

2026

RULES FOR THE ROAD

A select collection of information
on motor vehicle regulations





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

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REFERENCE GUIDE

TRUCK REGULATION RESOURCES FOR ILLINOIS FARMERS

MOTOR CARRIER SAFETY

IL DEPARTMENT OF TRANSPORTATION OFFICE OF MOTOR CARRIER SAFETY

1340 North 9th Street
PO Box 19212
Springfield, IL 62794
P: 217-785-1181
idot.illinois.gov

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

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

MOTOR CARRIER SAFETY REGULATIONS Illinois

on.ilfb.org/motorsafetyreg
Federal
fmcsa.dot.gov/regulations

THE MOTOR CARRIER SAFETY PLANNER

csa.fmcsa.dot.gov/safetyplanner/

ENTRY LEVEL DRIVER TRAINING

tpr.fmcsa.dot.gov

MOTOR FUEL TAXES

IL DEPARTMENT OF REVENUE

Motor Fuel Use Tax
PO Box 19477
Springfield, IL 62794
P: 217-785-1397
tax.illinois.gov/

INTERSTATE FUEL PERMIT (IFTA)

P: 217-785-1397
mytax.illinois.gov/_/

HAZARDOUS MATERIALS TRANSPORTATION

HAZARDOUS MATERIALS ENDORSEMENT

on.ilfb.org/hazmatendorsement

HAZMAT RULES & EDUCATION

on.ilfb.org/HazmatRules

COMMERCIAL DRIVERS LICENSE

IL SECRETARY OF STATE

CDL Section
2701 Dirksen Parkway
Springfield, IL 62723
P: 217-524-1350

CDL Appointments

P: 217-785-3013

on.ilfb.org/cdl-license

CDL Study Guide

on.ilfb.org/cdl-study-guide

Rules of the Road

on.ilfb.org/ilrulesoftheroad

CDL Testing Locations

apps.ilsos.gov/facilityfinder/facility

CARRIER FOR HIRE

IL COMMERCE COMMISSION TRANSPORTATION DIVISION

527 East Capitol
Springfield, IL 62701
P: 217-782-4654
icc.illinois.gov/transportation/

SAFETY TESTING

ILLINOIS TEST LANE LOCATIONS

on.ilfb.org/ILTestLanes

EMISSIONS TESTING

IL EPA

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

Vehicle Emissions Testing Program

on.ilfb.org/EmissionsTest

OVERSIZE AND OVERWEIGHT

IL DEPARTMENT OF TRANSPORTATION

Bureau of Operations
2300 S. Dirksen Parkway
Rm 117
Springfield, IL 62764
P: 217-782-6271
P: 217-785-1477

on.ilfb.org/Oversize_OverweightPermits

Order Permits Online

webapps.dot.illinois.gov/itap

IDOT Interactive Maps

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

USDOT#

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

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

On-line Application

on.ilfb.org/fmcsa-registration

UCR (UNIFIED CARRIER REGISTRATION)

ucr.gov

VEHICLE REGISTRATION LICENSE PLATES FOR TRUCKS & TRAILERS

IL SECRETARY OF STATE

Commercial & Farm Truck Division
300 Howlett Bldg
501 S. 2nd St Springfield, IL 62706
P: 217-785-1800
ilsos.gov/publications/motorist/cft.html

Title & Registration Guide

on.ilfb.org/title-registration

Farm & Mileage Plates

on.ilfb.org/farm-truck-plates

IRP Summary

on.ilfb.org/IRP-Summary

MORE MATERIALS

IL FARM BUREAU WEBSITE (DOWNLOADS)

[ilfb.org/resources/farmer-rural-resources/
transportation-resources/](http://ilfb.org/resources/farmer-rural-resources/transportation-resources/)

J. J. KELLER & ASSOCIATES, INC.

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

P: 877-564-2333

jjkeller.com

LABELMASTER

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

P: 800-621-5808

labelmaster.com

IL VEHICLE CODE

[Statutory law for vehicles.]

on.ilfb.org/ilcs-acts

DRUG & ALCOHOL SCREENING PROGRAM

FOR IL FARM BUREAU® MEMBERS

P: 217-525-0310

Provided through Midwest Truckers Association

mid-westtruckers.com

ILLINOIS STATE POLICE (Ask for the Motor Carrier Safety Officer)		
TROOP	LOCATION	PHONE
1	CARROLL, JO DAVIESS, LEE, OGLE, STEPHENSON, WHITESIDE, AND WINNEBAGO	
Pecatonica	16450 W. State Rd., Pecatonica, IL 61063	(815) 239-1152
Sterling	3107 E. Lincolnway, Sterling, IL 61081	(815) 632-4010
2	BUREAU, HENRY, LA SALLE, MERCER, PUTNAM, AND ROCK ISLAND	
La Salle	2971 E. 350th Rd, La Salle, IL 61301	(815) 224-1171
East Moline	800 Hillcrest Rd. East Moline, IL 61244	(309) 752-4915
3	BOONE, COOK, DEKALB, GRUNDY, KANE, KENDALL, LAKE, MCHENRY, AND WILL	
Des Plaines	9511 W. Harrison St., Des Plaines, IL 60016	(847) 294-4400
Elgin	777 S. State St., Elgin, IL 60123	(847) 931-2405
Joliet	16648 S. Broadway St., Lockport, IL 60441	(815)726-6377
4	FULTON, HANCOCK, HENDERSON, KNOX, MARSHALL, MCDONOUGH, PEORIA, STARK, TAZEVELL, WARREN, AND WOODFORD	
Macomb	1600 N. Lafayette, Macomb, IL 61455	(309) 833-4046
Metamora	1265 Lordes Rd., Metamora, IL 61548	(309) 383-2133
5	DEWITT, FORD, IROQUOIS, KANKAKEE, LIVINGSTON, AND MCLEAN	
Pontiac	800 S. Old Airport Rd., Pontiac, IL 60016	(815) 844-1500
Ashkum	951 E. U.S. Hwy 45, Ashkum, IL 60911	(815) 698-2395
6	ADAMS, BROWN, CASS, CHRISTIAN, LOGAN, MASON, MENARD, MORGAN, PIKE, SANGAMON, SCHUYLER, AND SCOTT	
Springfield	801 S. Seventh St., Springfield, IL 62703	(217) 786-6677
Pittsfield	1405 N. Jackson St., Pittsfield, IL 62363	(217) 285-2034
7	CHAMPAIGN, COLES, DOUGLAS, EDGAR, MACON, MOULTRIE, PIATT, SHELBY, AND VERMILION	
Pesotum	611 S. Chestnut St., Pesotum, IL 61863	(217) 867-2050
8	BOND, CLINTON, CALHOUN, GREENE, JERSEY, MACOUPIN, MADISON, MONTGOMERY, MONROE, ST. CLAIR, AND WASHINGTON	
Collinsville	1100 Eastport Plaza Dr., Collinsville, IL 62234	(618) 346-3990
Litchfield	102 Illinois Route 16, Litchfield, IL 62056	(217) 324-4900
9	CLARK, CLAY, CRAWFORD, CUMBERLAND, EDWARDS, EFFINGHAM, FAYETTE, HAMILTON, JASPER, LAWRENCE, MARION, RICHLAND, WABASH, WAYNE, AND WHITE	
Effingham	401 Industrial Ave., Suite A, Effingham, IL 62401	(217) 342-7800
Carmi	919 Illinois Route 14, Carmi, IL 62821	(618) 382-4606
10	ALEXANDER, FRANKLIN, GALLATIN, HARDIN, JACKSON, JEFFERSON, JOHNSON, MASSAC, PERRY, POPE, PULASKI, RANDOLPH, SALINE, UNION, AND WILLIAMSON	
DuQuoin	1391 S. Washington St., DuQuoin, IL 62832	(618) 542-2171
Ullin	1154 Shawnee College Rd., Ullin, IL 62992	(618) 845-3740 or (618) 542-2171 after 4:00 p.m.
11	TOLLWAYS SERVED: TRI-STATE I-94, I-294, AND I-80; REAGAN MEMORIAL I-88; JANE ADAMS MEMORIAL I-90; VETERANS MEMORIAL I-355; AND ILLINOIS ROUTE 390 TOLLWAY	
Downers Grove	2700 Ogden Ave., Downers Grove, Illinois 60515	(630) 241-6800 Ext. 5030

COVERED FARM VEHICLE (CFV) EXEMPTION

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

HOW TO QUALIFY

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

RANGE

(Within which the exemption may be applied)

LOCATION	CFV	
	≤ 26,001 pounds	> 26,001 pounds
INSIDE ILLINOIS	No limit	No limit
OUTSIDE ILLINOIS	No limit	150 Miles
The 150 miles is from the carrier’s base of operation, i.e., the farm.		

WHAT IS EXEMPT

CFV Exemptions cover six major areas:

1. Commercial Driver’s License (CDL) [49 CFR 383] Non-CDL Class A with a J51 restriction or Class B Non-CDL required depending on the size of the vehicle.
2. Controlled Substances, Alcohol Use, and Testing [49 CFR 382]. (Exemption includes the drug and alcohol consortium and the reasonable suspicion training.)
3. Physical Qualifications and Examinations [49 CFR 391, Subpart E] Includes the medical card requirement.
4. Hours of Service [49 CFR 395].
5. Inspection, Repair, and Maintenance [49 CFR 396]. Only for interstate vehicles with a USDOT number.
6. Entry Level Driver Training (ELDT) is not required for Non-CDL license (See pg. 18 ELDT)

CDL AND THE FARM SEMI

Farm semi drivers must possess a Class A CDL or a Non-CDL farm semi license with a **J51** restriction. All tests and costs for this Non-CDL farm semi license are the same as those required for the CDL. **Obtaining the J51 does not require ELDT.** If you have a class B CDL you can add a Non-CDL Class A with a J52 Restriction to your license, with additional testing.

APPLICABILITY

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

TRAILERS

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

PICKUPS AND DUALIES

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

IMPLEMENTS OF HUSBANDRY

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

ENDORSEMENTS

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

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



DRUG AND ALCOHOL TESTING

Requirement [49 DFR 382 103]

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

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

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

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

OVERVIEW OF DRUG & ALCOHOL TESTING REQUIREMENTS

https://on.ilfb.org/Drug_AlcoholTesting

FARM VEHICLE DRIVER (FVD) EXEMPTION

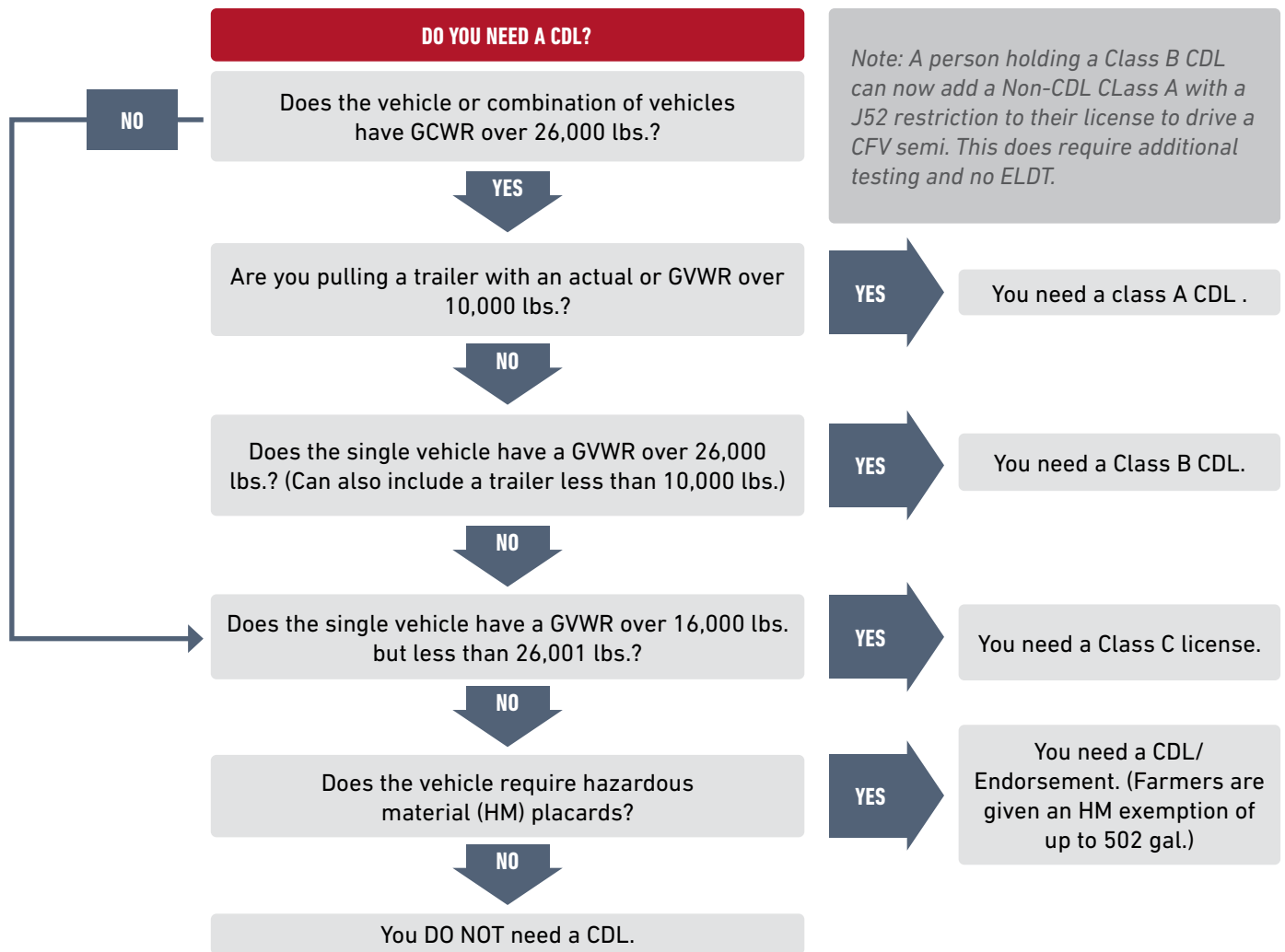
The FVD exemption currently still applies in Illinois and has not changed since 1996. To take advantage of all agriculture exemptions a farm plated vehicle offers, it is suggested that you utilize the CFV exemption. That can be accomplished by getting the Non-CDL Class A licenses with a J51 restriction. If you currently possess a Non-CDL Class A license with a J50 restriction, that is the FVD license. You are not required to, but it is recommended you go to a local Secretary of State office and get the J50 changed to a J51 restriction.

DRIVER'S LICENSE TYPES & CLASSIFICATIONS

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

differently in Illinois than all other vehicle types. There are two driver's licenses that can be used to operate a semi. The Class A CDL or the Non-CDL Class A with a J51 or J52 (See Note Below). (J50 restriction is still valid as well, but less common and effective.)

CDL		NON-CDL
A	Combination of vehicles 26,001 pounds or more. (where the trailer is 10,001 pounds or more)	A (J51) or (J52)
B	Single vehicle of 26,001 pounds or more. (may include trailer of 10,000 pounds or less)	B
	Single vehicle of more than 16,000 but less than 26,001 pounds (may include trailer of 10,000 pounds or less)	C
-	Single vehicle of 16,000 pounds or less. (may include trailer of any size so long as the combination is not 26,001 pounds or more)	D



WHAT IF I AM A FARMER AND HAVE FARM PLATES?

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



The increased use of H2A workers in recent years drew much attention to the length and confusion it took to get these workers licensed in Illinois. To resolve these issues Illinois Farm Bureau and Midwest Truckers Association worked with the Illinois Secretary of State and developed this H2A License Guide.

OFFICE OF THE SECRETARY OF STATE
ALEXI GIANNOULIAS – Secretary of State
H2A Workers Guide to Getting an Illinois License



**Non-CDL Class A License (Farm Waived)
with a J51 restriction**

- Preset one document to SOS office that satisfies each group A, B, C, D https://www.ilsos.gov/publications/pdf_publications/dsd_x173.pdf
- Pass written test for Class D license
- Pass written test for Non-CDL Class A license (*Can be taken same day as Class D test.*)
- Make first available appointment to take skill test at a CDL testing facility (*Do not have to wait 14 days like CLP*) <https://apps.ilsos.gov/facilityfinder/facility>
- Take and pass skill/driving test in a truck equal to one you will be driving on a daily basis
 - o Example: If the truck the applicant will be driving daily is a manual, they cannot take the driving test in an automatic.

Non-Domiciled CDL

- Present one document to SOS office that satisfies each group A, B, C, D and show proof of legal presence. [ilsos.gov/publications/pdf_publications/dsd_x173.pdf](https://www.ilsos.gov/publications/pdf_publications/dsd_x173.pdf) (*Unexpired foreign passport accompanied by an approved I-94 form documenting the applicant's most recent admittance into the United States or an employment authorization document (EAD).*)
- Obtain Class D license by taking and passing written and skill/driving test.
- Once Class D is mailed, the written CDL test can be taken.
- Go to <https://apps.ilsos.gov/dlstatus/> to check status. (*Class D license does not have to be in hand.*)
- Take and pass core knowledge, combination and air brake tests to receive CLP.
- Make appointment 14 or more days from passing CLP at a CDL testing facility.
- Take and pass skill/driving test in a truck equal to one you will be driving on a daily basis.
 - o Example: If the truck the applicant will be driving daily is a manual, they cannot take the driving test in an automatic.

If a worker does not have a Social Security number, the worker is only eligible for a temporary visitor driver's license (TVDL) to operate a Class D vehicle or a motorcycle.

H2A and Non-Domiciled CDL for 18-20 year olds – If an out of country license cannot be provided, the applicant must complete Adult Driver's Education or provide proof of classroom completion of state-approved driver education course.

Expiration date of driver's license will be equal to the applicant's authorized length of stay/departure date as indicated on immigration documents.

MEDICAL CARD

WHAT IS A MEDICAL CARD?

A Medical Examiner's Certificate, commonly called a "medical card", is documentation signed by a qualified medical professional stating that a driver has passed a Department of Transportation (DOT) physical and is medically qualified under federal law to operate a commercial motor vehicle.

The DOT physical evaluates specific health standards, including vision, hearing, joint mobility, limb loss, and certain medical conditions such as diabetes or seizure disorders. The examination must be performed by a medical examiner listed on the FMCSA National Registry.

WHO IS REQUIRED TO HAVE A MEDICAL CARD?

Federal law (49 CFR Part 391) generally requires medical certification for drivers operating commercial motor vehicles in commerce. A medical card is typically required if a driver operates:

- A vehicle or vehicle combination with a **GVWR or GCWR of 10,001 pounds or more** in commerce (including farming);
- A passenger vehicle designed to transport **16 or more passengers, or 8 or more passengers** if for hire, including the driver; or
- A vehicle required to be **placarded for hazardous materials** under federal regulations.

Note: This definition of "commercial motor vehicle" differs from the definition used for CDL purposes.

COVERED FARM VEHICLE (CFV) EXEMPTION

Drivers operating a **Covered Farm Vehicle (CFV)** are **exempt from the DOT medical card requirement**.

Under 49 CFR 391.2(d), drivers of CFVs are exempt from the medical qualification standards found in Part 391, Subpart E. This exemption applies to both straight trucks and combination vehicles and applies regardless of whether the driver holds a CDL.

For most Illinois Farm Bureau members operating CFVs, a medical card is not required.

MEDICAL CARD POSSESSION

Drivers who are required to obtain medical certification must generally carry proof of that certification **unless it is electronically recorded**.

FMCSA regulations allow CDL holders who are classified as **Non-Excepted Interstate (NI)** drivers to have their medical certification recorded in the federal **Commercial Driver's License Information System (CDLIS)**. When properly recorded, the driver is **not required to carry a physical medical card**.

Drivers whose medical certification is not electronically recorded must continue to carry their medical card while operating.

Best Practice: At the time of printing this book (February 26) FMCSA and states are transitioning to electronic recording. During this time, drivers subject to medical certification requirements are encouraged to carry a paper copy of their medical examiner's certificate during this transition period to avoid potential delays or enforcement issues.

CDL HOLDER RESPONSIBILITIES

All CDL holders, whether or not a CDL is required for their operation, must self-certify their driving status with the Illinois Secretary of State. Drivers must declare:

Failure to properly self-certify or maintain required medical certification may result in the CDL being downgraded to a non-CDL license. A limited grace period may apply; failure to comply within that period can result in permanent loss of CDL privileges.

SELF-CERTIFICATION CATEGORIES (CDL HOLDERS ONLY)

- **Non-Excepted Interstate (NI):**
Operates in interstate commerce and is required to meet federal medical certification requirements.
- **Excepted Interstate (EI):**
Operates in interstate commerce but is exempt from federal medical certification requirements (includes CFV operators).
- **Non-Excepted Intrastate (NA):**
Operates only in intrastate commerce and is subject to Illinois medical certification requirements.
- **Excepted Intrastate (EA):**
Operates only in intrastate commerce and is exempt from some or all Illinois medical certification requirements.

APPLIES ONLY TO DRIVERS WHO HAVE A CDL

	Interstate Commerce	Intrastate Commerce
Medical Card Required	NI	NA
Exempt from Medical Card	EI	EA

UPDATE BEFORE MEDICAL CARD EXPIRES

Generally, the driver is being asked two questions:
1. Are you an interstate or intrastate driver?
2. Are you required to have a medical card?

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

INTERSTATE VS. INTRASTATE COMMERCE

A driver is considered operating in **interstate commerce** if they:

- Cross state lines; **or**
- Operate entirely within Illinois while hauling goods that are part of an interstate shipment (originating in Illinois and is ultimately destined for another state or country).

Drivers who operate exclusively within Illinois and haul goods that both originate and terminate within the state are generally considered **intrastate** drivers.

Drivers who self-certify as intrastate-only (NA or EA) will receive a **"K" restriction** on their CDL, prohibiting operation outside Illinois.

REPORTING CHANGES

Drivers are responsible for notifying the Illinois Secretary of State immediately if their operating status changes. State personnel are not permitted and should not make this determination for the driver.



HOURS OF SERVICE (HOS)

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

GENERAL CONCEPTS

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

[49 CFR 395]

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

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

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

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

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

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

EXEMPTIONS

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

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

SHORT-HAUL EXEMPTION

Designed for local delivery operations and applicable to all drivers, including farmers, this exemption excuses the driver from maintaining a logbook. The drivers start and stop location must be the same to take advantage of this exemption. It does not excuse the driver from the limited 14 hours of on-duty or 11 hours of drive time. The 30-minute break is also excused under this exemption. A “timecard” or record of hours must be maintained by the carrier and be kept for 6 months.

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

AGRICULTURAL EXEMPTION

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

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

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

COVERED FARM VEHICLE EXEMPTION (CFV)

This third exemption from HOS regulations applies only to farmers and their employees. Within that group, only those who operate a CFV may take advantage of it. Please see the CFV section on page 6 for further detail.

ELECTRONIC LOGGING DEVICE (ELD)

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

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

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

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

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

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

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

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

Transporters of livestock and insects are not required to have an ELD. The statutory exemption, 49 CFR 395.8(a)(1)(iii), will remain in place until further notice. Drivers do not need to carry any documentation regarding this exemption.

REQUIREMENT [49 CFR 395]

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

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

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





CONTROLLED SUBSTANCES, ALCOHOL USE AND TESTING

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

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

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

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

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

DRUG & ALCOHOL CLEARINGHOUSE

The Federal Motor Carrier Safety Administration (FMCSA) established the CDL Drug and Alcohol Clearinghouse (Clearinghouse). This database contains information pertaining to violations of the U.S. DOT controlled substances and alcohol testing program for holders of CDLs. The Clearinghouse rule requires the following:

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

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

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

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

USDOT NUMBER AND THE UCR

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

DO THESE RULES APPLY TO FARMERS?

Yes, if the farmer operates a commercial vehicle in interstate commerce. While Covered Farm Vehicle (CFV) exemptions apply to certain CDL and safety regulations, they do not exempt a farmer from USDOT Number or UCR requirements when operating in interstate commerce.

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

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

1. It must be a “commercial vehicle”.
That has nothing to do with for-hire hauling. Instead, it is generally based on the vehicle’s size. Virtually every farm truck and truck/trailer combination is considered a “commercial vehicle”. For purposes of the UCR and the USDOT Number registration, a commercial vehicle is one vehicle or a combination of vehicles that is operated in commerce (includes farming) and has a Gross Vehicle Weight Rating (GVWR) of at least 10,001 pounds, or in the case of a passenger vehicle, is one built to carry 9 or more persons (for hire) or 16 or more persons (not for hire), including the driver. It also includes a vehicle that transports hazardous materials in a quantity that requires the vehicle to be placarded.
2. It must be used in “interstate commerce”.
Federal regulations define it as follows [49 CFR 390.5]: Interstate commerce means trade, traffic, or transportation in the United States –
 - a. Between a place in a State and a place outside of such State (including a place outside of the United States).
 - b. Between two places in a State through another State or a place outside of the United States.
 - c. Between two places in a State as part of trade, traffic, or transportation originating or terminating outside the State or the United States.

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

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

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

WHAT ARE THESE PROGRAMS FOR?

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

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

WHO IS SUBJECT TO THE UCR AND USDOT NUMBER?

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

WHO IS NOT SUBJECT TO THEM?

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

WHAT IS THE GOVERNMENT’S CURRENT POLICY ON ENFORCEMENT?

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

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

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

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

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

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

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

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

DOES THE UCR REPLACE THE USDOT NUMBER?

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

ARE THERE FEES ASSOCIATED WITH REGISTRATION?

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

Fees: Fees change annually. Carriers should verify current rates at <http://www.ucr.gov>.

NUMBER OF VEHICLES	2025
0-2	\$46
3-5	\$138
6-20	\$276
21-100	\$963
101-1,000	\$4,592
1,001 or more	\$44,836

HOW IS THE NUMBER OF VEHICLES COUNTED?

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

IS THERE A CREDENTIAL FOR CARRIERS UNDER THE UCR?

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

WHAT ABOUT CREDENTIALS FOR THE USDOT NUMBER?

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

HOW DO I REGISTER FOR THE UCR?

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

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

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

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

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

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

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

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

Formerly conducted on-site, these reviews are now done remotely. This “audit” is formally known as a New Entrant Safety Assurance Program Review. USDOT auditors – or IDOT auditors working on behalf of the federal government – will notify the carrier of a pending review and arrange to have the carrier provide records required to be kept under Federal Motor Carrier Safety Regulations regarding the carrier’s safety management system. Those records can include, but are not limited to:

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

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

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

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

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

WHAT ABOUT FARM WAGONS?

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

HOW TO DISPLAY THE USDOT NUMBER [390.21]

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

- a. The legal name, or a single trade name, of the business entity that owns or controls the motor carrier operation (Match that used on Form MCS-150).
- b. The USDOT number issued by the FMCSA, preceded by the letters “USDOT”.
- c. In 2” or larger letters and numbers that contrast with background and are legible from 50 feet in daylight.
- d. City, state, and address are optional.



ENTRY LEVEL DRIVER TRAINING (ELDT)

ENTRY LEVEL DRIVING TRAINING (ELDT) FAQ

WHAT IS THE ELDT MANDATE AND WHO IS REQUIRED TO DO THE TRAINING?

Federal Motor Carrier Safety Act (FMCSA)'s Entry Level Driver Training (ELDT) regulations set the baseline for training requirements for entry-level drivers. This includes those applying to:

- Obtain a Class A or Class B Commercial Driver's License (CDL) for the first time;
- Upgrade an existing Class B CDL to a Class A CDL; or
- Obtain a school bus (S), passenger (P), or hazardous materials (H) endorsement for the first time.

The ELDT regulations are not retroactive; the training requirements do not apply to individuals holding a valid CDL or an S, P, or H endorsement issued prior to February 7, 2022.

CAN FARMERS AVOID THE ELDT REQUIREMENT?

Farmers, family members, and employees that are driving a Covered Farm Vehicle (farm plated) can obtain a Non-CDL Class A or B with a J51 Restriction. Since this license is not a CDL, the ELDT requirement is not applicable, and they can avoid the training requirement.

WHEN DID THIS GO INTO EFFECT?

February 7, 2022.

WHY IS THERE AN ELDT REQUIREMENT?

The rule aims to maintain higher driver standards by enforcing and mandating training for entry level drivers.

IF I HAD A PRIOR CDL AND LET IT EXPIRE OR IT WAS DISQUALIFIED FOR A PERIOD OF TIME, DO I NEED TO COMPLETE THE ELDT?

No.

WHO CAN PROVIDE THE TRAINING?

Training can be done by the employer or a truck driving school. The trainer must be registered in the FMCSA training provider registry. In Illinois, a "school" must provide 160 hours of combined theory and behind the wheel instruction. However, there are no time requirements for training providers training their own employees.



WHAT ARE THE QUALIFICATIONS TO BECOME A TRAINING PROVIDER?

Qualification is self-certified by the training provider applicant.

49 CFR 380.605 states:

Behind-the-wheel (BTW) instructor means an individual who provides BTW training involving the actual operation of a Commercial Motor Vehicle (CMV) by an entry-level driver on a range or a public road and meets one of these qualifications:

1. Holds a CDL of the same (or higher) class and with all endorsements necessary to operate the CMV for which training is to be provided and has at least 2 years of experience driving a CMV requiring a CDL of the same or higher class and/or the same endorsement and meets all applicable State qualification requirements for CMV instructors; or
2. Holds a CDL of the same (or higher) class and with all endorsements necessary to operate the CMV for which training is to be provided and has at least 2 years of experience as a BTW CMV instructor and meets all applicable State qualification requirements for CMV instructors.

Theory instruction means knowledge instruction on the operation of a CMV and related matters provided by a theory instructor through lectures, demonstrations, audio-visual presentations, computer-based instruction, driving simulation devices, online training, or similar means.

Theory instructor means an individual who provides knowledge instruction on the operation of a CMV and meets one of these qualifications:

1. Holds a CDL of the same (or higher) class and with all endorsements necessary to operate the CMV for which training is to be provided and has at least 2 years of experience driving a CMV requiring a CDL of the same (or higher) class and/or the same endorsement and meets all applicable State qualification requirements for CMV instructors; or

2. Holds a CDL of the same (or higher) class and with all endorsements necessary to operate the CMV for which training is to be provided and has at least 2 years of experience as a BTW CMV instructor and meets all applicable State qualification requirements for CMV instructors.

HOW DO I REGISTER AS A TRAINING PROVIDER?

Training providers can register here: <https://tpr.fmcsa.dot.gov>

WHAT MUST BE COVERED IN THE CURRICULA?

1. Basic Operation
2. Safe Operating Procedures
3. Advanced Operating Practices
4. Vehicle Systems
5. Reporting Malfunctions
6. Non-Driving Activities

tpr.fmcsa.dot.gov/content/Resources/ELDT-Curriculum-Summary.pdf

There is no required minimum number of instruction hours for trainers training their own employees.

Separate training providers may deliver the theory and behind-the-wheel (BTW) portions of the training, but both portions of BTW training must be delivered by the same training provider.

Driver-trainees must complete both the theory and BTW portions of training within one year of each other, except for individuals seeking the H endorsement

WHERE DO I FIND OUT WHO IS A REGISTERED TRAINING PROVIDER?

Visit tpr.fmcsa.dot.gov

CAN THE TRAINEE DO THE THEORY TRAINING ONLINE AND THE BTW PORTION WITH THE EMPLOYER?

Yes. A list of online theory training providers can be found at tpr.fmcsa.dot.gov. The training can go on simultaneously and once all three are done and entered into the registry the trainee can go take the skills test.



STAYING COMPLIANT

USDOT NUMBER

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

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

NEW-ENTRANT SAFETY ASSURANCE PROGRAM

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

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

MCS 150 USDOT NUMBER UPDATE – REQUIRED EVERY TWO YEARS.

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

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

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

Operations engaged in interstate commerce are required to have both a USDOT Number and UCR registration. To Complete UCR, visit www.ucr.gov.

INTERNATIONAL FUEL TAX AGREEMENT (IFTA) QUARTERLY REPORTING

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

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

If your vehicles:

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

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

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

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

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

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

You should claim suspension from the tax when a vehicle is expected to be used 5,000 miles or less (7,500 miles or less for agricultural vehicles) during the period; however, you must still file.

<https://www.irs.gov/businesses/small-businesses-self-employed/trucking-tax-center> for more information.

BASE, FARM, MILEAGE PLATES – EXPIRES JUNE 30 ANNUALLY

LICENSING FARM TRUCKS

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

TYPE USE	FLAT WEIGHT	INTERNATIONAL RENEWAL PLAN (IRP)	MILEAGE	FARM
INTRASTATE <i>(within Illinois)</i>	Yes.	Yes.	Yes.	Yes.
INTERSTATE <i>(out-of-state)</i>	No – unless a trip permit is purchased.	Yes.	No. Trip permits are not available.	Yes. Limited for interstate use (See pg. 6)
FOR HIRE	Yes.	Yes.	Yes.	No.
MILEAGE LIMITATION	None.	None.	Generally 7,000 per year – fewer for plates of 24,000 pounds or less.	None.
RADIUS OF OPERATION	No limit within Illinois.	No limit.	No limit within Illinois.	See pg. 6
CARGO TYPE LIMITATION	None.	None.	None.	Use only for farmer's own farming operation – inputs and production.
WEIGHT RANGES	8,000 – 80,000 pounds	26,000 – 80,000 pounds	12,000 – 80,000 pounds	16,000 – 80,000 pounds
NUMBER OF PLATES PER OWNER	No limit.	No limit.	No limit.	Maximum of five trucks and only 2 of those 5 vehicles shall exceed 59,500 lbs.
LICENSE FEE <i>(relative to flat weight)</i>	100%	100% (Apportioned by the percent of miles run in each state.)	About 50% on average across all applicable weight classes. Percentage varies by weight.	About 59% on average across all applicable weight classes. Percentage varies by weight.
REGISTRATION YEAR	July 1 – June 30	April 1 – March 31	July 1 – June 30	July 1 – June 30

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

FARM PLATE

Farm plates offer several advantages:

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

FARM TRAILER REGISTRATION FEES

Gross Weight of Vehicle and Load	Class	Fee
10,000 lbs. or less	VDD	\$160
10,001-14,000 lbs.	VDE	\$206
14,001-20,000 lbs.	VDG	\$266
20,001-28,000 lbs.	VDJ	\$478
28,001-36,000 lbs.	VDL	\$750
Semi-trailers can be licensed as ST plates		\$18

FARM TRUCK REGISTRATION FEES

Gross Weight of Vehicle and Load	Class	Fee
16,000 lbs. or less	VF	\$250
16,001-20,000 lbs.	VG	\$326
20,001-24,000 lbs.	VH	\$390
24,001-28,000 lbs.	VJ	\$478
28,001-32,000 lbs.	VK	\$606
32,001-36,000 lbs.	VL	\$710
36,001-45,000 lbs.	VP	\$910
45,001-54,999 lbs.	VR	\$1,126
55,000-64,000 lbs. *	VT	\$1,302
64,001-73,280 lbs. *	VV	\$1,390
73,281-77,000 lbs. *	VX	\$1,450
77,001-80,000 lbs. *	VZ	\$1,590

* Vehicles 55,000 lbs. or more are required to show proof of payment of the Federal Heavy Vehicle Use Tax (Form 2290 Schedule 1) Farmers are given a 7500 mile exemption to the 2290, but must still submit the form each year..



SIZE AND WEIGHT LIMITS

Most roads in Illinois are governed by weight limits derived from the Federal Bridge Formula, subject to posted restrictions and statutory exceptions. That formula establishes both a gross weight limit and an axle weight limit for roads and bridges. The formula varies the allowable gross weight based on axle spacing. But allowable weights can also be influenced by reduced weight limit postings, license plate limits, manufacturers' weight ratings of equipment, and more. Allowable dimensions of vehicles, too, are generally restricted and must be heeded when on public roads.

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

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

For information on the allowable dimension and weight of trucks and trailers operating on state and local roads in Illinois, check the IDOT website at idot.illinois.gov/doing-business/permits/oversize-and-overweight-permits/legal-weights-and-dimensions.html

LICENSE PLATES

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

When trucks and trailers are used in combination, it is not necessary to have the license plate on each vehicle cover the weight carried by that individual vehicle. Illinois' "marriage of licenses" provision means that when two licensed vehicles are used in combination, the sum of their licensed weights must meet or exceed the sum of their gross weights. [625 ILCS 5/3-401(c-1)(3)].

DESIGNATED ROUTES

There are three classes of routes:

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

SCALE PROGRAM

1. The Illinois State Police and IDOT jointly operate semi-portable scales across Illinois.
2. IDOT's portable and semi-portable scales are recalibrated by IDOA two times each year – twice as often as required of commercial scales.
3. State law provides a "tolerance" for vehicle overweight to accommodate uncertainties in loading.
4. Vehicles registered for 77,000 lbs. or less exceeds the weight limits by 2000 lbs. or less, the owner or operator of the vehicle may be asked to remove the excess and not ticketed.
5. Vehicles registered over 77,000 lbs. or more exceed the legal weight limits by 1000 lbs. or less or 2000 lbs. or less if weighed on portable scales, the owner or operator of the vehicle maybe required to remove the excess and not ticketed.
6. Tolerance does not apply to the registered (licensed) weight of the vehicle.

DRIVER'S RIGHTS

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

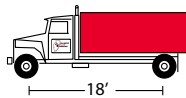
FINES [625 ILCS 5/15-113]

1. When police issue an overweight citation, the driver generally will not be allowed to move the vehicle until bond is posted in the amount of the fine (perishable loads may be excepted).
2. The circuit clerk in each county usually determines the form of acceptable bond. Most accept some form of certified check or money order, but not all accept personal checks or even cash.
3. Generally, fines start at about \$100 for lesser violations and incrementally increase. For overweight violations of 5,001 pounds or more, the fine is \$1,500 plus \$150 for each additional 500 pounds or portion thereof.

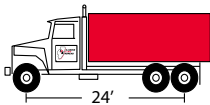
FARM EQUIPMENT

Implements of husbandry generally enjoy an exemption from most weight limits in Illinois; however, farm wagons are limited to 36,000 pounds GVW. There is no weight restriction on axles, and it does not matter how many axles the wagon has – the GVW limit remains at 36,000 pounds.

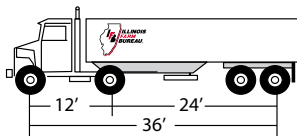
That 36,000-pound GVW restriction also applies to fertilizer buggies, sprayers, auger wagons, liquid manure wagons, liquid fertilizer carts, NH₃ nurse tanks (also limited to 3,000 gallons capacity), water wagons, and virtually any other cargo-type farm equipment.



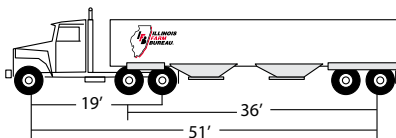
AXLE 1	20,000
AXLE 2	20,000
AXLE 1,2	40,000



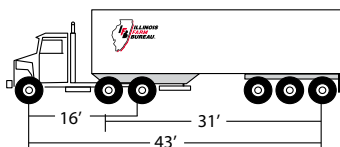
AXLE 1	20,000
AXLE 2,3	34,000
AXLE 1,2,3	54,000



AXLE 1	20,000
AXLE 2	20,000
AXLE 3,4	34,000
AXLES 1,2	40,000
AXLES 2,3,4	54,000
AXLES 1,2,3,4	66,000



AXLE 1	20,000
AXLE 2,3	34,000
AXLE 4,5	34,000
AXLES 1,2,3	50,000
AXLES 2,3,4,5	68,000
AXLES 1,2,3,4,5	80,000



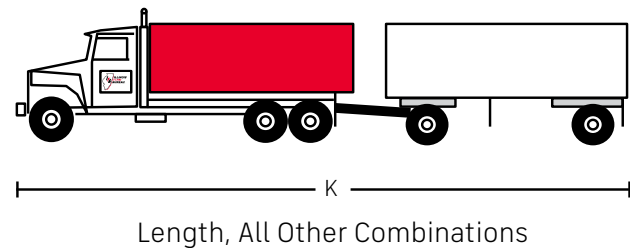
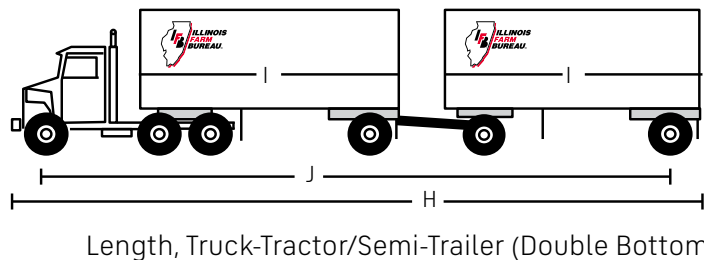
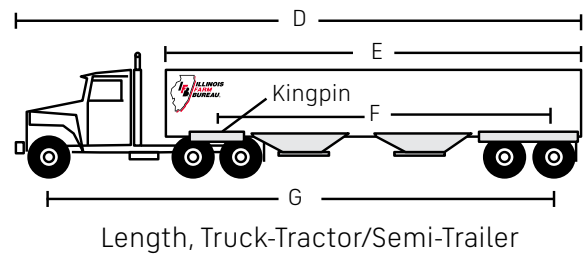
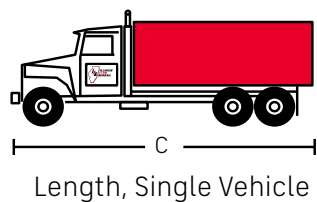
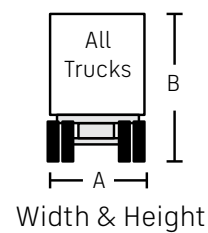
AXLE 1	20,000
AXLE 2,3	34,000
AXLE 4,5,6	42,500
AXLES 1,2,3	48,000
AXLES 2,3,4,5,6	67,500
AXLES 1,2,3,4,5,6	80,000

- 1 Axles are measured to the nearest foot between the extremes of any group of two or more consecutive axles.
- 2 Gross weights for 5 and 6 axle vehicles applicable only to a combination of vehicles.
- 3 Two Consecutive sets of tandems may carry 34,000 lbs. each providing the overall distance between first and last axles is 36 feet or more.

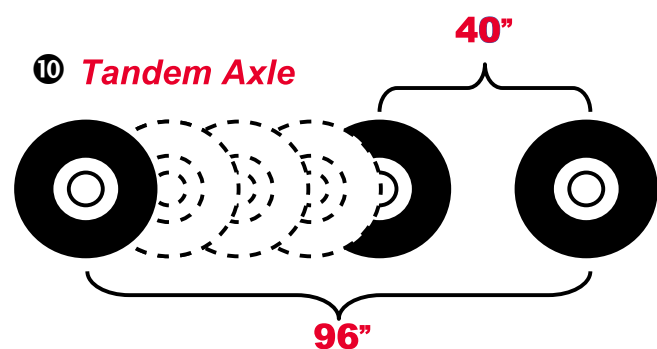
MAXIMUM LOAD IN POUNDS CARRIED ON ANY GROUP OF 2 OR MORE CONSECUTIVE AXLES

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

MAXIMUM LEGAL DIMENSIONS OF MOTOR VEHICLES



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



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

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

(10) Tandem is defined as any 2 or more single axles whose centers are more than 40 inches and not more than 96 inches apart, measured to the nearest inch between extreme axles.

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

PERMITS

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

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

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

WHERE DO YOU GO TO GET THE IHP OVERWEIGHT PERMIT?

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

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

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

HOW MANY DAYS IS THE IHP PERMIT VALID?

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

The IHP permit issued by IDOT must be accompanied by a route authorization that is valid for only two weeks at a time.

At the end of those 14 days, the carrier must obtain a new “14-day route authorization” for the permit. This periodic renewal is intended to account for any change in capacity of a road or bridge along the permitted route over that span of time.

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

HOW MUCH EXTRA WEIGHT WOULD BE ALLOWED?

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

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

WHAT PAPERWORK WILL I NEED TO CARRY?

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

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

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

DO BRIDGE AND ROAD POSTINGS FOR LOWER WEIGHTS STILL APPLY?

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

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



WHERE CAN I GET MORE INFORMATION?

Q & A WITH RODNEY K AT
MYIFB.ORG OR TPR.FMCSA.DOT.GOV/FAQ

AGRICULTURAL COMMODITIES PERMIT (40-DAY PERMIT)

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

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

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

The State's permit form for hauling ag products is available at: <https://webapps1.dot.illinois.gov/ITAP/>. All oversize/overweight permits from IDOT must be applied for electronically.

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

SPECIAL HAUL VEHICLE (SHV) PERMIT

A SHV allows certain vehicles to be exempt from the federal bridge formula while operating on Illinois highways. The SHV Permit allows a certain amount of weight for a certain configuration of a vehicle(s). The SHV Permit also allows an overweight ticket for a specific purpose instead of dropping

a portion of the load. The Special Hauling Vehicle Permit Application specifically states the purposes and benefits of an SHV Permit. The following vehicles qualify for an SHV Permit:

- Tractor-trailer combinations that have a short trailer (usually no more than 28 feet in length maximum) measuring 42 feet or less from the center of the steering hub to the center of the rear tandem. A minimum of 18 feet 6 inches is required between sets of tandems.
- Trucks measuring more than 72 inches but less than 96 inches between the wheels on the tandem.

WHERE DO I GET THE SHV PERMIT?

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

HOW MUCH DOES AN SHV PERMIT COST?

\$125

PERMITTING PROVISIONS

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

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

Must have Special Vehicle Movement Provisions (Form OPER993) in vehicle. Read OPER993 for detailed permit provisions.



WIDE LOADS OF FARM EQUIPMENT

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

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

1. This exemption from permits applies only to overwidth loads of implements of husbandry (farm equipment.) All other loads over the legal width of the truck or trailer may be required to have an over-dimensional permit. (Overweight loads also require a separate permit.) For more information on permits contact the Illinois Department of Transportation Bureau of Operations at 800-252-8636 Ext. 4 or 217-782-6271.
2. Some local jurisdictions (i.e., county, township or city) may establish permit requirements for wide loads of farm equipment to travel their roads or streets.
3. Check with your local jurisdiction for information on local overwidth ordinances.
4. These overwidth loads are allowed on public roads except during those times when, due to insufficient light or unfavorable atmospheric conditions, persons, and vehicles on the highway are not clearly discernible at a distance of 1,000 feet and then only during the period from a half hour before sunrise to a half hour after sunset.

Flags shall be displayed so as to wave freely at the extremities of overwidth objects and at the extreme ends of all protrusions, projections, and overhangs. All flags must be clean, bright red flags with no advertising, wording, emblem, or insignia inscribed upon them and at least 18 inches square.
5. "OVERSIZE LOAD" signs are mandatory on the front and rear of all vehicles with loads over 10 feet wide. These signs must have 12-inch-high black letters with a 2-inch stroke on a yellow background that is 7 feet wide by 18 inches high. Loads over 8 feet 6 inches wide must display sign to the rear.
6. A transport vehicle while under load of more than 8 feet 6 inches in width must be equipped with illuminated rotating, oscillating, or flashing amber lights or flashing amber strobe lights mounted on the top of the cab or on the load that are of sufficient intensity to be visible at 500 feet in normal sunlight. It should be visible both front and rear.
7. Loads over 14 feet 6 inches wide must be accompanied by one escort vehicle. (See section on escort vehicles for additional requirements.)
8. Loads over 16 feet wide must be accompanied by two escort vehicles. (See section on escort vehicles for additional requirements.)



9. The driver of any vehicle hauling an overwidth load of farm equipment is required to verify, in advance, that the route chosen for travel is capable of accommodating the load that is to be hauled. It may be well to utilize a rule of thumb incorporated by the Illinois Department of Transportation in approving permits for overwidth loads—the load should be at least 18 inches narrower in overall width than the narrowest barrier along the route. Overhang extending over guardrails or handrails may be allowed if there is ample vertical clearance between the railing and the object. If the vehicle is involved in a collision with a bridge, overpass, fixed structure, or properly placed traffic control device, or if the vehicle blocks traffic due to its inability to proceed because of one of those objects, that serves as “prima facie” evidence that you failed to check the roadway prior to making the movement and you may be issued a ticket on that basis.
10. Loads of implements of husbandry are restricted to widths less than those posted at construction zones or listings can be found at <https://idot.maps.arcgis.com/apps/webappviewer/index.html?id=36dd8ed703d74f70b4ca8e86d02d9bfa>. Loads greater than 16 feet wide are prohibited from movement in all construction zones. Construction Zones are identified on the Road Construction Map at: www.gettingaroundillinois.com. For all loads greater than 16 feet wide, you must call the Permit Office prior to movement at (217) 782-6271.
11. All trucks with overwidth loads are restricted to a maximum of 45 miles per hour or 5 miles per hour over the minimum posted speed, whichever is greater, but shall not exceed the posted maximum limit.

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

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

Oversize and overweight permit movements on state highway policy can be found at <https://on.ilfb.org/idot-oversize-permit>.

State’s farm equipment overview can be found at <https://on.ilfb.org/idot-oper-2279>.

IDOT REQUIREMENTS FOR A CIVILIAN ESCORT VEHICLE AND DRIVER

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

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

IMPLEMENTS OF HUSBANDRY

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

DEFINITIONS

Implement of Husbandry: Every vehicle designed and adapted exclusively for agricultural, horticultural, or livestock raising operations, including farm wagons, wagon trailers or like vehicles used in connection therewith, or for lifting or carrying an implement of husbandry provided that no farm wagon, wagon trailer or like vehicle having a gross weight of more than 36,000 pounds [1-130]

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

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

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

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

REGISTRATION AND TESTING

Title

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

Licensing

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

Safety Testing

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

RULES OF THE ROAD

Towing Unit

An implement of husbandry generally remains an implement of husbandry regardless of the type of vehicle towing it (i.e., truck or farm tractor); therefore, the traffic rules are generally the same regardless of the towing unit used. [1-130] This does not alter licensing or regulatory requirements that apply to the towing vehicle itself.

Driver's License

A driver's license is generally not required to operate an implement of husbandry. [6-102.4] Under certain conditions

the operator of a fertilizer “floater” may be required to have a valid driver's license. [3-809.(c)]

Traffic Rules

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

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

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

Fertilizer “floaters” may not exceed 30 mph. [3-809.(c)]

Implements of husbandry should not impede or block the reasonable flow of traffic. [11.606]

Interstate Highways

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

SIZE AND WEIGHT

Size

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

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

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

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

Weight

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

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

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

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

MARKINGS

SMV Emblem

The SMV emblem is required to be displayed on implements of husbandry any time they are on a public road—day or night. It must be mounted at or near the center of the rear of the implement and must be no less than 4 feet nor more than 10 feet from its bottom edge to the road's surface. SMV emblems may be used only on implements of husbandry, animal drawn vehicles, and special mobile equipment. Any other use is illegal and subject to a fine.

Conspicuity

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

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

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

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

LIGHTS

Lights If manufactured before January 1, 2003

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

On older equipment, they must include:

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

Lights on Implement Combinations

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

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

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

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

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

Measured from point of hitch to extreme rear:

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

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

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

AMERICAN SOCIETY OF AGRICULTURAL & BIOLOGICAL ENGINEERS (ASABE)

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

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

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

Not all requirements are spelled out here.

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

American Society of Agricultural & Biological Engineers
2950 Niles Road

St. Joseph, MI 49085-9659

Phone: 616-429-0300

Fax: 616-429-3852

Email: hq@asabe.org

Web site: www.asabe.org





SLOW MOVING VEHICLES (SMV)

Implements of husbandry are required to display a SMV Emblem to the rear at any time they are operated on a public road—day or night.

SMV emblems in use in the State of Illinois have to meet or exceed the specifications and mounting requirements established by the American Society of Agricultural & Biological Engineers (ASABE) in standard S276.5.

PROPER USE

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

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

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

MAINTENANCE

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

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

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

MOUNTING THE SMV EMBLEM

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

- As near to the rear and centered, or as near to the left of center of the equipment as practical.
- From 2 feet to 10 feet above the pavement (measured to the lower edge of the emblem)
- Perpendicular to the direction of travel
- Visible to the rear
- Point of the triangle upward
- Securely and rigidly affixed to the equipment. (Moveable emblems may be mounted with socket and bracket.)

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

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

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

PENALTY FOR IMPROPER USE

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

FOR SAFETY SAKE

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

REFERENCES

- IL Statutes: 625 ILCS 5/12-709
625 ILCS 5/1-130
625 ILCS 5/1-191
625 ILCS 5/11-1426.1
- IL Admin Code: Title 92, Part 564



ATVS ON PUBLIC ROADS

Under certain conditions and only for purposes of farming, farmers are allowed to operate All-Terrain Vehicles (ATVs) and Gator-type vehicles of limited size on county and township roadways. Use on State highways or city streets is not authorized. A driver's license is required for this on-road operation of ATV's for farming purposes.

VEHICLE TYPES

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

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

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

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

Off-Highway Motorcycle - Although not as common in agricultural use, off-highway motorcycles are treated similarly under this statute.

[625 ILCS 5/1153.1] **Off-highway motorcycle.** Any motorized device designed to travel primarily off-highway on 2 wheels,

having a seat or saddle for the use of the operator, upon or by which any person, persons or property may be transported or drawn.

TITLING

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

MANDATORY INSURANCE

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

DRIVER'S LICENSE

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

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

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

THE STATUTORY LANGUAGE REFERS TO "ROADWAY"—WHAT IS THAT?

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



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

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

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

Implements of husbandry;

Special mobile equipment (operating outside of construction zones);

Animal-drawn vehicles; and,

Non-highway vehicles (ATV, golf cart) in municipalities or other local government that have passed a resolution or ordinance to allow the operation of these vehicles on roadways under its jurisdiction.

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

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

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

[625 ILCS 5/1-120] **Farm tractor:** Every motor vehicle designed and used primarily as a farm implement for drawing wagons, plows, mowing machines and other implements of husbandry, and every implement of husbandry

which is self-propelled, excluding all-terrain vehicles and off-highway motorcycles as defined in this Code.

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

LOCAL AUTHORITIES

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

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STRONGER *together*

WWW.ILFB.ORG/MENTALHEALTHWELLNESS

If you are or someone you know is struggling with daily stress, anxiety, depression, addiction or other mental health challenges, **YOU ARE NOT ALONE.**

ILFB.ORG/MENTALHEALTHWELLNESS



SAFETY TIPS FOR FARMERS

- Do everything possible to alert motorists to the presence of your farm equipment and slow travel speed.
- Plan travel to avoid rush hours, bad weather, the busiest roads, and the time before daylight and after dark.
- Be obvious to motorists by proper use of reflective Slow Moving Vehicle emblems on any implement operated on public roadways. It's the law!
- Use reflective marking tape and reflectors at the extremities of equipment.
- Turn on hazard lights mounted on farm equipment and turn off field work lights for all roadway travel.
- Install mirrors that are wide enough for you to see what is following you.
- Always use turn signals to indicate plans to turn into fields or driveways.
- Be aware of traffic----oncoming, in front of you, and behind you.
- If road and shoulder conditions are safe, pull over temporarily to allow traffic to pass.
- Slow down on turns and curves. Check the traffic behind you.
- Minimize the width of equipment as much as possible. You may not interfere with traffic in an adjoining lane.
- When practical, truck larger equipment to the next location. for Farmers



ANSWERS TO YOUR TRANSPORTATION QUESTIONS VIDEOS POSTED ON WWW.MYIFB.ORG

Access to this transportation information is just ONE of your benefits of being a member of your county Farm Bureau.

New to MyIFB?

Contact your county Farm Bureau for assistance or contact membership@ilfb.org or call 309-557-2689.