

# Frequently Asked Questions About Farm Trucks and Truck Safety in Oregon



May 2008

**T**his publication is a basic guide to farm trucking in Oregon. But it cannot contain everything a farmer needs to know.

Farmers with questions about regulations should contact their association representatives or the Oregon Department of Transportation at the numbers listed here.

**Oregon Department of Transportation  
Motor Carrier Transportation Division**

550 Capitol Street NE  
Salem OR 97301-2530  
503-378-2399

Farm Desk: 503-378-5203

[www.oregon.gov/ODOT/MCT](http://www.oregon.gov/ODOT/MCT)

Also, see pages 32 and 33 for a list of Motor Carrier Division staff located throughout Oregon.

**Oregon Farm Bureau**

3415 Commercial Street SE  
Salem OR 97302  
503-399-1701

[www.oregonfb.org](http://www.oregonfb.org)

**Oregon Wheat Growers League**

115 SE 8th  
Pendleton OR 97801  
541-276-7330

[www.owgl.org](http://www.owgl.org)

**Oregon Association of Nurseries**

29751 SW Town Center Loop West  
Wilsonville OR 97070

800-342-6401 or 503-682-5089

[www.oan.org](http://www.oan.org)

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## What's New?

In 2003 and 2007, Oregon legislators passed laws clarifying that state motor carrier exemptions do not exempt anyone from federal safety regulations when operating in interstate or foreign commerce. The clarification was necessary so Oregon could meet guidelines for receiving about \$2.4 million per year in federal grant funds for its Motor Carrier Safety Assistance Program.

### **What the legislation does:**

The legislation clarifies that Oregon farm trucks are subject to motor carrier safety regulation, including truck inspection, if they're operating in interstate commerce. This makes Oregon consistent with every other state in the country.

Farm trucks are always subject to safety regulation when pulling triple trailers, when hauling over 80,000 pounds, and when they have four axles or more and they're hauling for-hire. Additionally, trucks are subject to hazardous material regulations if they're hauling enough hazardous materials to require placards, regardless of whether they're operating in interstate or intrastate commerce.



### **What the legislation does not do:**

The legislation did not take away the Oregon F-plate for farm trucks.

Farm trucks operating in intrastate commerce are still exempt from safety regulations, except as noted above.

## Benefits of Oregon Farm Registration



- **Lower truck registration fees.**  
Some farm vehicles pay up to \$285 less than non-farm vehicles. Savings vary based on weight. A 26,000 lb. truck pays \$285 less. An 80,000 lb. truck pays \$200 less.
- **Exempt from paying Oregon weight-mile tax.**
- **Exempt from motor carrier insurance requirements.** Farm vehicles must comply with DMV insurance requirements.
- **Exempt from motor carrier safety requirements when operating in intrastate commerce** (except large vehicles or vehicles hauling for-hire — see page 4).
- **Exempt from Oregon DEQ pollution control equipment and emissions testing.**
- **Lower fee for participation in Oregon’s International Fuel Tax Agreement (IFTA).**
- **Farm plates help identify vehicles that can be operated with a regular driver license with a “Farm Endorsement”.** A farm plate is not required to be eligible to use the “farm endorsement.”

## Permitted Uses of Farm-Plated Trucks

Oregon law allows farm-registered trucks to be used in the following ways:

- Hauling the farmer's own agricultural commodities, products, or livestock that were originally grown or raised by the farmer on his or her own farm, ranch, or orchard. This includes products or byproducts of commodities or livestock that were packed, processed, or manufactured by the farm, or for the farm, if the farmer retains ownership of the products. This does not include products that have been transformed into a finished state.
- Hauling things that are incidental to the regular operation of the farmer's farm.
- Hauling supplies, equipment, or materials that will be consumed or used on the farmer's farm.
- Hauling products, supplies, equipment, or materials for another qualifying farmer on a bonafide, documented exchange of labor basis if what's hauled will be used or consumed on that farmer's farm.
- Personal use by the farmer, any member of his or her immediate family, or any person employed by the farmer. "Personal use" includes such things as taking the boat to the lake, hauling the camper, and going to the movies or the grocery store.
- Farm trucks may be rented or borrowed by a farmer to haul his or her own agricultural commodities, products, or livestock that were originally grown or raised on his or her farm,

but only if that farmer could qualify for farm registration for trucks of the type and size rented or borrowed.

- The trucks may be used to transport straw, whether or not the straw was grown on the farmer's own farm, if the farmer hauling the straw is the one who bales it. "Straw" is defined as the stalk of grass or grain left after threshing.
- Hauling forest products to his or her farm, or hauling forest materials originating on a farm or as an incident to the regular operation of the farm.

But the truck cannot be used to haul: Piling or poles over 30" around at the large end; Logs over 8' 6" long. A farm-plated truck with a loaded weight of 16,000 lbs. or less may, however, transport logs over 8' 6" if they're not over 16' 6" long.

## Truck Plate Requirements

Trucks that don't have a farm plate will need an Oregon T-plate if they operate with a combined weight



over 10,000 lbs. and truck tractors will need one if they operate with a combined weight over 8,000 lbs. (ORS 803.430(3)(a)(b)). "Combined weight" means the total empty weight of all vehicles in a combination plus the total weight of the load carried on that combination of vehicles (ORS 801.199). Trucks over 26,000 lbs. are subject to weight-mile tax and need an Oregon Commercial or Apportioned plate rather than a T-plate.

## **For-Hire Hauling**

A trucker is considered to be “for-hire” if he holds himself out to provide transportation service to the public for compensation.

A farmer may use his farm-registered truck to haul products, supplies, equipment, or materials for another qualifying farmer on a bonafide, documented exchange of labor basis if what is hauled will be used or consumed on that farmer’s farm.

In other situations, a farmer with a farm-registered truck who wants to haul for-hire must obtain a Class 1A Permit from the ODOT Motor Carrier Transportation Division. The permit authorizes occasional use of the vehicle to haul for-hire from point to point within Oregon. It does not, however, authorize hauling household goods or passengers and it does not authorize hauling for-hire interstate. There is a one-time \$300 filing fee for the Class 1A permit.

Farmers who want to haul for-hire within Oregon also need to obtain a paper credential called an Oregon Weight Receipt and Tax Identifier so they can conduct both farm and for-hire operations. The haul-for-hire operations are subject to motor carrier regulations, including requirements related to weight-mile tax, bond, insurance, safety, and record keeping. Farmers must keep records showing the miles a vehicle was used to haul for-hire and the miles the vehicle was used in exempt farm operations.

Questions? Contact the ODOT Motor Carrier Transportation Division at 503-378-5203.

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## **Intrastate vs. Interstate Commerce**

More farmers are asking whether they're operating in intrastate or interstate commerce because now it can make the difference between whether or not they're subject to safety regulations.

Hauling products across state lines is interstate commerce.

Hauling products from point to point within a state is sometimes intrastate commerce.

But sometimes farmers hauling products from point to point within a state are operating in interstate commerce.

It's usually interstate commerce when, for example, a wheat farmer hauls grain from an Oregon field to an Oregon elevator. After the elevator buys the grain it may ship some to Idaho feedlots, some to a local flour mill, and some to a facility for international shipment. Just because a shipment stops and changes hands at a middle point like the storage elevator, it doesn't necessarily break the transportation into two separate parts. The trip from the field to the elevator and the later delivery to various customers can both be trips in interstate commerce. Also, when wheat is commingled and there's no way to know which grain went where, it's more likely to be interstate commerce.

If, on the other hand, the wheat is taken direct from an Oregon field to an Oregon flour mill and turned into flour, that is intrastate commerce. The product is substantially changed and made into something else before the next shipment.

## Farm Truck Safety Checklist

There's no requirement that every farm truck must be checked by a safety inspector or have a special inspection decal. But any truck that operates in interstate commerce must be checked by a qualified person at least once a year and a copy of that checkup must be kept for 14 months. The truck also needs to be ready to pass a safety inspection.

Knowledgeable farmers can do their own annual safety check of their trucks. But what should farmers do to be ready for a safety inspection? Here's a checklist of the basic requirements in federal safety regulations:



### **General Applicability**

Safety regulations apply to trucks operating in interstate commerce when (1) they have a gross vehicle weight rating (GVWR) or combination weight rating (GCWR) of 10,001 pounds or more, or (2) actual weight of 10,001 pounds or more, or (3) they're transporting hazardous materials in a quantity requiring placards.

The regulations also apply to trucks operating in Oregon intrastate commerce when pulling triple trailers, when over 80,000 pounds, when hauling hazardous materials in a quantity requiring placards, and when they have four axles or more and they're hauling for hire.

Questions? Call the U.S. DOT, Federal Motor Carrier Safety Administration, Oregon Division — 503-399-5775 — or the Oregon DOT, Motor Carrier Transportation Division — 503-378-6963.



## Parts & Accessories

Check all of the following:

- Headlights and stop lights work.
- Trailer has reflective sheeting or reflectors that makes them more visible at night.
- Truck has service brake and parking brake.
- Brakes on all wheels.
- Trucks towing a trailer have breakaway and emergency brakes.
- Brake tubing and hoses okay.
- Brake warning system that tells driver of problems with hydraulic brakes, air brakes, or vacuum brakes.
- Windshield isn't discolored or cracked in area from top of steering wheel to within two inches of windshield top.
- No fuel system part is wider than the widest part of the truck or forward of the front axle. Fuel lines don't extend between the truck and trailer.
- Coupling devices and fifth wheel assemblies securely attached and safe.
- Cargo loaded and secured so it will not shift or fall off.
- Tires in good shape, including 4/32 inch or more tread on front tires and 2/32 inch on other tires.
- Wheels in good shape (no cracks or loose fasteners).
- Exhaust system securely fastened and not located below fuel tank or tank filler pipe or located where it could burn or damage wiring, fuel supply, or anything combustible. Also, no temporary repairs or patches and not leaking at a point near the driver.
- Bumper or other device to prevent under ride if another vehicle strikes the rear end. (Tractors,

pole trailers, and driveaway-towaway vehicles are exempt.)

- Equipped with functional seat belts (applies to post-1965 trucks).
- Emergency equipment includes fire extinguisher, spare fuses, stopped vehicle warning devices.
- Truck fire extinguisher has a rating of at least UL 5 B:C, or 10 B:C if transporting hazardous materials.
- Frames and suspension systems (axles, adjustable axles, leaf and coil springs, torsion bars, air suspensions) are structurally sound and in safe working order. No cracked or broken frame members.
- Steering system (steering wheel, steering column, gear box, ball joints) must be in proper working order.



### **Inspection, Repair, and Maintenance**

- Keep inspection, repair, and maintenance records for each vehicle for one year.
- Drivers prepare and sign a daily post-trip inspection report that at least remarks about service brakes (including trailer brake connections), parking brake, steering, lights, tires, horn, windshield wipers, rearview mirrors, coupling devices, wheels and rims, and emergency equipment. Keep driver reports at least three months. (Doesn't apply to one-truck operators.)
- Have truck inspected by a knowledgeable, qualified person at least once a year and keep a copy of that inspection report for 14 months. (Inspector can be company employee.)



## Driver Qualifications

- Driver is 21 years old if involved in interstate commerce, 18 if intrastate, able to read / speak English, able to safely operate the type of vehicle being driven, is physically qualified, has provided a list of all traffic violations, has passed a road test, and is not considered disqualified from operating a commercial motor vehicle.

NOTE: All drivers need a current, appropriate operator's license. Driver qualifications do not apply to solo farm truck drivers within 150 air-miles of the farm. Drivers of articulated trucks must be able to speak /read English, safely operate the type of vehicle being driven, be medically qualified, and not be disqualified from operating a commercial motor vehicle.



## CDL Requirements

- Driver needs a Commercial Driver License when operating a farm truck in interstate commerce when (1) it has a GCWR of 26,001 pounds or more, inclusive of a towed unit with a GVWR of 10,001 pounds or more, or (2) a GVWR of 26,001 pounds or more, or (3) it's transporting hazardous materials in a quantity requiring placards.

NOTE: When hauling for the farm, a driver of a farm-registered truck over 26,000 lbs. GVWR doesn't need a CDL if he or she has a Farm Endorsement on a Class C Driver License and operates within 150-miles of the boundary of the farm, including distance into Washington, Idaho, California, or Nevada. Triple trailer operations do require a CDL, however.



## **Drug and Alcohol Testing**

- Drivers required to have a CDL are subject to:
  - (1) pre-employment test
  - (2) post-accident test
  - (3) random tests
  - (4) reasonable suspicion tests
  - (5) return-to-duty and follow-up tests
- Keep records related to testing.
- Establish a policy regarding alcohol misuse and controlled substance abuse and provide drivers with related educational materials.

Testing requirements don't apply to drivers who are not required to have a CDL for the type of vehicle they're operating. For example, if a driver does not need a CDL but chooses to have one, he or she does not have to meet the requirements. Also, a farmer with a farm endorsement operating a vehicle within 150 miles of the farm is not required to have a CDL and not required to meet the requirements.



## **Interstate Driver Hours of Service Rules**

- No more than 11 hours driving following 10 hours off duty.
  - No driving after 14 hours after coming on duty following 10 hours off duty.
  - No driving after 60 hours on duty in 7 consecutive days.
  - No driving after 70 hours on duty in 8 consecutive days.
  - A 7- or 8-consecutive day period may restart after 34 hours off duty.
- 
- Keep log book records for six months.

Driving time limits don't apply to farm truck drivers hauling agricultural commodities or farm supplies within a 100 air mile radius from the source of the commodities, or the distribution point for the farm supplies, when done during planting and harvesting seasons within the state.

Under Oregon administrative rules, carriers operating in intrastate commerce and transporting passengers or property other than hazardous materials can follow these limits:

- Drivers may not exceed 12 hours driving after 10 consecutive hours off duty.
- Drivers may not drive beyond the 16th hour after coming on duty following 10 consecutive hours off duty.
- Drivers may not drive following 70 hours on duty in any 7 consecutive days.
- Drivers may not drive following 80 hours on duty in any 8 consecutive days.

## Other Requirements



### Vehicle Identification

Trucks should be marked on both sides with the company's name or trade name and U.S. DOT number. Letters and numbers must contrast sharply with background colors and be large enough to be seen from a distance of 50 feet during daylight hours when the truck is stationary.



Farmers who operate solely intrastate and don't haul hazardous materials may be exempt from these marking requirements.

Get a U.S. DOT number from the Federal Motor Carrier Safety Administration by completing an MCS-150 Registration Form. This form is also used to update information every two years. Register online at the following Internet address:

### **MCS-150 Registration / U.S. DOT Number**

[https://li-public.fmcsa.dot.gov/LIVIEW/PKG\\_Registration.prc\\_option](https://li-public.fmcsa.dot.gov/LIVIEW/PKG_Registration.prc_option)



## **Accident Reporting**

Report to DMV any accident involving a fatality, injury, or damage exceeding \$1,500. Also, report to the ODOT Crash Analysis and Reporting Unit any accident involving a fatality, injury, or disabling damage requiring that a vehicle be towed away.

The Oregon Traffic Accident and Insurance Report includes a Motor Carrier Crash Report Form, on pages 6 and 7, that must be filed with the Crash Analysis and Reporting Unit of ODOT's Transportation Development Division.

### **Oregon Traffic Accident and Insurance Report**

<http://www.odot.state.or.us/forms/dmv/32.pdf>

Motor carriers can use an Online Crash Report Form to submit the report electronically.

### **Online Crash Report Form**

<http://www2.odot.state.or.us/mcad/pubmetaentry/>

Maintain an accident register, including copies of accident reports, for three years after an accident.



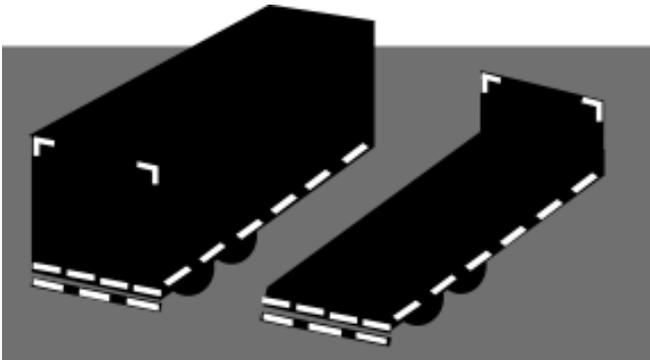
## **Insurance**

Have at least the minimum amount of liability insurance required by DMV. Trucks transporting hazardous materials may need insurance coverage between \$1 million and \$5 million.

## Trailer Markings

Trailers and the rear of truck tractors need to be marked with red and white reflective material to make them visible to other drivers at night.

Since 1993, manufacturers have been outlining trailers with red and white reflective tape or hard plastic reflector strips. In 1999, the Federal Motor Carrier Safety Administration ordered all older trailers to be retrofitted to the new standards. But old trailers that were already marked with colors other than red and white were given until June 2009 to get refitted with red and white material.

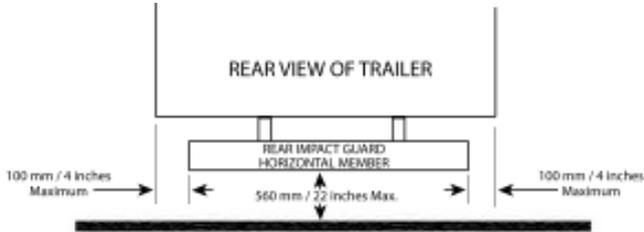


The requirements apply to all trailers and semi-trailers with an overall width of 80 inches and a gross vehicle weight rating of 10,001 pounds or more. The only exceptions are pole trailers, trailers transported in a driveway-towaway operation (when the trailer itself is the cargo or is being towed for repair), and trailers used only as offices or dwellings.

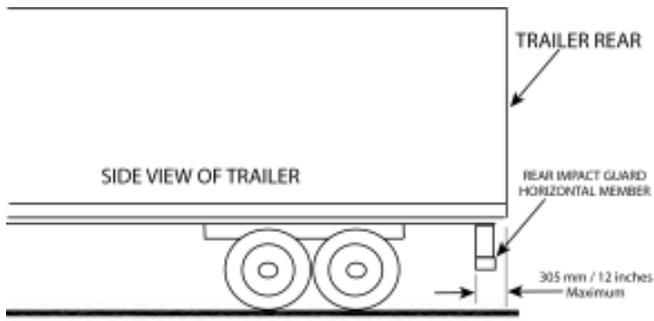
The federal regulations are in Part 393.13:  
[www.fmcsa.dot.gov/rulesregs/fmcsr/regs/393.13.htm](http://www.fmcsa.dot.gov/rulesregs/fmcsr/regs/393.13.htm)

## Rear Impact Guard / Rear-End Protection

Trailers and semitrailers need to have a rear impact guard to protect against vehicles going under the trailer in a collision. For trailers manufactured after January 26, 1998, the rear impact guard must be within 12 inches of the rear end of the vehicle, no more than 22 inches from the ground, and extending to within 4 inches of the sides. All other vehicles, including trucks, can have a rear impact guard that is within 24 inches of the rear of the vehicle, no more than 30 inches from the ground, and extending to within 18 inches of the sides.



The requirements apply to all vehicles with a gross vehicle weight rating of 10,000 pounds or more, except pole and pulpwood trailers, special purpose vehicles, and certain temporary living quarters. The regulations are in Part 393.86. [www.fmcsa.dot.gov/rulesregs/fmcsr/regs/393.86.htm](http://www.fmcsa.dot.gov/rulesregs/fmcsr/regs/393.86.htm)



**Farm trucks 10,000 lbs. or less  
GVWR or actual weight,  
whichever is greater**

Applicability of safety regulations  
when operating in interstate commerce

	<b>Private</b>	<b>For-Hire</b>	<b>Hazardous Materials</b>
<b>Drug Testing Part 382</b>	NO	NO	NO, with farm endorsement
<b>CDL — Commercial Driver License Part 383</b>	NO	NO	NO, with farm endorsement
<b>Insurance Part 387</b>	Meet DMV requirement	Meet DMV requirement	YES,* \$5 Million
<b>Driver Qualifications Part 391</b>	NO	NO	NO
<b>Driver Hours of Service Part 395</b>	NO	NO	NO
<b>Maintenance Part 396</b>	NO	NO	NO

## Excerpts from two safety regulations:

\* Part 387 – Minimum Levels of  
Financial Responsibility for Motor Carriers

[www.fmcsa.dot.gov/rulesregs/fmcsr/regs/387.htm](http://www.fmcsa.dot.gov/rulesregs/fmcsr/regs/387.htm)

\* §387.3 Applicability. (Insurance)

(a) This subpart applies to for hire motor carriers operating motor vehicles transporting property in interstate or foreign commerce.

(b) This subpart applies to motor carriers operating motor vehicles transporting hazardous materials, hazardous substances, or hazardous wastes in interstate, foreign, or intrastate commerce.

(c) Exception. (1) The rules in this part do not apply to a motor vehicle that has a gross vehicle weight rating (GVWR) of less than 10,000 pounds. **This exception does not apply if the vehicle is used to transport any quantity of a Division 1.1, 1.2, or 1.3 (explosives) material, any quantity of a Division 2.3 (poisons), Hazard Zone A, or Division 6.1 (poisons, inhalation hazards), Packing Group I, Hazard Zone A, or to a highway route controlled quantity of a Class 7 (radioactive material) material as it is defined in 49 CFR 173.403, in interstate or foreign commerce.**

\*\* Part 395 – Hours of Service of Drivers

[www.fmcsa.dot.gov/rulesregs/fmcsr/regs/395.htm](http://www.fmcsa.dot.gov/rulesregs/fmcsr/regs/395.htm)

\*\* §395.1 Scope of rules in this part.

**(k) Agricultural operations. The provisions of §395.3 shall not apply to drivers transporting agricultural commodities or farm supplies for agricultural purposes in a State if such transportation:**

(k)(1) Is limited to an area within a 100 air mile radius from the source of the commodities or the distribution point for the farm supplies, and

(k)(2) Is conducted during the planting and harvesting seasons within such State, as determined by the State.

## Farm trucks 10,001 lbs. and up to 26,000 lbs. GVWR

Applicability of safety regulations  
when operating in interstate commerce

	Private	For-Hire	Placarded Hazardous Materials (Private)
<b>Drug Testing Part 382</b>	NO	NO	NO, with farm endorsement
<b>CDL — Commercial Driver License Part 383</b>	NO	NO	NO, with farm endorsement
<b>Insurance Part 387</b>	Meet DMV requirement	YES, \$750,000	YES,* Any - \$1 Million Bulk - \$5 Million
<b>Driver Qualifications Part 391</b>	Limited Exemption (see pg. 13)	YES	Limited Exemption (see pg. 13)
<b>Driver Hours of Service ** Part 395</b>	NO, within 100 air miles of farm	NO, within 100 air miles of farm	NO, within 100 air miles of farm
<b>Maintenance Part 396</b>	YES	YES	YES

## Farm trucks 26,001 lbs. or more GVWR

Applicability of safety regulations  
when operating in interstate commerce

	Private	For-Hire	Placarded Hazardous Materials (Private)
<b>Drug Testing Part 382</b>	NO, if CDL not required	YES	NO, with farm endorsement
<b>CDL — Commercial Driver License Part 383</b>	NO, with farm endorsement	YES	NO, with farm endorsement
<b>Insurance Part 387</b>	Meet DMV requirement	YES, \$750,000	YES,* Any - \$1 Million Bulk - \$5 Million
<b>Driver Qualifications Part 391</b>	Limited Exemption (see pg. 13)	YES	Limited Exemption (see pg. 13)
<b>Driver Hours of Service ** Part 395</b>	NO, within 100 air miles of farm	NO, within 100 air miles of farm	NO, within 100 air miles of farm
<b>Maintenance Part 396</b>	YES	YES	YES

## **Summary of Oregon Law Regarding Farm Endorsements on Driver Licenses**

Most drivers of farm vehicles are not required to have a commercial driver license (CDL) if they have a farm endorsement on their regular driver's license.

To qualify for a farm endorsement the driver must:

- Be at least 16 years of age
- Meet the qualifications for or have a non-commercial Class C (or higher) driver license
- Complete a Farm Endorsement Application
- Have a good driving record, as defined in Oregon Administrative Rules 735-062-0085
- Pay appropriate fees
- Provide Proof of Identification

Drivers with a farm endorsement can drive large farm trucks under certain conditions, including:

- The vehicle must be controlled or operated by a farmer
- It must be transporting agricultural products, farm machinery, or farm supplies to and from a farm
- It must be operated within 150 miles of the farmer's farm
- It cannot be used in for-hire operations

A driver with a farm endorsement may operate a vehicle transporting hazardous materials if the vehicle is placarded in accordance with the law.

A CDL is always required to operate a triple trailer combination vehicle.

## **Operating Farm Trucks Under Lease Agreements**

Farmers may lease trucks for their farming operation, but only as many as are reasonably required to support operations.

When an Oregon farmer leases a truck for his farming operation, or an out-of-state farmer leases a truck for his farm-related operations in Oregon, the farmer must carry in that truck a signed copy of the leased vehicle letter that is obtained from the Oregon Farm Desk and a copy of the Lease / Rental Agreement that contains the starting and ending date and the terms of the rental basis (daily, weekly, monthly, annually).

A farm certification or farm verification does not exempt a farmer from Oregon use fuel tax law. For further information about the law, call the ODOT Fuels Tax Group at 503-378-8150 or visit their Web site: [www.odot.state.or.us/fsbpublic/ftg/](http://www.odot.state.or.us/fsbpublic/ftg/)

Other questions? Contact the ODOT Motor Carrier Transportation Division, Farm Certification Unit — 503-378-5203.

## Farm Operations in Oregon's Neighboring States

### REGISTRATION

Washington has an agreement with Oregon to waive its registration requirements for farm-plated trucks operating within 50 miles of the border. Oregon farmers can haul products from point of production to market or warehouse in that state. They can also haul commodities, supplies, or equipment for their farm or ranch. But if they go beyond 50 miles of the border, farmers must meet state registration requirements.

Oregon has other farm-related agreements with Idaho, Indiana, Kansas, Missouri, North Carolina, Nebraska, Nevada, Virginia, West Virginia, Wyoming, Nova Scotia, and Saskatchewan. It does not have an agreement with California. For more information about reciprocity agreements, contact the Oregon Farm Desk at 503-378-5203.

### FUEL TAX

Oregon farmers may operate in neighboring states if they pay each state's diesel fuel tax. Oregon farmers either need to participate in the International Fuel Tax Agreement (IFTA) or get a temporary fuel tax trip permit before going to California, Nevada, or Washington. Those states don't allow truckers to stop at the nearest truck stop or Port of Entry to get a permit. Idaho is the only neighbor state that allows farmers who don't participate in IFTA to obtain a fuel tax trip permit at their first stop in the state.

Under IFTA, an Oregon farmer pays an annual license fee to operate in any state or Canada. (If more than half of an Oregon farmer's IFTA-

qualified vehicles are farm-registered vehicles, the fee is \$50.) The farmer then files quarterly reports with the ODOT Motor Carrier Transportation Division showing the miles traveled and fuel taxes owed. Oregon collects the fuel tax and distributes it on behalf of the farmer. Call the Motor Carrier Division at 503-373-1634 for more information.

### **CALIFORNIA FUEL TAX PERMITS**

Temporary permits can be obtained at two Medford truck stops on I-5 — the Petro Truck Stop at 541-535-3372, and Withams Truck Stop at 541-779-0792 — and at the Worden Truck Stop on US97 at 541-882-3023. Truckers can also call the Board of Equalization, Fuels Tax Division, in Sacramento at 916-322-9669.

### **NEVADA FUEL TAX PERMITS**

Temporary permits can be obtained from Transceiver at 800-749-6058, The Permit Co. at 800-331-0418, or AKD Mid-Cow Permit Co. at 800-257-4568. Call the Nevada DMV Motor Carrier Bureau at 775-684-4711 for more information.

### **WASHINGTON FUEL TAX PERMITS**

Temporary permits can be obtained from several permit agents, but the Washington Truckers Association is the only one through which a person can call, pay by credit card, and have a permit faxed back. Call the Washington Truckers Association at 800-732-9019 or 253-838-1650.

### **IDAHO FUEL TAX PERMITS**

Temporary permits can be obtained at the first Idaho truck stop or Port of Entry, or by calling the East Boise Port of Entry at 208-334-3272. Farmers registered with Idaho can use the Internet for online service: <http://trucking.idaho.gov/>

## **Types of Truck Safety Inspections Conducted Throughout North America**

**LEVEL 1** — A complete inspection that includes a check of the driver's license, medical examiner's certificate (and waiver, if any), alcohol and drugs, hours of service, seat belt, annual vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake and tail lamps, headlamps, lamps on loads, load securement, steering, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses and hazardous materials requirements, as applicable.

**LEVEL 2** — A "walk-around" inspection that includes a check of each of the items in a Level 1 inspection, but not items that require the inspector to physically get under the truck.

**LEVEL 3** — An inspection of just the driver-related items in a Level 1 inspection.

**LEVEL 4** — A special inspection, typically a one-time examination of a particular item for a safety study or to verify or refute a suspected trend.

**LEVEL 5** — An inspection of just the truck-related items in a Level 1 inspection.

**LEVEL 6** — An inspection of a shipment of highway-route-controlled quantities of radioactive material. A Level 6 inspection includes an enhanced check of each of the items in a Level 1 inspection.

## Level 2 “Walk Around” Checklist

- 1** Identify company name and check for a U.S. DOT number.
- 2** Review driver documents and check for appropriate driver license.
- 3** If hauling hazardous materials, check shipping paper, package labels, and placarding.
- 4** Inspect front of truck. Check lights, windshield, wipers, horn, wheels, and tires.
- 5** Inspect left side of truck. Check fuel tanks, air and electrical lines, wheels and tires, exhaust system, coupling device, side lamps, and condition of vehicle and trailer body. Check tractors and trailers for required reflective tape.
- 6** Inspect rear of truck. Check lights, rear bumper, wheels and tires, reflective tape.
- 7** Inspect right side of truck. Inspect as described in #5.
- 8** Check for proper cargo securement. Check for unsecured dunnage, tools, and spare tire.
- 9** Inspect inside truck. Check for low air brake warning device. Check same for vacuum and hydraulic brakes. Check fire extinguisher and reflective triangles.
- 10** Complete the inspection document and return documents to the driver.

## Safety Inspection Decals

Oregon doesn't have enough safety inspectors to go out and check every farm truck so they can avoid getting stopped during the busy harvest season. Inspectors also can't promise they'll have time to check a truck if it stops at a weigh station and volunteers for an inspection. But once a truck gets a complete inspection, there is a good decal system that ensures the truck should not have to be checked again soon.

Trucks that successfully pass a comprehensive Level 1 or Level 5 inspection receive a Commercial Vehicle Safety Alliance (CVSA) decal valid for three consecutive months. Vehicles displaying a decal generally will not be subject to another inspection in that three-month period.

The CVSA is an organization of federal, state, and provincial government agencies working with the private industry in the U.S, Canada and Mexico to establish uniform safety inspection standards and practices. Inspections performed according to CVSA standards are done by certified government



This white CVSA decal is the kind issued to trucks that passed a Level 1 or Level 5 inspection in the last quarter of 2001. If neither of the decal's upper corners is removed, it would indicate the inspection occurred in December.

employees who successfully completed an approved training program.

Each vehicle used singularly or in combination may qualify for a CVSA decal if a Level 1 or Level 5 inspection finds no defects in the following critical vehicle items: brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, tail lamps, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, and emergency exits for buses.

On a decal, the year in which a Level 1 or Level 5 inspection was done is indicated by a large number at the top of each CVSA decal. In 2001, for example, the number “1” was displayed.

The quarter of the year in which the inspection was done is indicated by the color of the decal.

<b><u>Inspection Period</u></b>	<b><u>Decal Color</u></b>
January • February • March	Green
April • May • June	Yellow
July • August • September	Orange
October • November • December	White

The month in which the inspection was done is indicated by the decal’s upper corners. Decals issued in the first month of a calendar quarter have both upper corners removed. Decals issued in the second month of the quarter have the upper right corner removed. Decals issued in the last month of a calendar quarter have no corners removed.

## **Oregon Department of Transportation Motor Carrier Safety Specialists**

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