	108,000	114,000	
45			72,000	76,000	81,000	86,000	91,500	97,500	103,000	108,500	114,500	
46			72,500	76,500	81,500	87,000	92,500	98,000	103,500	109,500	115,000	
47			73,500	77,500	82,000	87,500	93,000	98,500	104,000	110,000	115,500	
48			74,000	78,000	83,000	88,000	93,500	99,000	104,500	110,500	116,000	122,000
49			74,500	78,500	83,500	88,500	94,000	99,500	105,500	111,000	116,500	122,500
50			75,500	79,000	84,000	89,000	94,500	100,000	106,000	111,500	117,500	123,000

ALL COMBINATIONS OF VEHICLES WITH GROSS VEHICLE WEIGHTS IN EXCESS OF 80,000 POUNDS MUST BE IN COMPLIANCE WITH THE UTAH WEIGHT TABLE AND WILL REQUIRE AN OVERWEIGHT PERMIT

AXLE GROUPS IN THESE SPACINGS ARE IMPRACTICAL

**BRIDGE TABLE B - EXTENDED | BASED ON WEIGHT FORMULA  $W = 500(LN \text{ DIVIDED BY } N-1)+12N+36$**   
**MAXIMUM LOAD IN POUNDS CARRIED ON | GROUP OF 2 OR MORE CONSECUTIVE AXLES – Page 2 of 2**

(N)	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles	10 Axles	11 Axles	12 Axles	13 Axles
51			76,000	80,000	84,500	89,500	95,000	100,500	106,500	112,000	118,000	123,500
52			76,500	80,500	85,000	90,500	95,500	101,000	107,000	112,500	118,500	124,000
53			77,500	81,000	86,000	91,000	96,500	102,000	107,500	113,000	119,000	124,500
54			78,000	81,500	86,500	91,500	97,000	102,500	108,000	113,500	119,500	125,000
55			78,500	82,500	87,000	92,000	97,500	103,000	108,500	114,000	120,000	126,000
56			79,500	83,000	87,500	92,500	98,000	103,500	109,000	115,000	120,500	126,500
57			80,000	83,500	88,000	93,000	98,500	104,000	109,500	115,500	121,000	127,000
58				84,000	89,000	94,000	99,000	104,500	110,000	116,000	121,500	127,500
59				85,000	89,500	94,500	99,500	105,000	111,000	116,500	122,000	128,000
60				85,500	90,000	95,000	100,500	105,500	111,500	117,000	122,500	128,500
61				86,000	90,500	95,500	101,000	106,500	112,000	117,500	123,500	129,000
62				86,500	91,000	96,000	101,500	107,000	112,500	118,000	124,000	
63				87,500	92,000	96,500	102,000	107,500	113,000	118,500	124,500	
64				88,000	92,500	97,500	102,500	108,000	113,500	119,000	125,000	
65				88,500	93,000	98,000	103,000	108,500	114,000	119,500	125,500	
66				89,000	93,500	98,500	103,500	109,000	114,500	120,500	126,000	
67				90,000	94,000	99,000	104,500	109,500	115,000	121,000	126,500	
68				90,500	95,000	99,500	105,000	110,000	116,000	121,500	127,000	
69				91,000	95,500	100,000	105,500	111,000	116,500	122,000	127,500	
70				91,500	96,000	101,000	106,000	111,500	117,000	122,500	128,000	
71				92,500	96,500	101,500	106,500	112,000	117,500	123,000	128,500	
72				93,000	97,000	102,000	107,000	112,500	118,000	123,500	129,000	
73				93,500	98,000	102,500	107,500	113,000	118,500	124,000		
74				94,000	98,500	103,000	108,500	113,500	119,000	124,500		
75				95,000	99,000	103,500	109,000	114,000	119,500	125,000		
76				95,500	99,500	104,500	109,500	114,500	120,000	126,000		
77				96,000	100,000	105,000	110,000	115,500	121,000	126,500		
78				96,500	101,000	105,500	110,500	116,000	121,500	127,000		
79				97,500	101,500	106,000	111,000	116,500	122,000	127,500		
80				98,000	102,000	106,500	111,500	117,000	122,500	128,000		
81				98,500	102,500	107,000	112,500	117,500	123,000	128,500		
82				99,000	103,000	108,000	113,000	118,000	123,500	129,000		
83				100,000	104,000	108,500	113,500	118,500	124,000			
84					104,500	109,000	114,000	119,000	124,500			
85					105,000	109,500	114,500	120,000	125,000			
86					105,500	110,000	115,000	120,500	126,000			
87					106,000	110,500	115,500	121,000	126,500			
88					107,000	111,500	116,500	121,500	127,000			
89					107,500	112,000	117,000	122,000	127,500			
90					108,000	112,500	117,500	122,500	128,000			
91					108,500	113,000	118,000	123,000	128,500			
92					109,000	113,500	118,500	123,500	129,000			
93					110,000	114,000	119,000	124,500				
94					110,500	115,000	119,500	125,500				
95					111,000	115,500	120,500	126,000				
96					111,500	116,000	121,000	127,000				
97					112,000	116,500	121,500	127,500				
98					113,000	117,000	122,000	128,000				
99					113,500	117,500	122,500	128,500				
100					114,000	118,500	123,000	129,000				
101	40,000	60,000	80,000	100,000	114,500	119,000	123,500	129,000	129,000	129,000	129,000	129,000

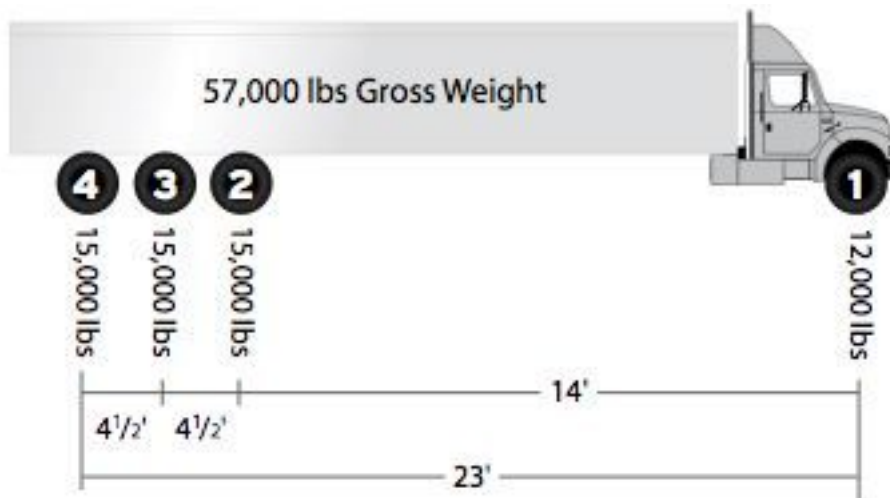


**Note:** Loads are computed to the nearest 500 lbs. The maximum load on any single axle is 20,000 lbs. and 34,000 lbs. on tandem axles.

### EXCEPTION TO THE DIVISIBLE FORMULA AND BRIDGE TABLE

Federal law (**23 U.S.C. 127**) includes one exception to the Bridge Formula and the Bridge Table--two consecutive sets of tandem axles may carry 34,000 pounds each if the over-all distance between the first and last axles of these tandems is 36 feet or more. For example, a five-axle tractor-semitrailer combination may carry 34,000 pounds both on the tractor tandem (axles 2 and 3) and the trailer tandem (axles 4 and 5), provided axles 2 and 5 are spaced at least 36 feet apart. Without this exception, the Bridge Formula would allow an actual weight of only 66,000 to 67,500 pounds on tandems spaced 36 to 38 feet apart.

The procedure described above can be used to check any axle combinations, but several closely spaced axles usually produce the most critical situation.



**Figure 8**

This vehicle has all legal axle weights but is still in violation. Axles 2-4 (Group 2) a (tridem) has a 9-foot spread measured from center of axle to center of axle, and is weighing 45,000 lbs. in figure 8. If you use the bridge chart for a 3-axle group at a 9-foot spread the tridem can only weigh 42,500 lbs. The vehicle would be over bridge on axles 2-4 (Group 2) by 2,500 lbs.

**Note:** This is a violation. The load would have to be reduced, axles added, or spacing increased, to comply with the Bridge Formula.

**Caution:** This information paraphrases the actual provision in [23 U.S.C. 127](#) and [23 CFR 658](#) for the sake of clarity. In case of a dispute, the statute and regulations will govern.

Utah Non-Divisible Load Chart

*L	2 Axles		3 Axles		4 Axles		5 Axles		6 Axles	
	8 Wide	10 Wide	8 Wide	10 Wide	8 Wide	10 Wide	8 Wide	10 Wide	8 Wide	10 Wide
4	50,000	57,500								
5	50,000	57,500								
6	50,000	57,500								
7	50,000	57,500								
8	50,000	57,500	61,500	71,000						
9	57,500	66,000	62,500	72,000						
10	59,000	68,000	64,000	73,500						
11			64,500	74,000						
12			66,000	76,000	73,500	84,500				
13			67,000	77,000	74,000	85,000				
14			68,500	79,000	75,500	87,000				
15			69,000	79,500	76,500	88,000				
16			70,500	81,000	77,000	88,500	85,000	98,000		
17			71,000	81,500	78,500	90,000	86,000	99,000		
18			73,000	84,000	79,500	91,500	86,500	99,500		
19			73,500	84,500	80,000	92,000	88,000	101,000		
20			75,500	86,000	81,500	94,000	89,000	102,500	97,000	111,500
21			76,000	87,500	82,500	95,000	89,500	103,000	98,000	113,000
22			77,000	88,000	83,000	95,500	90,500	104,000	98,500	113,500
23			78,000	90,000	84,500	97,000	92,000	106,000	100,000	115,000
24			79,500	91,500	85,000	98,000	92,500	106,500	101,000	116,000
25			80,000	92,000	86,000	99,000	93,000	107,000	101,500	117,000
26			81,500	94,000	87,500	100,500	94,000	108,000	102,000	117,500
27			82,500	95,000	88,000	101,000	95,000	109,000	103,000	118,500
28			84,000	96,500	89,000	101,500	96,500	110,000	104,500	120,000
29			84,500	97,000	90,500	104,000	97,000	111,500	105,500	121,000
30			86,000	99,000	91,000	104,500	98,000	112,500	106,000	122,000
31			86,500	99,500	92,000	106,000	99,000	114,000	106,500	122,500
32			88,000	101,000	93,500	107,500	100,000	115,000	107,500	123,500
33					94,000	108,000	100,500	115,500	109,000	125,500
34					95,000	109,000	101,500	117,000	109,500	126,000
35					96,000	110,000	103,000	118,500	110,500	127,000
36					97,000	111,500	103,500	119,000	111,000	127,500
37					98,000	112,500	104,500	120,000	111,500	128,000
38					99,000	114,000	106,000	122,000	113,000	130,000
39					100,000	115,000	106,500	122,500	114,000	131,000
40					101,000	116,000	107,500	123,500	114,500	131,500
41					102,000	117,000	108,000	124,000	115,500	132,500
42					103,000	118,500	109,000	125,500	116,000	133,500
43					103,500	119,000	110,500	127,000	117,500	135,000
44					105,000	120,500	111,000	127,500	118,500	136,500
45					106,000	122,000	111,500	128,000	119,000	137,000
46					106,500	122,500	112,500	129,500	120,000	138,000
47					108,000	124,000	114,000	131,000	120,500	138,500
48					109,000	125,500	114,500	131,500	122,000	140,500
49					109,500	126,000	115,500	133,000	123,000	141,500
50					111,000	127,500	116,000	133,500	123,500	142,000
51					111,500	128,000	117,500	135,000	124,000	142,500
52					112,500	129,500	118,500	136,500	125,000	144,000
53					114,000	131,000	119,000	137,000	126,500	145,500
54					114,500	131,500	120,000	138,000	127,000	146,000
55					115,500	133,000	121,500	140,000	128,000	147,000
56					117,000	134,500	122,000	140,500	128,500	148,000
57					117,500	135,000	123,000	141,500	129,500	149,000
58							123,500	142,000	131,000	150,500
59							125,000	144,000	131,500	151,000
60							126,000	145,000	132,500	152,000

## ADDITIONAL INFORMATION

For further information regarding Bridge Table Calculations and the Utah Non-Divisible Load Chart contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov). You can also use our bridge calculator at [utahmc.com/bridgecalc/](http://utahmc.com/bridgecalc/)



Rev. 2011.09.13

## Chapter 26

### Secondary Highways with Additional Restrictions

**SEE MAP SECTION**

- **US 6 Eastbound from RP 239 to RP 242.**
  - No loads in excess of 17' 3" high are allowed.
- **State Route 9 from Hurricane (Reference Post (RP) 10) to LaVerkin (RP 13).**
  - Vehicles/loads exceeding 12' in width require two certified pilot/escort vehicles.
- **State Route 9 from the junction of State Route 17 eastbound to Zion National Park and from State Route 89 west to Zion National Park.**
  - Vehicles/loads exceeding 8'6" in width requires one certified pilot/escort vehicle.
  - Vehicles/loads exceeding 10' in width require two certified pilot/escort vehicles.
  - Vehicles/loads exceeding 14' in width require, in addition to certified pilot/ escort vehicles, two police escorts.
  - Commercial vehicles, regardless of dimensions, are prohibited through Zion National Park.
- **State Route 12 between the junctions of State Route 89 and State Route 24 (near Torrey, Utah).**
  - Vehicles/loads exceeding 10' in width require one certified pilot/escort vehicle.
  - Vehicles/loads exceeding 12' in width require two certified pilot/escort vehicles.
  - Vehicles/loads exceeding 14' in width require, in addition to certified pilot/ escort vehicles, two police escorts.
- **State Route 14 between RP 2 and RP 19 (Cedar City to Brian Head).**
  - Vehicles/loads exceeding 8'6" in width require one certified pilot/escort vehicle.
  - Vehicles/loads exceeding 10' in width require two certified pilot/escort vehicles.
  - Vehicles/loads exceeding 12' in width are prohibited.
- **State Route 17 between Interstate 15 (RP 0) and LaVerkin (RP6.07).**
  - Vehicles loads exceeding 10' in width require one certified pilot/escort vehicle.
  - Vehicles loads exceeding 12' in width require two certified pilot/escorts vehicles.
- **State Route 20 between Interstate 15 (RP 0) and State Route 89 (RP 21) (Bear Valley).**
  - Vehicles or loads exceeding 10' in width and 75' in length require one certified pilot/escort vehicle.
- **State Route 24 between State Route 12 (Torrey) and State Routes 24 & 95 (Hanksville).**
  - Vehicles or loads exceeding 10' in width require one certified pilot/escort vehicle.
  - Vehicles or loads exceeding 12' in width require two certified pilot/escort vehicles.
- **State Route 29 between Orangeville and Joe's Valley Reservoir.**
  - Vehicles or loads exceeding 80' in length or 10' in width require two certified pilot/escort vehicles.
- **State Route 31 between RP 0 and RP 8.5.**
  - Vehicles or loads exceeding 10' in width and/or 80' in length require one certified pilot/escort vehicle.
  - Vehicles or loads exceeding 12' in width are prohibited.
- **State Route 39 between State Route 203 (Harrison Blvd at RP 9) and Pineview Reservoir.**
  - Vehicles or loads exceeding 10' in width or exceeding 77' in length are prohibited.
- **State Route 39 between Pineview Reservoir and State Route 16 (Woodruff at RP 67).**
  - Vehicles or loads exceeding 10' in width and/or 80' in length require two certified pilot/escort vehicles.
- **State Route 43 and 44 between Wyoming (RP 0) and State Route 191 (RP 28).**
  - Vehicles or loads exceeding 95' in length require two certified pilot/escort vehicles.
- **State Route 46 between the Colorado State line and RP 18.**
  - Vehicles or loads exceeding 10' in width and/or 80' in length require one certified pilot/escort vehicle.

- Vehicles or loads exceeding 14' 6" in width must have authorization from the UDOT Motor Carrier Division. This authorization can be obtained by calling (801) 965-4892.
- Vehicles or loads exceeding 12' in width and/or 110' in length are prohibited.
- **State Route 59 between RP 19 and RP 23 (Hurricane Hill).**
  - Vehicles or loads exceeding 12' in width and/or 85' in length require one certified pilot/escort vehicle.
  - Vehicles or loads exceeding 14' in width and/or 95' in length require two certified pilot/escort vehicles.
  - Vehicles or loads exceeding 14'6" in width require two police escorts.
- **State Route 65 between Interstate 80 and Interstate 84 (Henefer to Mt. Green).**
  - Vehicles or loads exceeding 80,000 pounds GVW are prohibited.
- **State Route 66 between State 65 and Interstate 84.**
  - Vehicles or loads exceeding 80,000 pounds GVW are prohibited.
- **State Route 89 (Logan Canyon) between RP 373 and RP 415 (Bear Lake).**
  - Vehicles or loads exceeding 10' in width and/or 80' in length require one certified pilot/escort vehicle.
  - Vehicles or loads exceeding 12' in width are prohibited.
- **State Route 89 between Kanab and Interstate 70.**
  - Vehicles or loads exceeding 10' in width and 75' in length require one certified pilot/escort vehicle.
- **State Route 92 between Highway 189 (Provo Canyon) and the Sundance Ski Resort.**
  - All oversize loads require two certified pilot/escort vehicles and two police escort vehicles.
- **State Route 128 between Interstate 70 and State Route 191 (RP 0 - RP 42).**
  - All oversize and vehicles or loads exceeding 55,000 pounds GVW are prohibited.
- **State Route 143 between RP 3 and RP 20 (Panguitch to Brian Head).**
  - Vehicles or loads exceeding 8'6" in width require one certified pilot/escort vehicle.
  - Vehicles or loads exceeding 10' in width require two certified pilot/escort vehicles.
  - Vehicles or loads exceeding 12' in width and 65' in length are prohibited.
- **State Route 150 between Utah/Wyoming Border and State Route 32 in Kamas, UT.**
  - Vehicles or loads exceeding 80,000 pounds GVW are prohibited.
- **State Route 153 between RP 9 to RP 20 (Elk Meadows)(Beaver).**
  - Vehicles or loads exceeding 8'6" in width require one certified pilot/escort vehicle.
  - Vehicles or loads exceeding 10' in width and 65' in length are prohibited.
- **State Route 162.**
  - Between Montezuma Creek and Aneth, vehicles or loads exceeding 95' long and/or 12' wide require two certified pilot/escort vehicles.
- **State Route 189 (Provo Canyon) between RP 7 (SR-52) and RP 21 (Wallsburg Jct).**
  - Oversize loads in excess of 10' wide prohibited.
  - Vehicles or loads exceeding 14' 6" in width must have authorization from the UDOT Motor Carrier Division. This authorization can be obtained by calling (801) 965-4892.
- **State Route 190 (Big Cottonwood Canyon) between Interstate 215 at Knudsen's Corner and the Salt Lake/Wasatch County Line.**
  - Vehicles or loads exceeding 9' in width and/or 65' in length require one certified pilot/escort vehicle.
  - Vehicle or loads exceeding 10' in width and/or 80' in length require two certified pilot/escort vehicles.

- Vehicles or loads exceeding 12' in width are prohibited unless otherwise authorized in accordance with R912-11.
- **State Route 191 (Indian Canyon) between State Routes 6 and 40.**
  - Vehicles or loads exceeding 95' in length require two certified pilot/escort vehicle
  - Vehicles or loads exceeding 15' in width require two police escorts in addition to certified pilot/escort vehicles.
- **State Route 191 between Vernal, Utah and the Wyoming State Line.**
  - Vehicles or loads exceeding 95' in length require two certified pilot/escort vehicles.
  - Vehicle or Loads exceeding 20,000 lbs on single axles and/or 34,000 on tandem axles are prohibited across the Flaming Gorge Dam.
- **State Route 210 (Little Cottonwood Canyon) between State Route 190 and Alta, Utah.**
  - Vehicles or loads exceeding 9' in width and/or 65' in length require one certified pilot/escort vehicle.
  - Vehicles or loads exceeding 10' in width and/or 80' in length require two certified pilot/escort vehicles.
  - Vehicles or loads exceeding 12' in width are prohibited unless otherwise authorized in accordance with R912-11.
- **State Route 211 between State Route 191 and Canyon Lands (North of Monticello).**
  - Vehicles or loads exceeding 10' in width and/or 80' in length require one certified pilot/escort vehicle.
  - Vehicles or loads exceeding 12' in width are prohibited unless otherwise authorized in accordance with R912-11.
- **State Route 261 between RP 7 and 10 (Moki Dugway)(SR 163 to SR 95).**
  - Oversize/Overweight vehicles and/or loads prohibited.
- **State Route 264 between State Routes 31 and 96(Electric Lake to East Fairview).**
  - Vehicles or loads exceeding 10' in width and/or 80' in length require one certified pilot/escort vehicle.
  - Vehicles or loads exceeding 12' in width and/or 110 in length are prohibited unless otherwise authorized in accordance with R912-11.
- **Emigration Canyon between the Wasatch Drive/Sunnyside Ave. junction and State Route 65.**
  - Vehicles or loads exceeding 9' in width and/or 65' in length require one certified pilot/escort vehicle.
  - Vehicles exceeding 10' in width and/or 80' in length require two certified pilot/escort vehicles.
  - Vehicles or loads exceeding 12' in width are prohibited unless otherwise authorized in accordance with R912-11.

**Note: Local jurisdictions may restrict Commercial Vehicle travel on specific routes within their authority. These routes are generally posted. Please contact local jurisdictions for specific information.**

### ADDITIONAL INFORMATION

For further information regarding Oversize/Overweight Permitted vehicle Highway Restrictions contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the closest Port of Entry. Contact information can be found in the Utah Agency Directory Section, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).



Rev. 2011.09.13

## Chapter 27

### Farmers, Implements of Husbandry & Agricultural Operations



## GENERAL

The Federal Motor Carrier Safety Regulations (FMCSRs) apply to Farmers when they use a commercial motor vehicle.

- A commercial motor vehicle is a vehicle used on a highway to transport passengers or property when the vehicle:
  - Has a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) of 10,001 pounds or more, or
  - Is designed to transport 16 or more passengers including the driver, or
  - Is of any size and used in the transportation of hazardous materials which require placards as set forth in [49 CFR 171 - 178](#), and,
  - Is used in commerce.
- A farmer is a person who cultivates land, or raises poultry, crops or livestock. Only certain agricultural exemptions apply. This section is intended to clarify such exemptions.

## EXEMPTIONS

- Utah is currently sharing reciprocity agreements for farm-plated vehicles registered in the State of Idaho hauling their own farm equipment or product.
- Securement/Tarping requirements do not apply to a vehicle or implement of husbandry carrying an agricultural product, if the agricultural product is:
  - Being transported in a manner which is not a hazard or a potential hazard to the safe operation of the vehicle or to other highway users, and
  - Loaded in a manner that only allows minimal spillage.
- Any implement of husbandry only incidentally operated on the highway by a farmer is not subject to license or registration.

Per [UCA 72-9-105\(4\)](#) commercial vehicles operating Intrastate only, primarily used by a farmer for the production of agricultural product are exempt from the vehicle marking requirements.

## OBTAINING OVERSIZE AND/OR OVERWEIGHT PERMITS

Before moving a vehicle or load, which exceeds legal dimensions as outlined in the Legal Vehicle Dimensions a permit must be obtained and carried in the vehicle for inspection by law enforcement personnel. Destroyed or illegible permits may be re-printed or replaced at any port of entry.

The appropriate permit for oversize vehicles and loads, including special mobile equipment, must be obtained prior to operating within the State of Utah, except when entering on I-15 (St. George) and I-80 (Echo and Wendover).

**Note: These ports are located at the border and permits are available upon entry. If port of entry is closed permits may be purchased online, or contact the closest port of entry or the Motor Carrier Division. Contact information can be found in the Utah Agency Directory Section.**

Permits may be purchased online at [www.udot.utah.gov/public/mcs](http://www.udot.utah.gov/public/mcs) prior to entry. Permits may be purchased by major credit card and may be issued based on annual permit dimensions and weight, or on a single trip basis.

**The following conditions must be met to obtain a permit:**

- Be in compliance with all financial responsibility obligations as specified under [49 CFR 387, R909-1](#) (Intrastate carriers).
- Vehicle(s) must be properly registered. [UCA 41-1a-101](#)
- Driver(s) are properly licensed with appropriate endorsements
- Must be in compliance with the Federal Motor Carrier Safety Regulations (FMCSRs). [49 CFR Parts 382-399](#)

- Must be in compliance with the Hazardous Material Regulations (HMRs) [49 CFR Parts 171-180](#).
- Must be in compliance with all UCR requirements

## TRANSFER / REPLACEMENT OF PERMITS

Permits may be transferred through the Online Permit System or Motor Carrier Division personnel may transfer permits from one vehicle to another for a \$25 fee under the following conditions:

- Annual and semi-annual permits may be transferred to another unit within the same company.
- Customer has sold or bought a vehicle.
- Lease changes from one company to another. Documentation providing evidence of permit ownership will be required prior to permit transfer.
- Company reorganization or name change.
- The original permit, or evidence of having an original permit, shall be presented to the issuing agent.
- A transfer permit will be issued the same expiration date as the original permit.

The following information must be provided when applying for a permit:

- Motor Carrier information:
  - USDOT number
  - Address
  - Telephone number
  - Fax number (if available)
  - Web address (if available)
  - Email address (if available)
  - Vehicle information
    - License number, state, expiration date
    - Vehicle make, year, registered weight
    - Unit number
    - Complete Vehicle Identification Number (VIN)
- Specific load information
- Permit duration (Single, Semi-Annual, Annual)
- Requested routes
- Dimensions, length, width, height, front and rear overhang.

## PERMIT REFUNDS

To request a permit refund, please contact the port supervisor at the location where the permit was purchased. For refunds on self issued permits contact the Motor Carrier Division at (801)965-4508 or (866) 215-5399. Contact information can be located in the Utah Agency Directory Section.

## LIABILITY OF PERMITTEE

The applicant or permittee, as a condition for obtaining an oversize permit, shall assume all responsibility for crashes, including injury to any persons or damage to public or private property caused by operations.

## INDEMNITY CLAUSE

The applicant or permittee agrees to indemnify and hold harmless the Department from any and all claims resulting directly or indirectly from the operation and/or transportation of vehicles or combination of vehicles operating under an oversize/overweight permit.

## PERMIT REVOCATION, SUSPENSION, AND CONFISCATION

Violation of the terms or conditions of an oversize/overweight permit, including but not limited to speeding, lane travel, weather, load securement, Federal Motor Carrier Safety Regulations, and/or Hazardous Material Regulations may result in the revocation, suspension, or confiscation of the permit. Before the vehicle can be moved, it must be made legal, properly permitted, and violations corrected.

Patterns of non-compliance at a company level may constitute action taken against the carrier's overall permit privileges and may result in additional civil penalties and an order to cease operations.

## COMMERCIAL VEHICLES TRAVELING ON A FREEWAY OR INTERSTATE HIGHWAY

Vehicles operating under an oversize/overweight permit shall not be operated in excess of the posted speed limit. In no case shall a permitted movement proceed at a speed, which shall endanger the safety of persons or property.

## WEATHER TRAVEL RESTRICTIONS

### 49 CFR 392.14

Extreme caution in the operation of a commercial motor vehicle shall be exercised when hazardous conditions are present, such as those caused by snow, ice, sleet, fog, mist, rain, dust, or smoke, adversely affect visibility or traction. Speed shall be reduced when such conditions exist. If conditions become sufficiently dangerous, the operation of the commercial motor vehicle shall be discontinued and shall not be resumed until the commercial motor vehicle can be safely operated. Whenever compliance with the foregoing provisions of this rule increases hazard to passengers, the commercial motor vehicle may be operated to the nearest point at which the safety of passengers is assured.

## TRAVEL LANE RESTRICTIONS

### UCA 41-6a-701

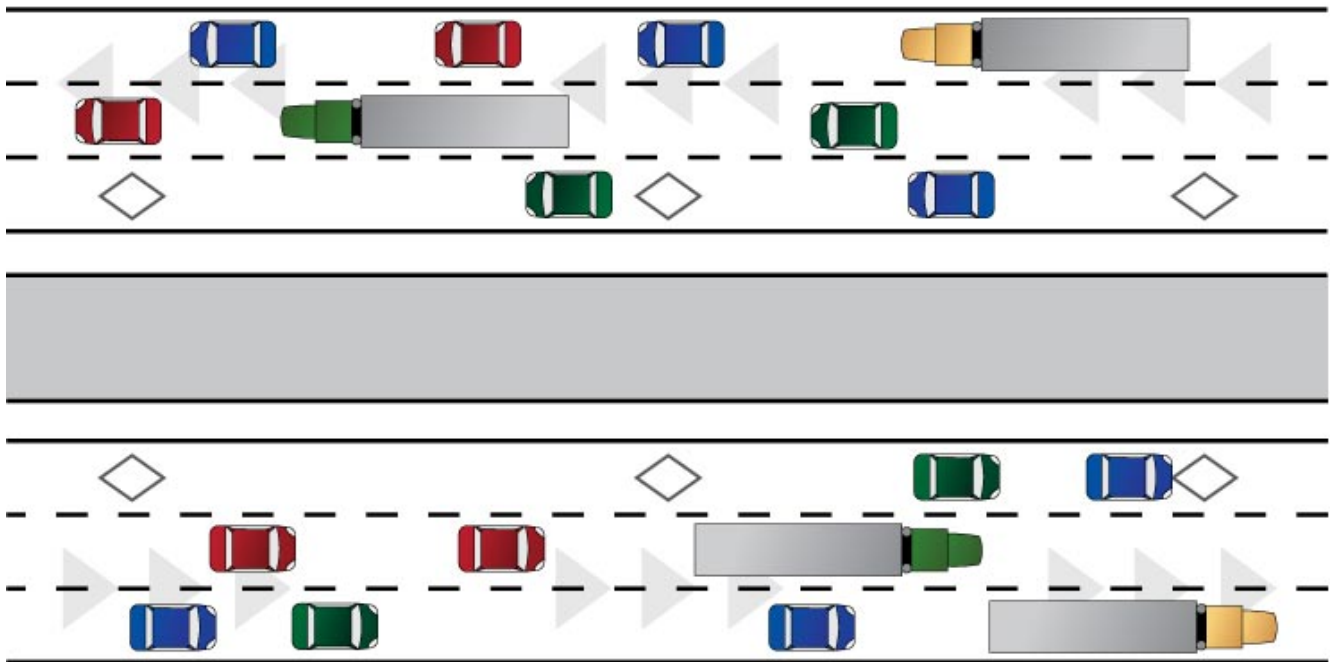
#### Left Lane Travel Restrictions

A person may not operate a vehicle in the left-most lane or High Occupancy Vehicle (HOV) lanes if:

- Vehicle is drawing a trailer or semi trailer regardless of size, or
- Vehicle or combination of vehicle has a gross vehicle weight of 12,001 or more pounds.
- Left most lane when three or more lanes exist in the direction of travel.

#### Right Lane Travel Restrictions

- Permitted non-divisible vehicles shall be driven in the right-most lane of traffic, except where the right lane must exit.
- When overtaking and passing another vehicle, permitted non-divisible vehicles shall be driven to the immediate left of the right-most lane returning to the right most lane as soon as feasible
- If right-most lane is designated as an "auxiliary" lane, vehicles shall operate in the center lane until the "auxiliary" lane ends.



## VENDORS AND MANUFACTURERS

Vendors and manufacturers of trailers, special mobile equipment, or specialized vehicles and/or combination of vehicles, are urged to coordinate with the Motor Carrier Division before manufacturing, modifying or selling such equipment for use in this state. For additional information refer to the end of this section.

## VIOLATION OF WEIGHT LIMITS

Overweight vehicles or combination of vehicles shall be brought within legal limits at the point of violation unless there is a potential hazard, as determined by enforcement personnel. If it is determined that a hazard exists, the vehicle shall be moved to the closest location where the excessive weight can be safely transferred to another vehicle unless, in the judgment of the enforcement personnel, it is safer to proceed to the original destination. [UCA 72-7-405\(3\)\(b\)](#)

## AUTHORIZED WEIGHING EQUIPMENT

Utah uses a number of different types of weighing equipment. These include portable scales, certified privately owned scales, and official port of entry facilities along state highways and interstates.

## TIRE LOAD

In circumstances where weight limitations are based on tire width, the manufacturer's size, as indicated on the sidewall will be used to determine maximum tire width.

- For non-permitted/legal vehicles, no tire shall exceed 600 pounds per inch of tire width as indicated on the sidewall.
- Tire loading on vehicles requiring an overweight or oversize permit shall not exceed 500 pounds per inch of tire width for tires 11 inches wide and greater.
- Tires less than 11 inches wide shall not exceed 450 pounds per inch of tire width.

**Example:** Tire sidewall reads: 265 R 22 265 is the metric width, to convert, multiply 265 by .04 which gives you 10.6. Your tire would be 10.6 inches wide.

## HAY TRUCK OPERATIONS

Vehicle combinations may transport two rolls or bales of hay side by side when:

- The two rolls or bales are 10 feet or less in combined width.
- Load is being operated with a valid oversize permit.
- The vehicle unladen is legal width.
- Loads are properly secured.
- All other laws and regulations are complied with.

## IMPLEMENTS OF HUSBANDRY MOVED BY A FARMER

### UCA 72-7-407

Implements of husbandry moved by a farmer, rancher or his employees in connection with an agricultural operation are exempt from permitting requirements provided the following conditions are met:

- Front and rear escort vehicles are required when the implement is 16 feet in width.
- One or more escort vehicles are required when the implement is traveling on a highway where special hazards exist.

**Note: Special hazards are defined as extreme weather conditions and/or highway construction or maintenance projects.**

## IMPLEMENTS OF HUSBANDRY PERMITS

### UCA 72-7-407

Except as described above, implements of husbandry being moved upon a highway are authorized to purchase annual oversize permits in compliance with the following:

- Prior to transporting loads that exceed 16 feet in width and/or 14 feet in height contact the Motor Carrier Division to obtain routing.
- Prior to transporting loads in excess of 14 feet in width on unfamiliar or unusual routes contact the nearest Port of Entry for routing. See the Utah Agency Directory Section for information.
- Police escorts as required when in excess of:
  - 17 feet 6 inches high all roads.
  - 17 feet wide on secondary highways
  - 22 feet wide on interstate highways
- One certified pilot/escort vehicle shall accompany loads in excess of 14 feet in width only when special hazards exist.

**Note: Special hazards are defined as extreme weather conditions and/or highway constructions or maintenance projects.**

- Two certified pilot/escort vehicles must accompany loads 16 feet in width or greater.

## VEHICLES CARRYING LIVESTOCK OR GRAIN

Vehicles may carry up to 36,000 pounds on a tandem axle without obtaining overweight permit if:

- The load is livestock as defined in [UCA 4-1-8\(6\)](#), "Cattle, sheep, goats, swine, horses, mules, poultry, domesticated elk as defined in [UCA 4-39-102](#), or any other domestic animal or domestic furbearer raised or kept for profit."
- The load is grain being transported by a farmer from a farm to market in a raw state prior to bagging, weighing or processing.
- The vehicle is not operated on an Interstate Highway or the Defense Highway System: US 491; US 191 (from US 491 to I-70); US 6, and all roads leading into or out of a military facility.
- The GVW does not exceed 80,000 pounds.

- While the defined legal and permitted weight limits apply to livestock as well as to other carriers, consideration shall be given to the unique nature of living cargo, which can move around changing axle weights. This is especially true where dividers are not built in livestock compartments.
- Every reasonable effort shall be made to minimize the delay of livestock carriers in the ports of entry, so as to avoid harm or injury to the animals.
- If off-loading is required, the animal's safety and that of personnel involved shall be given the highest priority.

## CDL STANDARDS/REQUIREMENTS

These requirements apply to farmers if their vehicle(s):

- GVWR is 26,001 pounds or more; or
- GCWR is 26,001 pounds or more, inclusive of a towed unit with a GVWR of 10,001 pounds or more; or
- Carry 16 or more passengers, including the driver; or
- Carry hazardous materials requiring placards; or
- CDL required when operating a vehicle listed under the first two bullets of this section or in excess of a 150-mile radius of their farm.
- Farmers required to have a CDL must participate in a controlled substance/alcohol, testing program.

## SIGNING REQUIREMENTS

Every farm tractor and towed farm equipment, towed or self-propelled implements of husbandry, designed for operation at speeds not in excess of 25 miles per hours, shall at all times be equipped with a slow moving vehicle emblem mounted on the rear.

## SPECIAL FUELS

- **Diesel** - Dyed diesel fuel purchases for off-road uses are exempt from highway use tax. Tax paid for undyed diesel fuel for off-road agricultural purposes is refundable. No use tax is charged at the point of purchase for dyed diesel fuel and no permit is required. Refunds for taxes paid on purchased of undyed diesel fuel are claimed as a credit on the Utah income tax return. Farmers and ranchers should keep accurate records to qualify for such refunds.
- **Gasoline** - Tax paid by farmers and ranchers for gasoline used for off-highway agricultural use is refundable. Refunds are claimed as a credit on the Utah income tax return. For additional information contact: Utah State Tax Commission  
Motor Carrier Services  
210 North 1950 West  
Salt Lake City, Utah 84114  
Phone: (801) 297-6800

**Note: For fuel tax auditing purposes, at the time of fueling, record vehicle mileage, the number of gallons, cost per gallon, and date of purchase.**

## INSPECTION, REPAIR AND MAINTENANCE

Farmers with commercial motor vehicles must have an inspection repair and maintenance program as stated in [49 CFR Part 396](#).

## INSURANCE AND FINANCIAL RESPONSIBILITY

Farmers must have the minimum level of insurance coverage (\$750,000) as stated in [49 CFR Part 387](#).

- Implements of husbandry incidentally operated on the highway by a farmer are not subject to licensing or registration.

## FARM VEHICLE MARKING REQUIREMENTS INTERSTATE OPERATIONS:

[49 CFR 390.21](#)

Farmers operating as a commercial motor vehicle must mark their vehicles as follows:

- Markings must display:
  - The legal name or a single trade name of the motor carrier.
  - The motor carrier identification number issued by the FMCSA, preceded by the letters "USDOT."
  - 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 above and preceded by the words "operated by."
- Markings must:
  - Appear on both sides of the vehicle;
  - Be in letters that contrast sharply in color;
  - Be readily legible, during daylight, from a distance of 50 feet; and
  - Be maintained to ensure readability.

## INTRASTATE OPERATIONS:

### UCA 72-9-105

Farmers operating as a commercial motor vehicle must mark their vehicles as follows:

- Markings must display:
  - The name of the motor carrier company; and
  - The location of domicile by city and state.
  - USDOT number
- Markings must:
  - Lettering shall be free from obstruction and legible from a distance of at least 50 feet.

Exception: A commercial vehicle primarily used by a farmer for the production of agricultural product is exempt from the provisions of this section. [UCA 72-9-105\(4\)](#)

## HOURS OF SERVICE

### Short Haul Operations - 100 Air-Mile Radius Driver [49 CFR Part 395.1\(e\)](#)

When a driver operates and stays within a 100 air-mile radius of their normal work reporting locations, a logbook does not have to be maintained if the following requirements are met:

- The driver operates within a 100 air-mile radius of the normal work reporting location;
- The driver, except a driver salesperson, returns to the work reporting location and is released from work within 12 consecutive hours;
- A property-carrying commercial motor vehicle driver has at least 10 hours off duty separating each 12 hours on duty.
- A passenger-carrying commercial motor vehicle driver has at least eight consecutive hours off duty separating each 12 hours on duty.
- A property-carrying commercial motor vehicle driver does not exceed 11 hours maximum driving time following 10 consecutive hours off duty; or
- A passenger-carrying commercial motor vehicle driver does not exceed 10 hours maximum driving time following eight consecutive hours off duty; and
- The carrier that employs the driver maintains and retains for a period of six months accurate and true time records showing:
  - The time the driver reports for duty each day;
  - The total number of hours the driver is on duty each day;
  - The time the driver is released from duty each day; and

- The total time for the preceding seven days in accordance with [49 CFR 395.8\(j\)\(2\)](#) for drivers used for the first time or intermittently.

## NON-CDL - 150 AIR-MILE RADIUS DRIVER

### 49 CFR 395.1(e)(2)

When a driver operates and stays within a 150 air-mile radius of their normal work reporting locations, a logbook does not have to be maintained if the following requirements are met:

- The driver operates a property-carrying commercial motor vehicle for which a commercial driver's license is not required under [49 CFR 383](#);
- The driver operates within a 150 air-mile radius of the location where the driver reports to and is released from work, i.e., the normal work reporting location;
- The driver returns to the normal work reporting location at the end of each duty tour;
- The driver has at least 10 consecutive hours off duty separating each on-duty period;
- The driver does not drive more than 11 hours following at least 10 consecutive hours off duty;
- The driver does not drive:
  - After the 14th hour after coming on duty on five days of any period of seven consecutive days; and
  - After the 16th hour after coming on duty on two days of any period of seven consecutive days;
- The driver does not drive:
  - After having been on duty for 60 hours in seven consecutive days if the employing motor carrier does not operate commercial motor vehicles every day of the week;
  - After having been on duty for 70 hours in eight consecutive days if the employing motor carrier operates commercial motor vehicles every day of the week;
- Any period of seven or eight consecutive days may end with the beginning of any off-duty period of 34 or more consecutive hours
- The motor carrier that employs the driver maintains and retains for a period of six months accurate and true time records showing:
  - The time the driver reports for duty each day;
  - The total number of hours the driver is on duty each day;
  - The time the driver is released from duty each day; and
  - The total time for the preceding 7 days in accordance with [49 CFR 395.8\(j\)\(2\)](#) for drivers used for the first time or intermittently.

## LIGHTING

Every farm tractor and every self-propelled implement of husbandry manufactured or assembled after January 1970 shall be equipped with vehicular hazard warning lights visible from a distance of not less than 1,000 feet to the front and rear in normal sunlight, which shall be displayed whenever any such vehicle is operated upon a highway.

**Exception:** An exception applies to a farmer only operating motor vehicles with a GVWR of 10,000 pounds or less.

**Note:** This exception does not apply to vehicles with any quantity of hazardous materials 1.1, 1.2, 1.3, 2.3 (Zone A), or 6.1 (PG I, Zone A) and when placards are required.

## LOAD SECUREMENT AND TARPING REQUIREMENTS

Does NOT apply to a vehicle carrying an agricultural product, if the agricultural product is:

- Being transported in a manner which is not a hazard or potential hazard to the safe operation of the vehicle or to other highway users; and
- Loaded in a manner that only allows minimal spillage.



For additional information see the Load Securement and Tarping Requirement section in this manual.

### **ADDITIONAL INFORMATION**

For further information regarding Farmers, Implement Dealers and Agricultural Operations contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).



Rev. 2011.09.13

## Chapter 28

### Tow Truck Regulations & Permit Requirements

The Utah Tow Truck Rules were updated in December 2009.

[Click here for the Utah Administrative Code Rule R909-19.](#)

Safety Regulations for Tow Truck Operations - Tow Truck Requirements for Equipment, Operation and Certification.

## Tow Truck Certification Requirements

A tow truck will be certified when all of the required safety equipment, vehicle maintenance, data plates for bed, boom and wheel lift are on the vehicle, and functioning properly.

### REQUIRED SAFETY EQUIPMENT

- **Amber rotating/oscillating lights** - used to alert public of emergency situations; permanent fixtures mounted on vehicle at the highest point/; at least one 6" diameter light.
- **Horn** - Used as an audible warning device.
- **Portable lights** - turn signals, brake lights, and emergency hazards when the rear lights on the tow vehicle are blocked.
- **Long light cord** - used to connect portable lights to the truck. May also be wireless.
- **Fire extinguisher (min. 10BC)** - used to put out small fires; must be readily available, secured, and charged.
- **Tie down chains or straps (min. 4)** - used to ensure load remains secured.
- **Door and steering wheel ties** - used to ensure doors remain closed while towing; also locks steering (and tires) in place.
- **Cones or triangles (min. 3)** - used for traffic control; required as emergency equipment on commercial motor vehicles.
- **Scoop shovel** - used to clean up glass, etc. from roadway.
- **Broom** - used to clean up glass, etc. from roadway.
- **Safety chains (min. grade 7)** - used to lock towed vehicle to boom or bed; prevent excessive swaying and possible breaking away from boom or bed.
- **Oil absorbent** - used to assist in absorbing spilled diesel fuel, anti-freeze, battery acid, and etc. from roadway.
- **Debris container (5 gal)** - used to contain glass, etc. swept from roadway.
- **Chock blocks (2) or stiff legs** - used to stabilize the recover vehicle when on ice or other slippery surfaces during recovery operations.
- **Safety vest (class 2)** - used to highlight the tow truck driver to the public.

### VEHICLE MAINTENANCE

- **Front of truck** - check head lamps, turn signals, four-way flashers, marker and ID lights; proper lamp color, mounting, and visibility; and wipers.
- **Side of truck** - check wheels, rims, and tires.
- **Rear of truck** - check tail lamps, stop lamps, turn signals, and 4-way flashers.
- **Cargo area** - ensure all equipment and other cargo is properly secured.
- **Annual State Safety Inspection or Current CVSA Inspection Sticker**

### VEHICLE LOAD CAPACITY

- **Truck data plate** - must be attached to vehicle (or official document available in vehicle); must state manufacture's Gross Vehicle Weight Rating (GVWR).

- **Boom or Bed data plate** - must be attached to boom or bed (or official document available in vehicle); must state boom's (or bed's) maximum load capacity.
- **Wheel Lift data plate** - must be attached to wheel lift, boom, or bed (or official document available in vehicle); must state wheel lift's maximum load capacity.

Note: Some vehicles may only have one data plate that gives the information on the bed, boom wheel lift instead of having individual plates on each area.



Rev. 2011.09.13

## Chapter 29

### Pilot / Escort Requirements

This section will provide necessary information for obtaining certification as a Utah Pilot/Escort with all vehicle requirements to meet the regulations for Pilot/Escort Vehicles.

## OPERATING CONDITIONS REQUIRING PILOT/ESCORT VEHICLES

**One pilot vehicle is required for vehicles/loads, which exceed the following dimensional conditions:**

- 12 feet in width on secondary highways (non-interstate) and 14 feet in width on divided highways (interstates).
- 105 feet in length on secondary highways and 120 feet in length on divided highways.
- Overhangs in excess of 20 feet shall have pilot/escort vehicle positioned to the front for front overhangs and to the rear for rear overhangs.

**Two pilot/escort vehicles are required for vehicles/loads which exceed the following dimensional conditions:**

- 14 feet in width on secondary highways and 16 feet in width on divided highways, except for
  - Mobile and manufactured homes with eaves 12 inches or less on either roadside or curbside shall be measured for box width only and assigned escort vehicles as specified above in [R912-9-1](#).
  - Mobile and manufactured homes with eaves greater than 12 inches shall be measured for overall width including eaves and pilot/escort vehicles assigned as specified above [R912-9-2](#); or
- 120 feet in length on secondary highways.
- 16 feet in height on all highways. Lead escort will run a height indicator pole.
- When otherwise required by the Department.
- As specified for night time travel.

**Police escorts are required for vehicles with loads which exceed:**

- 17 feet wide or 17 feet 6 inches high on secondary highways; or
- 20 feet wide or 17 feet 6 inches high on all highways; or
- All loads in excess of 175 feet in length MUST have a minimum of one police escort; all loads in excess of 200 feet in length will require a minimum of two police escorts. Exception: Loads that are unladen (decked).
- When required by the Department.

## CONVOY ALLOWANCES FOR PERMITTED VEHICLES

The movement of more than one permitted vehicle is allowed provided prior authorization is obtained from the Motor Carrier Division with the following conditions:

- Number of permitted vehicles in the convoy shall not exceed two.
- Loads may not exceed 12 feet wide or 150 feet overall length.
- Distance between vehicles shall not be less the 500 feet or more than 700 feet.
- Distance between convoys shall be a minimum of one mile.
- All convoys shall have a certified pilot/escort in the front and rear with proper signs.
- Police escorts or UDOT personnel may be required.
- Convoys must meet all lighting requirements required in [49 CFR 393.11](#) and in the lighting section for nighttime travel.
- Convoys are restricted to freeway and interstate systems.
- Nighttime travel is encouraged with Motor Carrier Division approval.
- Approval may be obtained by contacting the Motor Carrier Division or any Port of Entry **Note:** The Motor Carrier Division on a case-by-case basis may grant exceptions to the above. For further information please contact (801) 965-4892 or (866) 215-5399.

## PRE-TRIP PLANNING AND COORDINATION REQUIREMENTS

- A coordination and planning meeting shall be held prior to load movement. The driver(s) carrying or pulling the oversize load(s), the pilot/escort vehicle driver(s), law enforcement officers (if assigned), department personnel (if involved), and public utilities company representatives (if involved) shall attend. When police escorts are present, a Utah Law Enforcement Check List and Reporting Criteria Form must be completed. This meeting shall include discussion and coordination on the conduct of the move, including at least the following topics:
  - The person designated as being in charge (usually a Department representative or a law enforcement officer).
  - Authorized routing and permit conditions. Ensure that all documentation is distributed to all appropriate individuals involved in the move.
  - Communication and signals coordination.
  - Verification/measurement of load dimensions. Compare with permitted dimensions
  - Copies of permit and routing documents shall be provided to all parties involved with the permitted load movement.

## PILOT/ESCORT VEHICLE STANDARDS

- Pilot/escort vehicles may be either a passenger vehicle or a two-axle truck with a 95-inch minimum wheelbase and a maximum gross vehicle weight of 12,000 lbs and properly registered and licensed as required under Sections [UCA 41-1a-201](#) and [UCA 41-1a-401](#).
- Equipment shall not reduce visibility or mobility of pilot/escort vehicle while in operation.
- Trailers may not be towed at any time while in pilot/escort operations.
- Pilot/escort vehicles shall be equipped with a two-way radio capable of transmitting and receiving voice messages over a minimum distance of one-half mile. Radio communications must be compatible with accompanying pilot/escort vehicles, utility company vehicles, permitted vehicle operator and police escort, when necessary.
  - When operating with police escorts a CB radio is required.
- Pilot/escort vehicles may not carry a load.

## PILOT/ESCORT VEHICLE SIGNING REQUIREMENTS

- Sign requirements on pilot/escort vehicles are as follows:
  - Pilot escort vehicles must display an "Oversize Load" sign, which must be mounted on the top of the pilot/escort vehicle.
  - Signs must be a minimum of five feet wide by 10-inch high visible surface space, with a solid yellow background and eight inch high by one inch wide black letters. Solid defined as: When being viewed from the front or rear at a 90-degree angle, no light can transmit through.
  - The sign for the front/pilot escort vehicle shall be displayed so as to be clearly legible and readable by oncoming traffic at all times.
  - The rear pilot/escort vehicle shall display its sign so as to be readable by traffic overtaking from the rear and clearly legible at all times.

## PILOT/ESCORT VEHICLE LIGHTING REQUIREMENTS

- Two methods of lighting are authorized by the Department. Requirements are as follows:
  - Two AAMVA approved amber flashing lights mounted with one on each side of the required sign. These shall be a minimum of six inches in diameter with a capacity of 60 flashes per minute with warning lights illuminated at all times during operation, or
  - An AAMVA approved amber rotating, oscillating, or flashing beacon/light bar mounted on top of the pilot/escort vehicle. This beacon/light bar must be unobstructed and visible for 360 degrees with warning lights illuminated at all times during operation.

- Incandescent, strobe or diode (LED) lights may be used provided they meet the above criteria.

## PILOT/ESCORT VEHICLE EQUIPMENT REQUIREMENTS

- Pilot/escort vehicles shall be equipped with the following safety items:
  - Standard 18 inch or 24 inch red/white "STOP" and black/orange "SLOW" paddle signs. Construction zone flagging requires the 24-inch sign. For nighttime travel moves, signs must be reflective in accordance with MUTCD standards.
  - Nine reflective triangles or 18-inch reflective orange traffic cones (not to replace the following two items).
  - Eight red-burning flares, glow sticks or equivalent illumination device approved by the Department.
  - Three orange, 18-inch high cones.
  - Flashlight with a minimum 1 1/2 inch lense diameter, with extra batteries or charger (emergency type shake or crank will not be allowed).
    - 6 inch minimum length red or orange cone for use when directing traffic.
  - Orange hardhat and Class 2 safety vest for personnel involved in pilot/escort operations. Class 3 safety vests are required for nighttime moves
  - A height-measuring pole made of a nonconductive, non-destructive, flexible or frangible material, only required when escorting a load exceeding 16 feet in height.
  - Fire extinguisher.
  - First aid kit must be clearly marked.
  - One spare "oversize load" sign, seven feet by 18 inches.
  - Serviceable spare tire, tire jack and lug wrench.
  - Handheld two way simplex radios or other compatible form of communication for operations outside pilot/escort vehicles.
- Vehicles shall not have unauthorized equipment on the vehicle such as those generally reserved for law enforcement personnel.

## POLICE ESCORT VEHICLE EQUIPMENT AND SAFETY REQUIREMENTS

- Police escort vehicles shall be equipped with the following safety items:
  - All officers must have a CB radio to communicate with the pilot and transport vehicles.
  - Officers shall complete a Utah Law Enforcement Check List and Reporting Criteria Form.
  - Officers shall verify that all pilot/escorts are in possession of current pilot/escort inspections, or they shall complete an inspection prior to load movement.
  - Police vehicles must be clearly marked with emergency lighting visible 360 degrees.
  - Officers shall be in uniform while conducting police escort moves.

## INSURANCE

Driver shall possess a current certificate of insurance or endorsement which indicates that the operator, or the operator's employer, has in full force and effect not less than \$750,000 combined single limit coverage for bodily injury and/or property damage as a result of the operation of the escort vehicle, the escort vehicle operator, or both causing the bodily injury and /or property damage arising out of an act or omission by the pilot/escort vehicle operator of the escort duties required by the Rules. Such insurance or endorsement, as applicable, must be maintained at all times during the term of the pilot/escort certification.

Pilot / escort vehicles shall have a minimum amount of \$750,000 liability. This is not a cumulative amount.

## FLAGGING REQUIREMENTS

- During the movement of an over-dimensional load/vehicle, the pilot/escort driver, in the performance of the flagging duties required by these rules, may control and direct traffic to stop, slow or proceed in any situation(s) where it is deemed necessary to protect the motoring public from the hazards associated



with the movement of the over-dimensional load/vehicle. The pilot/escort driver, acting as a flagger, may aid the over-dimensional load/vehicle in the safe movement along the highway designated on the over-dimensional load permit and shall:

- (a) Assume the proper flagger position outside the pilot/escort vehicle, and as a minimum standard, have in use the necessary safety equipment as defined in 6E.1 of the MUTCD, and
- (b) Use stop/slow paddles or a 24" red/orange square flag to indicate emergency situations, and other equipment as described in 6E.1 of the MUTCD; and
- (c) Comply with the flagging procedures and requirements as set forth in the MUTCD and the Utah Department of Transportation Flagger Training Handbook.

## PILOT/ESCORT DRIVER REQUIREMENTS

Individuals who operate a pilot/escort vehicle must meet the following requirements:

- Must be a minimum of 18 years of age.
- Possess a valid drivers license for the state jurisdiction in which he/she resides.
- The following state certification is currently accepted in Utah: Colorado, Washington, Oklahoma, North Carolina, Florida and Arizona.
- Pilot/escort drivers will be issued a certification card by an authorized Qualified Certification Program as outlined in [R912-10](#), and shall have it in their possession at all times while in pilot/escort operations.
- Initial certification will be valid for four years from the date of issue. One additional fouryear certification may be obtained through a mail in or on-line re-certification process provided by a Qualified Pilot/Escort Training Entity/Institution.
- Pilot/escort drivers must provide a current (within 30 days) Motor Vehicle Record (MVR) certification to the Qualified Certification Program at the time of the course.
- Current certification for pilot/escort operators will be honored through expiration date. Prior to expiration of pilot/escort certification it will be the responsibility of the operator to attend classroom instruction provided by an authorized Pilot/Escort Qualified Certification Program. A list of these providers can be obtained by calling (801) 965-4559.
- No passengers under 16 years of age are allowed in pilot/escort vehicles during movement of oversize loads.
- A pilot/escort driver may not perform as a tillerman while performing pilot escort operations.
- A pilot/escort driver must meet the requirements of [49 CFR 391.11](#) if using a vehicle for escort operations in excess of 10,000 lbs GVWR.

## DRIVER CERTIFICATION PROCESS

- Drivers domiciled in Utah must complete a pilot/escort certification course authorized by the Department. A list of authorized instructors may be obtained by contacting (801) 965-4892.
- Pilot/escort drivers domiciled outside of Utah may operate as a certified pilot/escort driver with another State's certification credential, provided the course meets the minimum requirements outlined in the Pilot/Escort Training Manual - Best Practices Guidelines as endorsed by the Specialized Carriers and Rigging Association, Federal Highway Administration, and the Commercial Vehicle Safety Alliance; and/or
- The Department may enter into a reciprocal agreement with other states provided they can demonstrate that course materials are comprehensive and meet minimum requirements outlined by the Department. For a current listing of these states, contact the Motor Carrier Division at (801)-965-4892.
- Pilot/escort driver certification expires four years from the date issued. It will be the responsibility of the driver to maintain certification.

## SUSPENSIONS AND REVOCATIONS OF PILOT/ESCORT DRIVER CERTIFICATION

Pilot/escort drivers may have their certification denied, suspended, or revoked by the Department if it is determined that a disqualifying offense has occurred within the previous 4 years.

- Drivers convicted of serious traffic violations such as excessive speed, reckless driving and driving maneuvers reserved for emergency vehicles, driving under the influence of alcohol or controlled substances may have their certification suspended or revoked by the Department.
- The Department may suspend for first offenses up to one year. Subsequent offenses may result in permanent revocation of driver certification.

## APPEAL PROCESS

When a driver is denied pilot/escort-driving privileges for reasons other than the conditions set forth in this chapter under Suspensions and Revocations of Pilot/Escort Driver Certification, the individual may file an appeal. The appeals shall be handled by a steering committee created by the Division. The steering committee shall have the powers granted to the Deputy Director in [R907-1-3](#) for appeals from other Motor Carrier Division administrative actions. This committee's decision, if adopted by the Director of the Motor Carrier Division, will be considered a final agency order under the Utah Administrative Act.

## ADDITIONAL INFORMATION

For further information regarding Utah Pilot/Escort Car Requirements contact: Motor Carrier Division (801) 965-4892 or (866) 215-5399, or [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov)



Rev. 2011.09.13

## Chapter 30

### Hazardous Materials

The Federal Hazardous Materials Regulations, found in [Title 49 of the Code of Regulations Parts 100 to 185](#), govern the transportation of hazardous materials in interstate and intrastate commerce. Utah has adopted the federal regulations governing hazardous materials transportation under [R909-75](#).

Hazardous material regulations are complex. Federal regulations set standards for hazard classification, communications, performance-oriented packaging, shipping and transporting, transportation security and incident reporting. The regulations also set requirements for load securement, hazard segregation, training, driving, parking, and routing of hazardous materials shipments.

## USDOT HAZARDOUS MATERIALS REGISTRATION PROGRAM

Shippers and carriers offering hazardous materials requiring placards are also required to register with the USDOT. Federal registration forms are available from Pipeline and Hazardous Materials Safety Administration (PHMSA) at (202) 366-4109, or via the Internet at <http://hazmat.dot.gov/register.htm>. For more information about the federal registration program call the USDOT at (800) 467-4922, FMCSA - Utah Division at (801) 963-0098, or the Motor Carrier Division at (866) 215-5399 or (801) 965-4892.

## HAZARDOUS MATERIALS COMMUNICATIONS

### 49 CFR Part 172

Federal standards for hazardous material communication apply in Utah. They set the requirements for shipping papers, marking of packages and transport vehicles, labeling of packages, placarding of vehicles, and providing emergency response information.

## SHIPPING PAPERS

### 49 CFR Part 172 subpart C

While transporting hazardous materials, a carrier must have a shipping paper in the cab of the motor vehicle that provides the proper description of the hazardous material. Hazardous materials shippers, offerors, and carriers must maintain a copy of the shipping paper, or an electronic image thereof, accessible at the principal place of business, for 375 days after the material is accepted for transportation.

Carriers using a single shipping paper to document multiple shipments of a single hazardous material, may retain a single copy of the shipping paper if the carrier also retains a record of each shipment made, including shipping names, identification number, quantity transported, and date of shipment. No carrier shall accept hazardous materials for transportation unless the shipping paper is prepared in accordance with the requirements of [49 CFR Part 172](#).

### The shipping paper must include:

- Proper shipping name of the material as listed in the hazardous material table in [49 CFR Part 172.101](#).
- Hazard class or division number of the material, as appropriate.
- UN or NA identification number for the material.
- Packing group, in Roman numerals, when required by the Hazardous Materials Table.
- The date of acceptance by the initial carrier.
- Any additional description information required for a specific material by the regulations.
- Total quantity by net or gross mass, capacity, or as otherwise appropriate, including the unit of measure.
- Emergency response telephone number that is monitored 24-hours a day by a person knowledgeable with the hazards of the material while it is in transport.
- A written copy of emergency response information for the materials being transported.

Consult [49 CFR Part 172 subpart C](#) for complete information on hazardous materials shipping papers.

## MARKING AND LABELING

### 49 CFR Part 172 subparts D & E 172.300 - 400

Marking is the display of DOT shipping names, identification numbers, packaging specification codes, and other required information on packaging or vehicles used to transport hazardous materials. Marking standards for non-bulk packaging differ from marks required on bulk packaging. Non-bulk packaging must be marked with the USDOT shipping name, non-bulk consignee/consignor name and address plus orientation marking if liquid, and the UN and NA identification number on the surface of the package. Marking required on bulk packaging depends on the package type and material carried. High hazard materials must be marked with additional safety information. Consult [49 CFR Part 172 subpart D](#) for details on marking requirements.

Many hazardous materials packages must display DOT hazard class labels on the same surface of the package as the marking. Labels are color-coded devices indicating the hazard class of the material in the package. Some materials require more than one label to indicate that contents have more than one hazard. The Hazardous Materials Table should be consulted to find the required label(s) for each material. See [49 CFR Part 172 subpart D](#), for requirements and exceptions for hazard class labeling.

## PLACARDS

### [49 CFR Part 172 subpart F](#)

A vehicle or freight container containing hazardous material of a type or quantity that requires the vehicle to be placarded must be properly placarded on each end and each side as specified in [49 CFR Part 172.504](#). Placarding of vehicles is the joint responsibility of the shipper and carrier. The placarding of a vehicle may trigger additional requirements for driver qualifications, vehicle operation, and carrier registration. Consult [49 CFR Part 172 subpart F](#) for details on placarding.

## SECURITY REQUIREMENTS FOR OFFERORS AND TRANSPORTERS OF HAZARDOUS MATERIALS

### [49 CFR Part 172 subpart I and 172.800](#)

In the wrong hands, hazardous materials can pose a threat to security. Hazardous materials vehicles can be high jacked and the truck and its cargo used as a weapon. On March 25, 2003, the USDOT added a new subpart to Part 172 of the regulations. Subpart I, Security Plans, require shippers and transporters of certain listed hazardous materials to prepare and implement transportation security plans conforming to the standards set by USDOT. Security plans should address all threats to hazardous materials from external and internal sources. This could include terrorists, disgruntled employees, thieves or vandals. Security plans must be developed and implemented by September 25, 2003.

## HAZARDOUS MATERIALS TRANSPORTATION SECURITY

Each person who offers or transports one of the following hazardous materials must develop and adhere to a transportation security plan:

- Highway route controlled quantity of Class 7 radioactive materials.
- More than 55 pounds (25 kg) of Division 1.1, 1.2, or 1.2 explosives.
- More than 1 liter per package of Zone A Poisonous by Inhalation materials.
- Shipments of hazardous materials in bulk packaging equal to or greater than 3500 gallons (13,248 liters) for liquids, or 468 cubic feet (12.24 cubic meters) for solid hazardous materials.
- Shipments in non-bulk packaging of 5000 lbs. (2,238 kg) gross weight of one class of hazardous material that would require placarding of the transport unit.
- Select agents of toxins regulated by the Centers for Disease Control and Prevention under [42 CFR Part 73](#), or
- A quantity of hazardous materials that requires placarding.

The Transportation Security Plan must include an assessment of the transportation security risks for the listed materials(s), and appropriate measures to address the assessed risks. The security plan must include:

- **Personnel Security:** Measures to confirm background information on persons hired after March 25, 2003 who handle and have access to the materials covered by the security plan (additional security background check requirements for hazmat licensed drivers is found in Commercial Drivers License section).
- **Unauthorized Access:** Measures that address the risk that unauthorized persons may gain access to the covered hazardous materials, or the vehicles transporting those hazardous materials.
- **En-route Security:** Measures to address the security risks of shipments while en route from origin to destination, including storage incident to transportation.

The security plan must be in writing, and retained while it is in effect. Copies of the plan, or sections of the plan, must be available to the employees responsible for implementing it, consistent with security clearances and a demonstrated need to know. Plans must be updated or revised as need, and are open to inspection by the DOT. The new Security Plan Regulation also revises training requirements for hazmat employers and their hazmat employees.

## HAZARDOUS MATERIALS EMPLOYEE TRAINING

### 49 CFR Part 172 subpart H

All hazardous material employers shall ensure each of their hazmat employees are trained in accordance with the regulations found in [49 CFR Part 172 subpart H](#).

#### Each Hazmat employee must receive:

- General awareness/familiarization to enable the employee to identify hazardous materials consistent with the USDOT communication standards.
- Safety training, including emergency response information, product hazard information, and methods and procedures for avoiding accidents and handling packages.
- Function specific training that covers the hazmat functions an employee performs.
- Security awareness training for all hazmat employees of all hazmat employers. This training must include awareness of the security risks associated with the materials they handle, and how to recognize and respond to hazmat security threats. Security awareness training must be done as part a new employee's initial training, and all employees must receive it as part of their three-year systematic training.
- In-depth security training is required for hazmat employees of persons required to have a security plan. Security training must include company security objectives, specific security procedures, employee responsibilities, actions, to take in event of a security problem, and the organizational security structure. In-depth security training must be completed by December 22, 2003.

New hazmat employees must complete training within 90 days of hire, and must work under direct supervision of a knowledgeable hazmat employee until the employee is tested and certified by the employer. Hazmat employees must be trained at least once every three years.

## MATERIALS OF TRADE

A material of trade (MOT) is a hazardous material carried on a motor vehicle:

- For the purpose of protecting the health or safety of the vehicle operator or passengers.
- To support the operation or maintenance of a vehicle.
- By a private carrier in direct support of a principal business that is not transportation.

The MOT rule provides exceptions from some of the hazardous materials communications and packaging requirements for persons that transport small amounts of hazardous materials used by the transporter in their business. Certain classes or divisions of hazardous materials are excluded from the MOT exceptions. See [49 CFR Part 173.6](#) for details.

## DRIVING / PARKING / INSPECTION DURING HAZARDOUS MATERIALS TRANSPORTATION

### 49 CFR Part 177, 392, and 397

A carrier may not transport hazardous materials unless the vehicle is correctly marked and placarded. Also,

- A vehicle transporting hazardous material required to be marked or placarded must stop at railroad crossings and must make sure no train is approaching before crossing the tracks.
- A driver operating a marked or placarded vehicle must examine each tire at the beginning of the trip and each time the vehicle is parked. Defective tires must be replaced or repaired before the vehicle is driven.
- Marked or placarded hazardous materials vehicles shall be operated over routes that do not go through or near heavily populated areas, places where crowds assemble, tunnels, narrow streets, except when there is no practicable alternative.
- A vehicle must not be parked within five feet of a public street or highway except for brief periods when necessities of operation make it impracticable to park in any other place.
- No person may smoke or carry a lighted cigarette, cigar, or pipe within 25 feet of a motor vehicle that contains explosives, oxidizing materials, flammable materials, or an empty cargo tank vehicle that previously contained those materials.

If a motor carrier requires or permits a vehicle containing explosives in divisions 1.1, 1.2, or 1.2 to be operated, the carrier must give the driver a written route plan. If a motor carrier is transporting radioactive material, they must file a route control plan as defined in [397.101](#).

## TELEPHONE NOTIFICATION TO THE USDOT

### 49 CFR Part 171.15

As soon as practical, but no later than 12 hours after the occurrence of any incident, each person in physical possession of the hazardous materials must provide notice by telephone to the National Response Center (NRC) at (800) 424-8802 or (202) 267-2675, when:

- As a direct result of the hazardous material:
  - A person is killed.
  - A person receives injuries requiring admittance to a hospital.
  - The general public is evacuated for one hour or more.
  - A major transportation artery or facility is closed for one hour or more.
  - The operational flight pattern or routine of an aircraft is altered;
- Fire, breakage, spillage or suspected contamination occurs involving an infectious substance other than a diagnostic specimen or regulated medical waste.
- A release of a marine pollutant occurs in a quantity exceeding 119 gallons (450 L) for a liquid or 882 lbs (400 kg) for a solid.
- A situation exists of such a nature (e.g. a continuing danger to life exists at the scene of the incident) that the person in possession believes it should be reported to the NRC.

Incidents involving an infectious substance, notice may be given to the Centers for Disease Control and Prevention at (800) 232-0124, in place of the notice to the NRC.

All incidents requiring telephone notification to the NRC or the CDC, must also be reported to the USDOT in writing pursuant to [49 CRR Part 171.16](#).

## WRITTEN INCIDENT REPORTS TO USDOT

### 49 CFR Part 171.16

Each person in physical possession of a hazardous material at the time that an incident occurs requiring telephone reporting to the USDOT per [Part 171.15\(a\)](#), or at the time any of the following occurs must submit

a written Hazardous Materials Incident Report to the USDOT within 30 days of the discovery of the incident, if:

- An unintentional release of hazardous material or discharge of hazardous waste.
- A specification cargo tank with a capacity of 1,000 gallons (3,786 liters) or greater, containing any hazardous material, suffers structural damage, (damage serious enough to bring into question the integrity of the tank, or to require repairs beyond cosmetic repair) even if there is no release of hazardous materials.
- An undeclared hazardous material is discovered in transportation.

Written reports may be submitted electronically or as hard copies to the USDOT. Access their website at <http://hazmat.dot.gov> for addresses and details. A copy of the report must be maintained at the reporter's principal place of business for two years.

### UPDATING THE WRITTEN INCIDENT REPORT

An updated Hazardous Materials Incident Report must be filed with the USDOT within one year of the incident whenever:

- A death results from injury caused by the hazardous material.
- There was a misidentification of the hazmat or packaging information on the original report.
- Damage, loss or related cost was not known when the initial report was filed.
- Damage, loss, or related cost changes by \$25,000 or more, or 10% of the prior total estimate.

### EXCEPTIONS TO WRITTEN INCIDENT REPORTS

Unless a telephone incident report was filed, no written report is required for:

- Release of a minimal amount of hazardous material from:
  - A vent, for materials for which venting is authorized.
  - The routine operation of a seal, pump, valve, or compressor.
  - Connection or disconnection of loading or unloading lines provided the release does not result in property damage.
- An unintentional release of hazardous material when:
  - The material is properly classed as:
    - ORM-D Consumer Commodity
    - A packaging group III material in Class or Division 3, 4, 5, 6.1, 8, or 9.
    - Each package has a capacity of less than 20 liters for liquids or 3 kg for solids.
    - The total aggregate release is less than 20 liters for liquids or 30 kg for solids.
    - The material is not a hazardous waste or undeclared hazardous materials, or offered for transportation by aircraft.

### ADDITIONAL INFORMATION

For further information regarding the Hazardous Materials Regulations contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the Federal Motor Carrier Safety Administration - Utah Division Office at (801) 963-0098, visit <http://hazmat.dot.gov>, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).





Rev. 2011.09.13

## Chapter 31

### Special Mobile Equipment

## SPECIAL MOBILE EQUIPMENT (SME)

### Special Mobile Equipment refers to:

- Vehicles not designed or used primarily for the transportation of persons or property.
- Not designated to operate in traffic; and
- Only incidentally operated or moved over the highways.
- Special Mobile Equipment includes:
  - Farm tractors
  - Off-road motorized construction or maintenance equipment including backhoes, bulldozers, compactors, graders, loaders, road rollers, tractors, trenchers and ditch-digging apparatus
- An affidavit of "Special Mobile Equipment" must be obtained through the Motor Carrier Division by calling (801) 965-4892 or (866) 215-5399, and must be carried in the authorized vehicle, otherwise the vehicle must be properly registered as an SME in its base state and documentation must be made available upon request. You can get and print the affidavit by clicking [here](#).
- SMEs shall be routed by the Motor Carrier Division.

### SINGLE TRIP PERMIT

SMEs may be issued a single trip permit to operate under their own power, on approved routes other than interstate systems, as follows:

- Oversize and pilot/escort restrictions apply when in excess of legal dimensions.
- Single axles shall not exceed 40,000 pounds.
- When the weight of the vehicle exceeds 125,000 pounds GVW.

**Note: For rates see Section Overweight Non-Divisible Permit Provisions.**

**Note: For additional information regarding pilot/escort requirements refer to Pilot/Escort Vehicle Requirements Section**

### SEMI-ANNUAL / ANNUAL PERMIT

When legal limits are exceeded, a semi-annual or annual permit may be issued for gross weights up to 125,000 pounds. The authorized axle limitations will be specified on the permit.

**Note: For permit fees see Overweight Non-Divisible Permit Provisions.**

### COMBINATION PERMIT

If an SME vehicle exceeds legal size, a combination oversize/overweight permit, listing the dimensions shall be required

### TRAVEL LANE RESTRICTIONS

#### [UCA 41-6a-701](#)

#### Left Lane Travel Restrictions

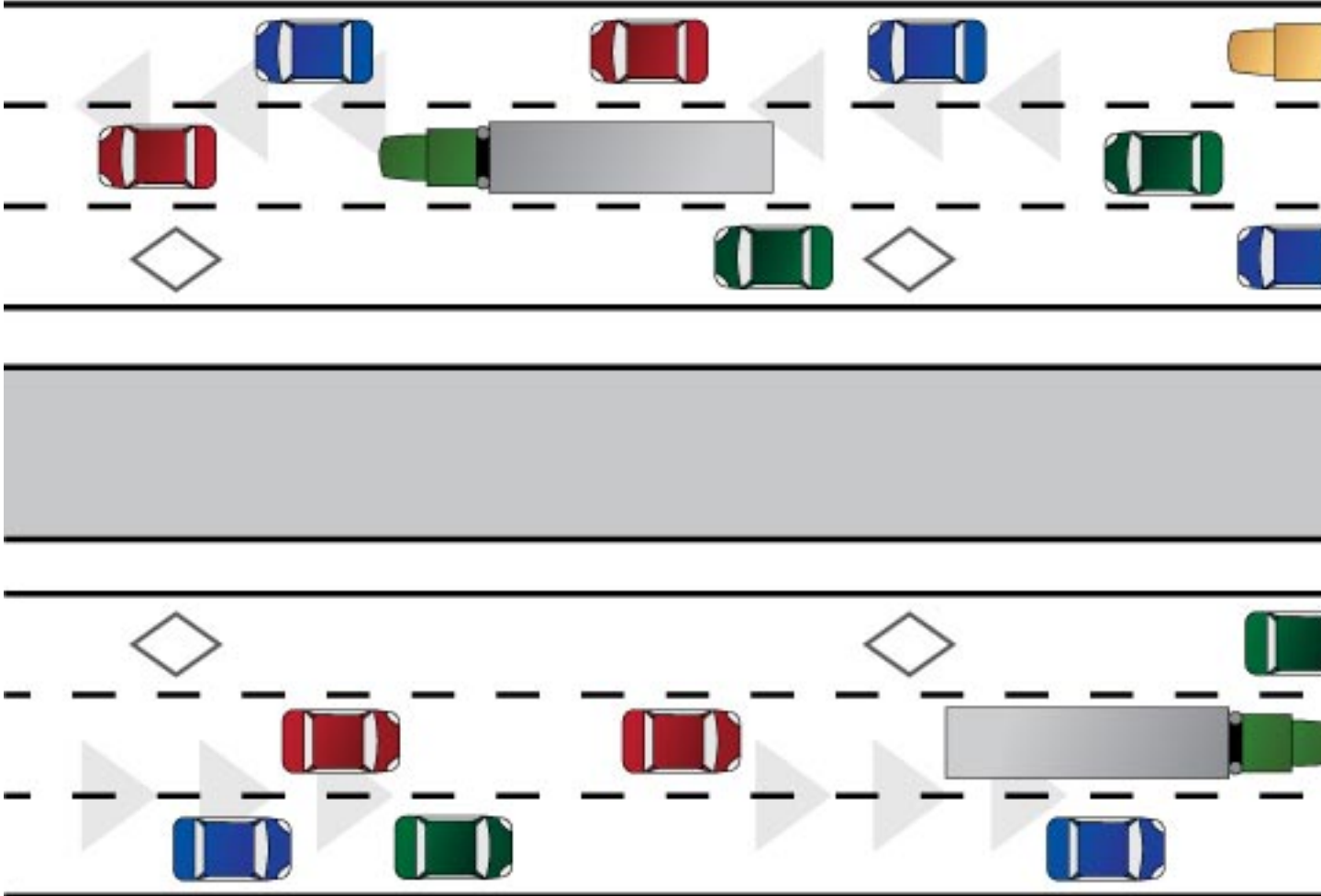
A person may not operate a vehicle in the left-most lane or High Occupancy Vehicle (HOV) lanes if:

- Vehicle is drawing a trailer or semi trailer regardless of size
- Vehicle or combination of vehicle has a gross vehicle weight of 12,001 or more pounds.
- Left most lane when three or more lanes exist in the direction of travel.

#### Right Lane Travel Restrictions

- Permitted non-divisible vehicles shall be driven in the right-most lane of traffic, except where the right lane must exit.

- When overtaking and passing another vehicle, permitted non-divisible vehicles shall be driven to the immediate left of the right-most lane returning to the right most lane as soon as feasible
- If right-most lane is designated as an "auxiliary" lane, vehicles shall operate in the center lane until the "auxiliary" lane ends.



### ADDITIONAL INFORMATION

For further information regarding Special Mobile Equipment contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the closest Port of Entry. Contact information can be found in the Utah Agency Directory Section, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).



Rev. 2011.09.13

## Chapter 32

### Special Truck Equipment

Vehicles not classified as Special Mobile Equipment are eligible for a 50% registration fee reduction as required under [UCA 41-1a-1206](#). The following vehicle configurations are considered Special Truck Equipment:

- Concrete pumper trucks
- Cranes/trucks performing crane service with a crane lift capacity of five tons or more
- Well boring or well service trucks

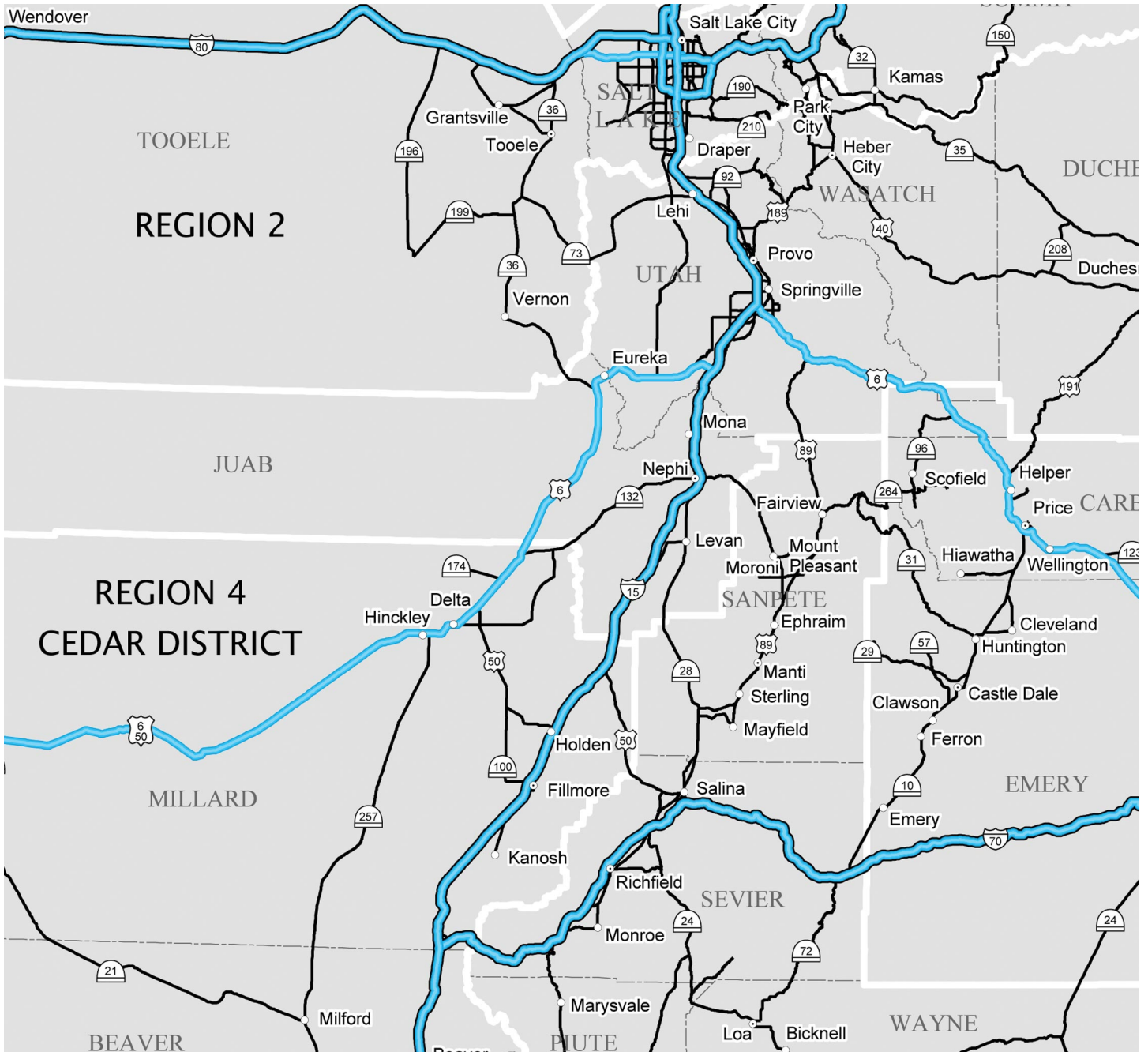
### SPECIAL TRUCK EQUIPMENT PERMIT PROVISIONS

An overweight/oversize permit may be issued for moving Special Truck Equipment exceeding legal dimensions. Please refer to the Maximum Legal Size Vehicle Dimensions, Oversize Non-Divisible Size Permit Provisions, and Overweight Non-Divisible Permit Provisions Sections.

**Note: The STE must be registered for 78,001 to 80,000 pounds or the total gross weight of the vehicle to obtain overweight permits for increased axle weight or when exceeding 80,000 pounds gross. A profile sheet can be obtained from any of the Ports of Entry. An approved profile sheet shall be carried in the vehicle at all times.**

### ADDITIONAL INFORMATION

For further information regarding Special Truck Equipment contact the Motor Carrier Division at (801) 965-4892 or (866) 215-5399, or the closest Port of Entry. Contact information can be found in the Utah Agency Directory Section, or by emailing [mccustomerservice@utah.gov](mailto:mccustomerservice@utah.gov).

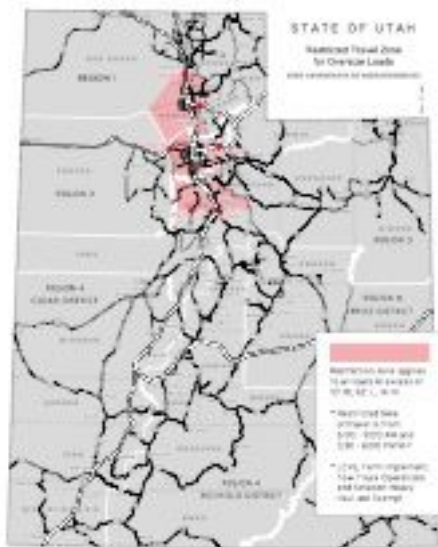


Rev. 2011.09.13

## Chapter 33

### Maps

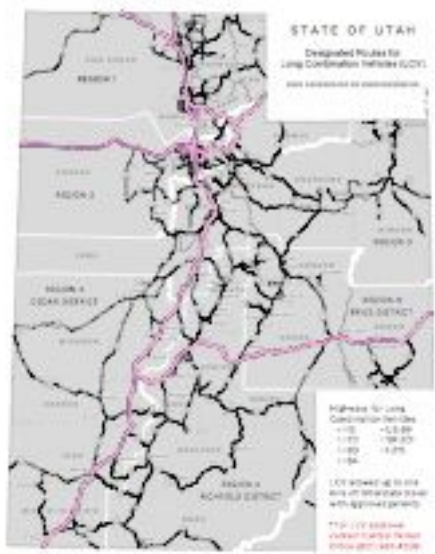
Restricted Travel Zone for Oversized Loads



Secondary Highways with Restrictions



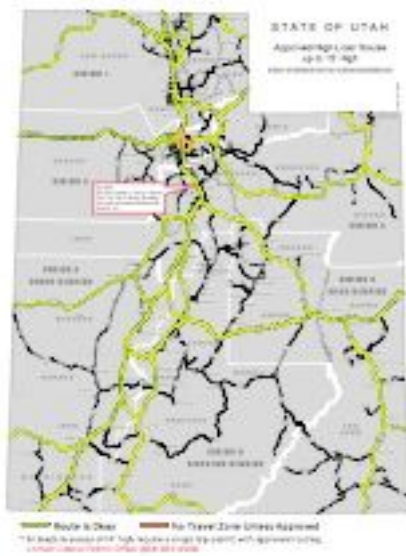
Designated Routes for LCV



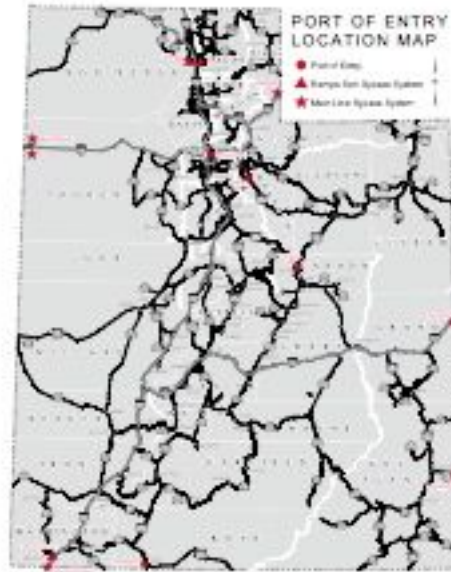
Designated Routes for WRP



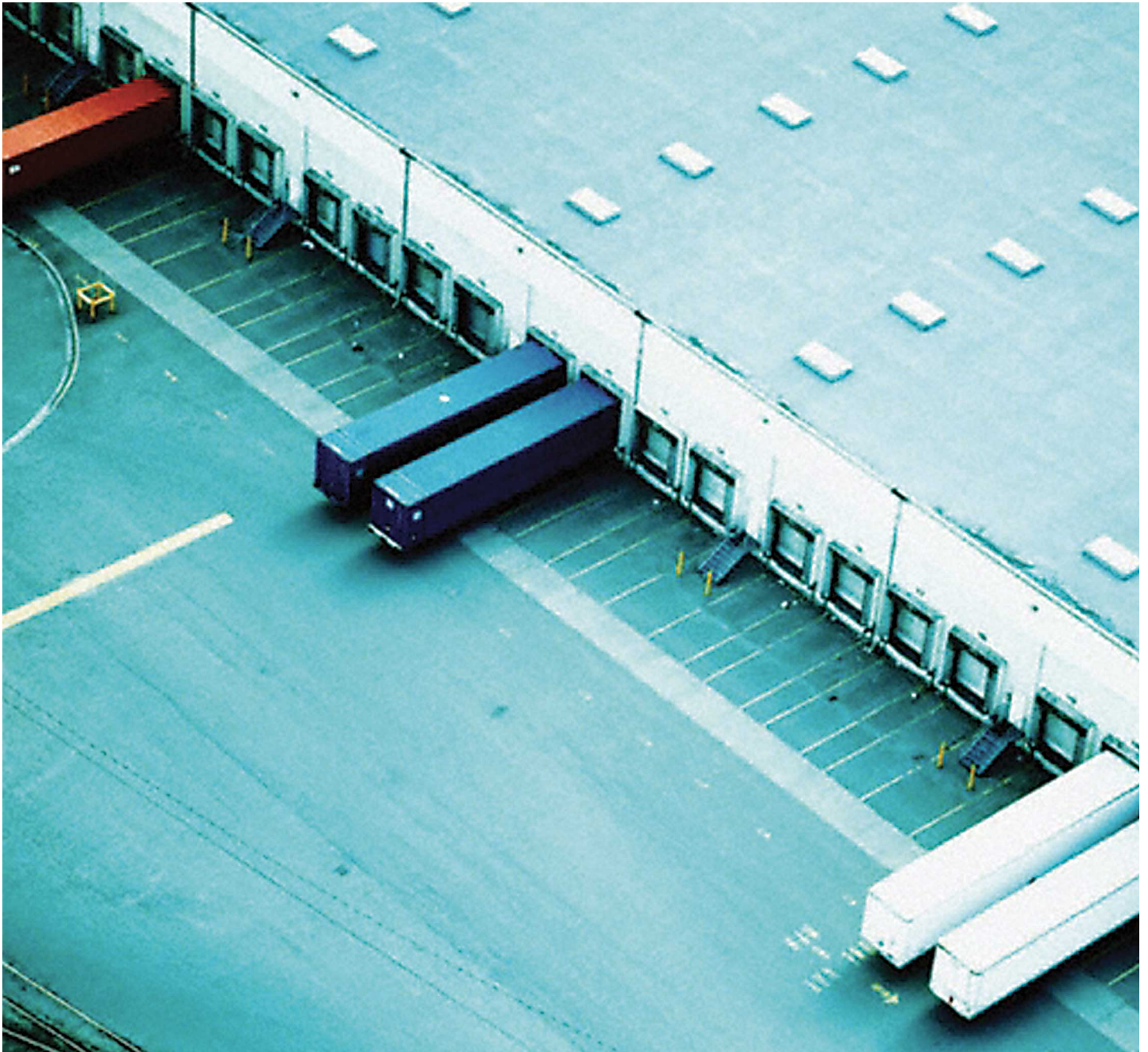
### Approved High Load Routes



### Port of Entry Locations







Rev. 2011.09.13

## Chapter 34

### Utah Agency Directory

**Motor Carrier Division**

4501 South 2700 West,  
 Box 148240  
 Salt Lake City, Utah  
 84114-8240

**Hours of Operation:**

Monday - Friday,  
 8:00 a.m. - 5:00 p.m.

- Permit Requests
- Construction Reports
- LCV Application Request
- Port Bypass Program Info
- Routing Assistance
- Unified Carrier Registration Info
- Western Regional Permits

Phone: (801) 965-4892 or (866) 215-5399

Fax: (801) 965-4847

Pilot/Escort Vehicle Info.

Phone: (801) 965-4302

**ST. GEORGE PORT OF ENTRY**

P.O. Box 571  
 I-15, Utah - Arizona State Line,  
 Mile Post 1  
 St. George, Utah 84771

**Supervisor:**

JoAnna Gunderson  
 Phone: (435) 673-9651  
 (801) 965-4219  
 (Salt Lake Line)  
 Fax: (435) 628-8322

**WENDOVER PORT OF ENTRY**

P.O. Box 249  
 I-80, Mile Post 3  
 Wendover, Utah 84083

**Supervisor:**

Lane Murphy  
 Phone: (435) 665-2274  
 Fax: (435) 628-8322

**ECHO PORT OF ENTRY**

P.O. Box 340  
 I-80 Utah - Wyoming Border,  
 Mile Post 180  
 Henefer, UT 84033

**Supervisor:**

Brenda Hennefer  
 Phone: (435) 336-5286

Fax: (435) 336-5288

### **PERRY PORT OF ENTRY**

P.O. Box 878  
Brigham City, Utah 84302

**Supervisors:**

Leona Dalley  
Phone: (435) 734-9414  
Fax: (435) 723-2327

### **DANIELS PORT OF ENTRY**

3741 Highway 40 East,  
East RFD  
Heber City, Utah 84032  
U.S. 40, Mile Post 22

**Supervisor:**

Tom Greer  
Phone: (435) 654-1091  
Fax: (435) 587-3427

### **MONTICELLO PORT OF ENTRY**

P.O. Box 1138  
Monticello, Utah 84535  
Highway 491, Mile Post 2

**Supervisor:**

Rick Clark  
Phone: (435) 587-2662  
Fax: (435) 587-3427

### **KANAB PORT OF ENTRY**

2136 North 300 West, #31  
Kanab, Utah 84741  
US 89, Mile Post 67

**Supervisor:**

Jared Hammon  
Phone: (435) 644-5871  
Fax: (435) 644-5865

### **PEERLESS PORT OF ENTRY**

P.O. Box 446  
Helper, Utah 84526  
US 6, Mile Post 231

**Supervisor:**

Shane Barr  
Phone: (435) 472-3401  
Fax: (435) 472-8280

### **Utility company & Utah coordinators for loads exceeding 17'6"High**

#### **Power**

**Rocky Mtn. Power**

Statewide contact - Tusi  
Simeona

(801) 576-6216 (get work  
order)

fax: (801) 572-6382

**Moon Lake Electric**

Paul Betts

(435) 724-1532  
(435) 722-5400

(Vernal- Uinta Basin)

**Empire Electric**

Ken Tarr

(970) 564-4453 or  
(970) 799-2613

(Monticello and US 491)

**Telephone****Qwest Communication**

Darrell Griggs

(801) 974-8200 or  
(801) 259-9882

(Bluffdale-Point of the Mountain North to Idaho)

Kevin Bulow

(801) 636-1160  
pager: (801) 223-2278

Annette Hanks

(801) 374-4165 or  
(801) 636-0673

(Bluffdale-Point of the Mountain South to Arizona)

**Uinta Basin  
Communication**

Amber Womack

(435) 622-5229

Todd Massey

(435) 622-6302

(North Eastern Region-Vernal, Roosevelt, Etc)

**Emery Tel-Com**

Mark Austin

(435) 609-0328

Mike Behling

(435) 748-2223,  
(435) 749-1002

Ryan Sharp

(435) 749-2165

(Carbon, Emery, Grand and Wayne Counties)

**Frontier Communications**

Bill Hall

(435) 257-8124

Randy French

(435) 259-1414

(Box Elder, Millard, Juab, Kane, Garfield, Grand & San Juan  
Counties)**Cable T.V.****Electric LightWave  
(IntegraTelecom)**

Shauna Jones

(801) 924-6674

Donnlee Watson

(801) 746-2135

(South Provo to Ogden-Wasatch Front only)

**Comcast**

Denise Braithwaite

(801) 401-3072

**MCI**

Blair Penrod

(801) 372-5258

(Statewide)

**Precis Communications**

Rich Higgins

(435) 820-4100

Shane Briggs

(435) 637-6813

(Price-Moab-Southeastern Utah)

**XO Communications**

Curt Hansen

(801) 983-1712 or

(801) 983-2816

(Statewide)

**Bresnan Communications**

Dan Johnson

(435) 828-1724

(Vernal Area-Uinta Basin)

**Local City Power Companies**Company's responsibility to contact. [uamps.com/new](http://uamps.com/new)**Signal Operations****UDOT Region 1**

Dale Lake

(801) 620-1606

**UDOT Region 2**

Guy Buckner

(801) 887-3785

**UDOT Region 3**

Grant Jackson

(801) 227-8040

**UDOT Region 4**

Lee Thompson

(435) 590-9976

Graig Ogden

(435) 896-1327 or  
(435) 201-4465

(Cedar, Richfield &amp; Price)

**S.L. City Signals**

Cabbott Jennings

(801) 535-6994

**S.L. County Signals**

James Neil

(801) 554-5623

**UDOT District Permit Coordinators****Region 1 (North)**

Tommy Vigil

(801) 791-4988

Jay Genereux

(801) 620-1639

**Region 2(SLC)**

Amber Mortensen

(801) 887-8763

(Interstate &amp; Secondary Highways)

Lisa Wilson

(801) 975-4827

**Region 3 (Central)**

Brandon Hyatt

(801) 222-3409

Rux Rowland

(801) 227-8018

Fess Scott

(801) 222-3409

(All Highways)

**Region 4 (South)**

(Cedar City District)

Teri Peterson

(435) 865-5503  
cell: (435) 590-1285

(Richfield District)

Carl Johnson

(435) 896-1303  
cell: (435) 979-4552  
fax: (435) 896-1308

(Price District)

George Leighton

cell: (435) 636-1403  
(435) 650-1479**Super Load Coordination Team**

Dave Kennedy

Wendover

(435) 665-0374

[dkennedy@utah.gov](mailto:dkennedy@utah.gov)

Cell #

(435) 841-1116

Ken Knowlden	Fax #	(435) 665-7810	<a href="mailto:kknowlden@utah.gov">kknowlden@utah.gov</a>
	Salt Lake City	(801) 965-4342	
	Cell #	(801) 440-7603	
Brad Dean	Fax #	(801) 965-4265	<a href="mailto:bradleydean@utah.gov">bradleydean@utah.gov</a>
	St George	(435) 628-5705	
	Cell #	(435) 669-9496	
Byron Stuart	Fax #	(435) 628-5706	<a href="mailto:bstuart@utah.gov">bstuart@utah.gov</a>
	Helper	(435) 472-0225	
	Cell #	(435) 541-7011	
	Fax #	(435) 472-8280	

**Monday through Friday after 6:00 PM. Or on weekends, please call (801) 707-1027**

**UHP Police Escorts Contact Number - (801) 965-4518 (Statewide)**

### NOTICE

The permittee is required to arrange all utility employee/vehicle support and police escorts. Permits will not be issued until documentary approval has been obtained, and sent to UDOT, at (801)965-4211 or requesting Super Load Specialist, from all public utilities and municipalities to pass under their overhead utility lines. It is the permittee's responsibility to obtain clearances from all utilities involved, and arrange for police escorts. Failure to do so shall be reason to deny or delay the permit. UDOT will contact District Permit Coordinators for authorization.



Rev. 2011.09.13

## Chapter 35

### Internet Resource List

**Code of Federal Regulations**

[www.gpoaccess.gov/cfr/index.html](http://www.gpoaccess.gov/cfr/index.html)

**Commercial Vehicle Safety Alliance**

[www.cvsa.org](http://www.cvsa.org)

**Data Qs**

[www.dataqs.fmcsa.dot.gov](http://www.dataqs.fmcsa.dot.gov)

**Federal Highway Administration**

[www.fhwa.dot.gov](http://www.fhwa.dot.gov)

**Federal Motor Carrier Safety Administration**

[www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)

**Federal Motor Carrier Safety Regulations**

[www.fmcsa.dot.gov/rules-regulations](http://www.fmcsa.dot.gov/rules-regulations)

**Federal Register**

[www.gpoaccess.gov/fr/index.html](http://www.gpoaccess.gov/fr/index.html)

**First Gov | The U.S. Government's Office Web Portal**

[www.firstgov.com](http://www.firstgov.com)

**Hazardous Material Regulations**

[www.fmcsa.dot.gov/rules-regulations](http://www.fmcsa.dot.gov/rules-regulations)

<http://hazmat.dot.gov/register.htm>

**International Fuel Tax Agreement**

[www.iftach.org](http://www.iftach.org)

**International Registration Plan**

[www.aamva.org/irp](http://www.aamva.org/irp)

**National Highway Traffic Safety Administration**

[www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)

**Transportation Security Administration**

[www.tsa.gov](http://www.tsa.gov)

**Transportation Safety Institute**

[www.tsi.dot.gov](http://www.tsi.dot.gov)

**U.S. Code**

<http://uscode.house.gov>

**U.S. Department of Transportation**

[www.dot.gov](http://www.dot.gov)

**USDOT Office of Hazardous Materials Safety**

<http://hazmat.dot.gov>

**USDOT Registration**

<http://usdotnumberregistration.com>

**Utah Department of Transportation**

[www.dot.state.ut.us](http://www.dot.state.ut.us)

**Utah Drivers License Division**

<http://www.driverlicense.utah.gov/>

**Utah Tow Truck Regulations**

<http://www.tow.utah.gov/>

<http://www.udot.utah.gov/index.php/m=c/tid=396>



**Utah Trucking Regulations**

[www.utah.gov/government/utahlaws.html](http://www.utah.gov/government/utahlaws.html)

[www.rules-utah.gov](http://www.rules-utah.gov)



Rev. 2011.09.13

## Chapter 36

### Definitions

**Agricultural Products** - Any raw product, which is derived from agriculture, including silage, hay, straw, grain, manure, and other similar product. American Association of Motor Vehicle

**Administrators (AAMVA)** - A tax-exempt, nonprofit organization striving to develop model programs in motor vehicle administration, police traffic services and highway safety. The association serves as an information clearinghouse for these same disciplines, and acts as the international spokesman for these interests.

**American Association of State Highway Transportation Officials (AASHTO)** - A non-profit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico.

**Appurtenance** - Consists of items such as binders, chains, clearance lights, rub rails, and load securing devices.

**Authorized Personnel** - Means a Certified Pilot/Escort Driver as described in MUTCD 6C.02, and also classified as a "Flagger" as set forth in Chapter 6E of the MUTCD.

**BMC 82** - Public liability surety bond filed with the FMCSA as required under [49 CFR 387.303\(b\)\(1\)](#).

**BMC 91** - Motor Carrier Automobile Bodily Injury and Property Damage Liability Certificate of Insurance form as required under [49 CFR 387.303\(b\)\(1\)](#) or [\(2\)](#).

**Bill of Lading** - Written transportation contract between shipper and carrier (or its agents). Identifies freight, recipient, place of delivery, and terms of agreement.

**Cargo/Cargo Carrying Length** - Means the total length of a combination of trailers and/or load measured from the foremost of the first trailer and/ or load to the rearmost of the last trailer and/or load including all coupling devices.

**CDL** - Commercial Driver's License.

**CDLIS** - Commercial Driver's License Information System.

**CFR** - Code of Federal Regulations

**Chocks** - A wedge or block for steadying a body and holding it motionless.

**Commercial Motor Vehicle Federal Definition** [49 CFR 390.5](#) - Means any self-propelled or towed motor vehicle used on a highway in interstate commerce to transport passengers or property when the vehicle--

- Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of 4,536 kg (10,001 pounds) or more, whichever is greater; or
- Is designed or used to transport more than eight passengers (including the driver) for compensation; or
- Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
- Is used in transporting material found by the Secretary of Transportation to be hazardous under [49 U.S.C. 5103](#) and transported in a quantity requiring placarding under regulations prescribed by the Secretary under [49 CFR, subtitle B, chapter I, subchapter C](#).

**Commercial Vehicle Utah Definition** [UCA 72-9-102](#) - Means a motor vehicle, vehicle, trailer, or semi trailer used or maintained for business, compensation, or profit to transport passengers or property on a highway if the commercial vehicle:

- Has a manufacturer's gross vehicle weight rating or gross combination weight rating of 10,001 or more pounds;
- Is designed to transport more than 15 passengers, including the driver; or
- Is used in the transportation of hazardous materials and is required to be placarded in accordance with [49 C.F.R. Part 172](#)

The following vehicles are not considered a commercial vehicle for purposes of this chapter:

- Equipment owned and operated by the United States Department of Defense when driven by any active duty military personnel and members of the reserves and national guard on active duty including personnel on full-time national guard duty, personnel on part-time training, and national guard military technicians and civilians who are required to wear military uniforms and are subject to the code of military justice;
- Firefighting and emergency vehicles, operated by emergency personnel, not including commercial tow trucks; and
- Recreational vehicles that are driven solely as family or personal conveyances for noncommercial purposes.

**CVISN** - Commercial Vehicle Information System and Network

**CVSA** - Commercial Vehicle Safety Alliance Defense Highway - US 491, US 191 (from US 491 to I-70), US 6, and all roads leading into or out of a US military facility.

**Department** - Means the Utah Department of Transportation.

**Divisible Load** - A load that can reasonably be dismantled or disassembled and does not meet the definition of non-divisible as defined in this section.

**Division** - Means the Motor Carrier Division.

**Drawbar** - Connection between two vehicles, measured from box to box and/or frame-to-frame, one of which is towing or drawing the other on a highway.

**Dromedary Unit** - A truck-tractor capable of carrying a load independent of a trailer. A dromedary is a box, deck, or plate mounted behind the cab and forward of the fifth wheel on the frame of the power unit.

**Dunnage** - All loose materials used to support and protect cargo.

**Dunnage Bags** - An inflatable bag intended to fill otherwise empty space between articles of cargo, or between article of cargo and the wall of the vehicle.

**Exclusive Devices** - All commercial vehicle length and width devices and appurtenances exempt from measurement in [23 CFR 658](#) of the Federal Register. (Final Rule effective April 29, 2002) [UCA 72-7-402](#).

**FMCSA** - Federal Motor Carrier Safety Administration

**FMCSRs (Federal Motor Carrier Safety Regulations)** - Contains the rules governing operations of trucks and buses in interstate commerce. Utah has adopted the FMCSR for intrastate transportation.

**For-Hire Motor Carrier** - means a person engaged in the transportation of goods or passengers for compensation.

**Freight Bill** - Shipping document describing the freight, classification, rates charged, total amount Definitions for transportation, and any other charges made under a tariff.

**GRAMA** - Government Records Access Management Act

**Gross Combination Weight Rating (GCWR)** - Means the value specified by the manufacturer as the loaded weight of a combination (articulated) motor vehicle. In the absence of a value specified by the manufacturer, GCWR will be determined by adding the GVWR of the power unit and the total weight of the towed unit and any load thereon.

**Gross Vehicle Weight Rating (GVWR)** - Means the value specified by the manufacturer as the loaded weight of a single motor vehicle.

**Hazardous Materials** - Substance or material capable of posing unreasonable risk to health, safety, and property when transported in commerce, as determined by the U.S. Secretary of Transportation.

**HMR** - Hazardous Materials Regulations

**Highway** - Any public road, street, alley, lane, court, place, viaduct, tunnel, culvert, bridge, or structure laid out or erected for public use, or dedicated or abandoned to the public, or made public in an action for the partition of real property, including the entire area within the right-of-way. [UCA 72-1-102\(7\)](#)

**IFTA** - International Fuel Tax Agreement

**Implement of Husbandry** - Every vehicle designed or adapted or used exclusively for an agricultural operation and only incidentally operated or moved upon the highways.

**Interstate Commerce** - Means trade, traffic, or transportation in the United States:

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

**Interstate System** - Any highway designated as an interstate or freeway. For the purpose of this guide I-15, I-215, I-80, I-70, US 89 between I-84 and I-15 and SR 201 between I-15 and I-80 will be considered interstate.

**Intrastate Commerce** - Means any trade, traffic, or transportation in any state, which is not described in the term "interstate commerce."

**IRP** - International Registration Plan

**ISS** - Inspection Selection System

**Logbook** - (Record of duty status) Written record completed by a commercial vehicle driver in a graph-grid format. Entries indicate daily number of hours worked, driven, off-duty, and vehicle(s) driven.

**Longer Combination Vehicle (LCV)** - A combination of truck, truck tractor, semi-trailer and trailer(s), which exceeds legal dimensions/ weight and operates on highways by permit for transporting divisible loads.

**Longer Combination Vehicle (LCV) Authority** - An authorization given to a specific company to exceed standard permitted length allowances for vehicle configuration on pre-approved routes.

**Manufactured/Home** - A transportable factory built housing unit constructed on or after June 15, 1976, in one or more sections, and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air-conditioning, and electrical systems.

**MCD** - Motor Carrier Division

**MCS 90** - Endorsement for motor carrier policies of insurance for public liability.

**MCSAP** - Motor Carrier Safety Assistance Program

**MCSIP** - Motor Carrier Safety Improvement Program

**Medical Certificate** - Certificate showing that driver has passed USDOT - prescribed physical exam. Also know as a "medical card."

**Medical waiver** - Waiver from medical requirements for drivers who cannot meet minimum driver qualification standards under [49 CFR Part 391](#).

**Mobile Home** - means a transportable factory built housing unit built prior to June 15, 1976, in accordance with a state mobile home code, which existed prior to the Federal Manufactured Housing and Safety Standards Act (HUD Code).

**Motor Carrier** - A person engaged in or transacting the business of transporting passengers, freight, merchandise, or other property by a commercial vehicle on a highway within this state and includes a tow truck business.

**MVR** - Motor Vehicle Record

**Non-Divisible** - Any load or vehicle exceeding applicable length: width, or height or weight limits which, if separated into smaller loads or vehicles would: (a) Compromise the intended use of the load and/or vehicle, (b) Destroy the value of the load or vehicle, or (c) Require more than eight work hours to dismantle using appropriate equipment.

**MUTCD** - Means Manual on Uniform Traffic Control Devices

**NHTSA** - National Highway Traffic Safety Administration

**Out-of-Service** - Condition where a motor vehicle, because of mechanical condition or loading, is considered imminently hazardous and likely to cause an accident or breakdown; or where a driver violation renders a commercial vehicle operator unqualified to drive.

**Placard** - Diamond-shaped sign required on a four sides of motor vehicle hauling hazardous materials that shows hazard classification of material transported.

**Pole Trailer** - Every vehicle without motive power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach, or pole, or by being boomed or otherwise secured to the towing vehicle, and is ordinarily used for transporting long or irregular shaped loads such as poles, pipes, or structural members generally capable of sustaining themselves as beams between the supporting connections.

**PRISM** - Performance & Registration Information Systems Management

**Private Motor Carrier** - A person who provides transportation of property or passengers, by commercial motor vehicle, and is not a for hire motor carrier.

**Quad Axle Group** - A group of four consecutive fixed axles.

**Recreational Vehicle** - Vehicles that are driven solely as family or personal conveyances for noncommercial purposes.

**Retractable Axle** - An axle which can be mechanically raised and lowered by the driver of the vehicle, but which may not have its weight-bearing capacity mechanically regulated. Definitions

**Saddlemount** - A device, designed and constructed as to be readily demountable, used in driveaway-towaway operations to perform the functions of a conventional fifth wheel:

- **Upper-half** - Upper-half of a "saddlemount" means that part of the device which is securely attached to the towed vehicle and maintains a fixed position relative thereto, but does not include the "kingpin;"
- **Lower half** - Lower half of a "saddlemount" means that part of the device, which is securely attached to the towing vehicle and maintains a fixed position relative thereto but does not include the "king-pin;"
- **Kingpin** - A device which is used to connect the "upper-half" to the "lower-half" of the 5th wheel plate in such a manner as to permit relative movement in a horizontal plane between the towed and towing vehicles.

**SAFER** - Safety and Fitness Electronic Records

**SAFETYNET** - Networked PC Data Collection and Delivery System

**SEA** - Safety Evaluation Area

**Secondary Highway** - All other routes not designated as interstate or freeway. Two-lane, two-way highways are synonymous with secondary highways.

**Semi Trailer** - Every vehicle without motive power designed for carrying persons or property and for being drawn by a motor vehicle and constructed so that some part of its weight and its load rest or is carried by another vehicle.

**Shipping Paper** - USDOT's shipping order, bill of lading, or other document used in connection with the movement of freight.

**Shoring Bar** - A device placed transversely between the walls of a vehicle and cargo to prevent cargo from tipping and shifting.

**Special Event** - Means the movement of an over-dimensional load/vehicle as described in MUTCD 6C.02, and also the movement of an over-dimensional load/vehicle shall be classified as an "emergency road user occurrence" as described in MUTCD 6I.01.

**Special Mobile Equipment (SME)** - Vehicle(s) exempt from registration, vehicle(s) not designed or used primarily for the transportation of persons or property; not designed to operate in traffic; and only incidentally operated or moved over the highways. Special mobile equipment includes: farm tractors; off road motorized construction or maintenance equipment including backhoes, bulldozers, compactors, graders, loaders, road rollers, tractors, and trenchers; and ditch-digging apparatus. Special mobile equipment does not include a commercial vehicle as defined under [UCA 72-9-102](#).

**Special Truck Equipment (STE)** - Vehicles not meeting the definition of Special Mobile Equipment but used exclusively to pump cement, bore wells, or perform crane services with a crane capacity of five or more tons are exempt from 50% of the amount of the registration fees under [UCA 41-1a-1206\(8\)](#).

**Split Axle** - In split-axle designs, the wheel on each side is attached to a separate shaft. Modern passenger cars have split drive axles. In some designs, this allows independent suspension of the left and right wheels, and therefore a smoother ride. Even when the suspension is not independent, split axles permit the use of a differential, allowing the left and right drive wheels to be driven at different speeds as the automobile turns, improving traction and extending tire life.

**Spread Axle (Spread Tandem)** - Tandem axle assembly spaced further apart than the standard spacing of 54 inches. The U.S. federal bridge formula favors trailer axles with an eight or nine foot spread by allowing higher weight than on tandems with standard spacing.

**Stinger Steered** - A semi-trailer combination wherein the fifth wheel is located on a drop frame behind and below the rearmost axle of the power unit.

**Super Load** - A vehicle and/or load in excess of 17 feet in width on secondary highways, 20 feet in width on Interstate systems, 17 feet 6 inches in height or in excess of 125,000 pounds gross vehicle weight.

**Tandem Axle** - Two or more axles spaced not less than 40 inches nor more than 96 inches apart and having at least one common point of weight suspension.

**Tridem Axle** - Any three consecutive axles whose extreme centers are not more than 144 inches apart, and are individually attached to or articulated from, or both, a common attachment to the vehicle including a connecting mechanism designed to equalize the load between axles.

**Trailer (Full)** - Vehicle without motive power designed for carrying property and for being drawn by a motor vehicle and constructed so that no part of its weight rest upon the towing vehicle.

**Truck** - A single unit motor vehicle used primarily for the transportation of property laden or unladen.

**Truck Tractor** - A motor vehicle designed and used primarily for drawing other vehicles and not constructed to carry a load other than a part of the weight of the vehicle and load that is drawn.

**Trunnion Axle** - An axle configuration with two individual axles mounted in the same transverse plane, with four tires on each axle.

**Trunnion Axle Group** - Two or more consecutive trunnion axles that are attached to the vehicle by a weight equalizing suspension system and whose consecutive centers are more than 40 inches, but not more than 96 inches apart.

**UCR** - Unified Carrier Registration

**UDOT** - Utah Department of Transportation

**USDOT** - United States Department of Transportation

**Variable Load Suspension (VLS) Axle** - An axle that can be adjusted mechanically to various weight bearing capacities.

**Vehicle** - Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices used exclusively upon rails or tracks.

**Vintage Vehicle** - Means a motor vehicle that is 40 years old or older, from the current year, primarily a collector's item, and used for participation in club activities, exhibitions, tours, parades, occasional transportation, and similar uses, but that is not used for general daily transportation.

**Western Association of State Highway Transportation Officials, Committee on Highway Transport (WASHTO, COHT)** - An association of transportation officials organized to promote uniform laws, regulations and practices among member jurisdictions and other jurisdictions for the efficient movement of goods and services while ensuring the safety of all highway users and preserving the highway infrastructure.