

# Chapter L

## Vehicle Types

### Vehicle

“Vehicle” means any device in, upon or by which any person or property is or may be transported or drawn upon a public highway and includes vehicles that are propelled or powered by any means. “Vehicle” does not include manufactured structures. ([ORS 801.590](#))

### Vehicles exempt from title and registration

Certain vehicles are exempt or not required to be titled and registered in Oregon. Other vehicle types are not eligible for an Oregon title, including electric assisted bicycles ([ORS 801.258](#)), motor assisted scooters ([ORS 801.348](#)), and electric assisted mobility devices ([ORS 801.259](#)). For more information see:

[ORS 803.305](#) – Exemptions from general registration requirements

[ORS 803.030](#) – Exemptions from title requirements

[ORS 803.591](#) – Requirements for vehicles with diesel engines

[OAR 735-022-0130](#) – Titling All-Terrain Vehicles and Emergency Fire Apparatus.

[OAR 735-040-0015](#) – Registration of Emergency Fire Apparatus

### Passenger vehicles

Passenger type vehicles include motor vehicles 10,000 pounds or less loaded weight, but exclude trucks designed for pulling heavy trailers or for carrying loads other than passengers, and other vehicles required to be registered by weight or length. Passenger vehicles are titled using the VIN from the frame. Body styles vary for passenger vehicles depending on how the vehicles look.

Passenger vehicles may be issued Tree, Salmon, Crater Lake, Cultural, Wine Country, Trail Blazer, Pacific Wonderland, or Special Registration Plate Program plates, including custom passenger plates with these backgrounds. Ham passenger plates may be issued, if the owner qualifies, on yellow background plates, or Salmon, Crater Lake, Cultural plate, Wine Country plate, or Special Registration Plate Program backgrounds. Passenger vehicles may also be issued group, disabled veteran, National Guard, Ex-POW, or government exempt plates if the owner meets specific qualifications. See [Chapter K](#) for more information about specific plate types.

The registration paid for these vehicles is a set fee and remains the same for each registration period, usually every two years. New passenger vehicles registered with an MCO require four-year registration at initial registration, unless owned by a rental or leasing company (these companies may opt for one, two, or four-year registration).

Passenger vehicles are subject to residency/domicile, odometer, DEQ, low emissions vehicle (LEV) requirement, and financial responsibility requirements.

### Motor homes

Most motor homes have two manufacturers. The manufacturer of the frame (chassis) is called the first stage manufacturer. The manufacturer that completes the vehicle is called

the second stage manufacturer. For vehicles built in two stages, two MCO's are required. Some manufacturers build a complete motor home. In this case, only one MCO is required.

Motor homes must be built to the NFPA 1192, NFPA 501C or ANSI A119.2 standard, depending on the year of manufacture, to be titled.

1. If an MCO is submitted, the manufacturer must certify.

- This may be on the MCO or a separate letter.

Note: A letter can be on company letterhead and/or signed and countersigned. The letter must contain the VIN for the motor home being titled.

2. If the motor home is assembled, the certification is made by the builder on an Assembled, Reconstructed or Replica Vehicle Certification, [Form 6511](#) or the applicant can make the certification when completing the title application (on the back of the [Form 226](#)).
3. If the motor home has an Oregon title issued prior to January 1, 2020, or out-of-state title, the applicant can make the certification when completing the title application.

Motor homes are titled using the VIN from the frame (first stage manufacturer) and the year, make, and body style of the body (second stage manufacturer).

All motor homes are listed with MH as the body style.

The vehicle make for motor homes will be a four or five-letter abbreviation.

Motor home registration fees are based on the overall length of the vehicle. You must indicate the length of vehicle on the application for title. See [Chapter M](#) for fee information.

Motor homes are subject to:

- Residency/domicile;
- Odometer;
- DEQ; and,
- Financial responsibility requirements.

Motor homes may be issued National Guard plates as long as the applicant is an active member of the Oregon National Guard. For further information about National Guard plates, see [Chapter K](#).

Motor home plates have a yellow background and blue letters and may have custom plates on this background. Group, Oregon Trail, Salmon, Crater Lake, or Cultural plates are no longer issued to motor homes, but may be renewed or transferred without converting the plate to a custom plate.

## Campers and travel trailers

A camper is a structure that has a floor and is designed to provide facilities for human habitation (permanent sleeping and cooking facilities), or for camping. It is designed to be mounted on a motor vehicle and is not permanently attached. A camper is six feet or more in overall length, 5½ feet or more in height from floor to ceiling at any point, and has no more than one axle designed to support a portion of its weight. ([ORS 801.180](#))

A travel trailer is a tent trailer or any other trailer that is designed to be used on the highways and provides facilities for human habitation. It is not more than 8½ feet wide when the trailer is in a travel position. It is six feet or more in height from floor to ceiling as measured with the trailer telescoped to its full extent, or with the sides (tip-outs) expanded. Except for a tent trailer, a travel trailer has four permanent walls when it is in travel position. ([ORS 801.565](#))

Campers and travel trailers must be built to the NFPA 1192, NFPA 501C or ANSI A119.2 standard, depending on the year of manufacture, to be titled.

1. If an MCO is submitted, the manufacturer must certify.

- This may be on the MCO or a separate letter.

Note: A letter can be on company letterhead and/or signed and countersigned. The letter must contain the VIN of the camper or trailer being titled.

2. If the camper is assembled, the certification is made by the applicant, or builder, on an Assembled, Reconstructed or Replica Vehicle Certification, [Form 6511](#) or the applicant can make the certification when completing the title application (on the back of the [Form 226](#)).
3. If the camper has an Oregon title issued prior to January 1, 2020, or out-of-state title, the applicant can make the certification when completing the title application (on the back of the [Form 226](#)).

Camper and travel trailer registration is based on length and is valid for a two-year period. When completing the application for title, include the length. DMV will not issue registration or issue a trip permit to any recreational vehicle over 45 feet in length. The body style abbreviation for a camper is CA and for a travel trailer is RT. Campers and travel trailers are subject to residency/domicile requirements.

Campers are measured by the overall exterior length from the extreme front to the extreme rear, not just the floor length. Travel trailers are measured from the front of the trailer hitch to the rear of the trailer. These measurements are recorded in full feet, rounding the length down to the nearest full foot. For example, a 22½ foot travel trailer is recorded as 22 feet long. This practice also applies to campers. To measure the length of a foldout or tent trailer, it must be in travel position.

Campers and travel trailer plates have a yellow background and blue letters and may have customized plates. If the owner qualifies, Disabled Veteran plates may be used on campers and travel trailers that are not used for commercial purposes. See [Chapter K](#) for more information.

Oregon Trail plates for campers, and Group, Oregon Trail, Salmon, Crater Lake, and Cultural plates for travel trailers are no longer issued, but these plates may be renewed and may be transferred without converting the plate to a custom plate.

### ***Park Model Recreational Vehicles (PMRV)***

PMRVs are over 8½ feet wide, designed for use as temporary living quarters built on a single chassis mounted on wheels, and have a gross trailer area of 400 square feet or less ([Oregon laws 2019 chapter 585 section 2, OAR 735-022-0140](#)).

New PMRVs must comply with the ANSI A119.5 standard. Proof that the vehicle complies can be a certification on the MCO or a letter provided by the manufacturer that the PMRV complies with the standard. The letter must include the VIN or serial number and be on company letterhead or include the manufacturer name and signature.

PMRVs can be titled only if they meet the ANSI A119.5 standard. PMRVs are not eligible for registration or trip permits. Titling a PMRV is optional.

For used PMRVs, Oregon-issued ownership documents may include an Oregon title or a Manufactured Structure Ownership Document issued by the Department of Consumer and Business Services (DCBS). An out-of-state title is an acceptable ownership document.

A completed Park Model Recreational Vehicle (PMRV) Certification, [Form 274](#), must be submitted to certify the PMRV is not permanently affixed to land for use as a permanent dwelling or is located within a mobile home park.

PMRVs do not require VIN inspections.

### ***Travel trailers converted to a structure***

Travel trailer owners converting, or who have already converted, their travel trailer for use as a structure, must surrender the Oregon title and plates if they have current registration ([Oregon laws 2019 chapter 585 section 4](#), [OAR 735-020-0090](#)).

## **Trucks**

Truck registration is primarily issued to vehicles having a registration weight of more than 10,000 pounds. Truck tractors and commercial buses operating with a combined weight of over 8,000 pounds also are registered as trucks. Truck tractors are primarily designed for pulling heavy trailers or for carrying loads other than passengers. Ambulances, armored cars, hearses, and self-propelled mobile cranes of all weights must also be registered as trucks. For more information, see section titled "Vehicles Registered by Weight," in [Chapter K](#).

Trucks are subject to residency/domicile requirements. However, not all trucks are subject to odometer requirements. If a truck has a gross vehicle weight rating (GVWR) of more than 16,000 pounds, it is exempt from odometer requirements. If the vehicle is registered at 16,000 pounds or less, an odometer disclosure will be required with a title application unless the customer provides a statement of exemption.

The statement must indicate the manufacturer's GVWR is of more than 16,000 pounds, describe the vehicle, and must be signed by the registered owner or lessee. This can be done on the Exemption from Odometer Disclosure Requirements, [Form 6745](#).

Oregon law requires all motor carriers who are subject to the federal law to certify at the time of registration or renewal of registration that they have an in-house drug and alcohol testing program which meets the federal requirements or that they are a member of a consortium which provides testing that meets the federal requirements. DMV requires all truck "T" plated vehicles to submit the certification in one of two ways:

- A Drug and Alcohol Testing Program Certification, Form 7196, and an application [Form 226](#) or 268.

- A Form 226 (02-01 revision date or newer) or 268 (10-00 revision date or newer). The Drug and Alcohol Certification is included on the 226, 268 and 412 (renewal reminder) with these revision dates and newer.

When the carrier signs the Form 7196, or Forms 226, or 268 that include the certification, they are certifying that they either comply with the federal law or are exempt from that law. If a customer has questions about the program or whether they are subject to the federal drug test requirements, they may contact CCD at (503) 378-6963.

DMV also requires proof that the federal Heavy Vehicle Use Tax was paid prior to registration or registration renewal of vehicles with a registration weight of 55,000 pounds or more. This requirement does not apply to vehicles registered within 60 days of purchase. For further information about this tax, refer to [Chapter K](#).

### ***Diesel Retrofit Compliance Program***

Oregon DEQ operates the Diesel Retrofit Compliance Program which checks subject diesel vehicles for approved retrofit engines and certifies that they comply with the program.

Medium-duty and heavy-duty (ORS 468A.795) trucks are subject to DEQ's Diesel Retrofit Compliance Program.

A medium-duty truck is a motor vehicle or combination of vehicles operated as a unit with a gross vehicle weight rating (GVWR) of 14,000 to 26,000 lbs.

These trucks are only subject to Diesel Retrofit requirements when:

- They are diesel powered with a diesel motor that is model year 2009 or older
- The owner's residence or business address is in Clackamas, Multnomah, or Washington County

A heavy-duty truck is a motor vehicle or combination of vehicles operated as a unit with a GVWR greater than 26,000 lbs.

These trucks are only subject to Diesel Retrofit requirements when:

- They are diesel-powered with a diesel motor that is model year 2006 or older
- The owner's residence or business address is in Clackamas, Multnomah, or Washington County

**All transactions for subject trucks, including application for title, must either contain a compliance certification from DEQ, or an exemption certification.**

DMV retains information on vehicle model years, not motor model years. If a vehicle is exempt due to the motor model year, indicate this on a Diesel Retrofit Exemption, [Form 1403](#).

Diesel Retrofit requirements are based on the owner's residence or business address with DMV, even if the vehicle is kept at a different location.

The following vehicles are exempt from Diesel Retrofit requirements:

- Vehicles not powered by a diesel engine of the model year described in this section (Ex: The customer has replaced the motor with a newer or non-diesel motor.)
- Antique vehicles  
(Definition: A vehicle older than one-half the number of years between the current year and 1900 that is maintained as a collector's item.)
- Motor homes
- Farm-plated vehicles and farm tractors
- Vehicles used exclusively for training
- Emergency vehicles
- Ambulances
- Vehicles used to transport logs, as defined in ORS 801.355
- Heavy-duty trucks operated for 5,000 miles or fewer on Oregon highways in one calendar year
- Vehicles owned by a carrier with a fleet size of five or fewer heavy-duty vehicles

If the vehicle is exempt, the Diesel Retrofit Exemption, [Form 1403](#), must be submitted with each title or registration transaction. This form can be obtained on the DMV website under Forms.

## Heavy trailers

Heavy trailers are non-motorized vehicles having a loaded weight of more than 8,000 pounds, excluding travel trailers, fixed loads, manufactured structures, and special use trailers.

Heavy trailers are designed to be pulled by another vehicle which is registered by weight, and to carry freight, property, or articles over the highways. Heavy trailers require a one-time, permanent registration fee.

The body style for heavy trailers will vary depending on what the vehicle looks like.

Heavy trailers are subject to residency/domicile requirements.

## Light trailers

Trailers with a loaded weight of 8,000 pounds or less are registered as light trailers. Trailers that are for hire, travel trailers, special use trailers, or manufactured structures are not registered as light trailers.

Trailers equipped with pneumatic tires of elastic materials with a loaded weight of 1,800 pounds or less are exempt from title and registration requirements. (This does not include trailers for hire, travel trailers, fixed loads, or manufactured structures.) However, trailers exempt from title and registration requirements may be titled and registered if the owner chooses to do so. Any trailer with a loaded weight of 1,801 pounds or more must be titled and registered if used over the highways.

The registration for a light trailer expires every two years and is a set fee. New light trailers registered with an MCO require four-year registration at initial registration. The graphic tree plates with a blue sky are issued to light trailers. If the owner qualifies for them,



Disabled Veteran plates may be used on light trailers that are not used for commercial purposes.

The body style for these vehicles is usually UT, unless it is a boat trailer (BT) or horse trailer (HR).

Light trailers are subject to residency/domicile requirements.

## All-terrain vehicles (ATVs)

All management and regulation of the All-Terrain Vehicle Program is handled by Oregon Parks and Recreation Department (OPRD). DMV does not issue or renew registration, decals, or permits for ATVs. DMV will issue titles for ATVs, but it is not mandatory for the customer to obtain title.

OPRD may be contacted at the following phone number or address:

### Oregon Parks and Recreation Department (OPRD)

ATV Program

725 Summer St NE, Suite C

Salem OR 97301

Phone: 503-986-0712

Phone: 800-551-6949

Fax: 503-986-0794

Email: [atv.info@state.or.us](mailto:atv.info@state.or.us)

Website: [gov.oregon.gov/OPRD/ATV](http://gov.oregon.gov/OPRD/ATV)

*Class I, Class II, Class III, and Class IV ATV transactions, other than titles, are handled by Oregon Parks and Recreation Department.*

A **Class I ATV** is defined by [ORS 801.190](#) as a “motorized, off-highway recreational vehicle that:

1. Is 50 inches or less in width;
2. Has a dry weight of 1,200 pounds or less;
3. Travels on three or more pneumatic tires designed for off-road use only;
4. Uses handlebars for steering;
5. Has a seat designed to be straddled for the operator; and
6. Is designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland or other natural terrain.”

A **Class II ATV** is defined by [ORS 801.193](#) as any motor vehicle that

1. Weighs more than or is wider than a Class I ATV;
2. Is designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland or other natural terrain;
3. Is actually being operated off a highway or is being operated on a highway for agricultural purposes under ORS 821.191; and
4. Is not a Class IV all-terrain vehicle.

A **Class III ATV** is defined by [ORS 801.194](#) as “a motorcycle that travels on two tires and that is actually being operated off highway.”

A **Class IV ATV** is defined by [ORS 801.194](#) as any motorized vehicle that:

1. Travels on four or more tires designed for off-road use only;

2. Is designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland or other natural terrain;
3. Has non-straddle seating;
4. Has a steering wheel for steering control;
5. Has a dry weight of 3,500 pounds or less; and
6. Is 75 inches wide or less at its widest point.
7. Was originally manufactured for off-road use only.

The body style code for all classes of ATVs is VT. An off-road motorcycle is defined in statute as a Class III ATV and therefore the application must show the body style of VT. Do not use the body style of MC for an off-road motorcycle.

## Motorcycles/mopeds

A motorcycle is a self-propelled vehicle, other than a farm tractor, moped, or ATV, with a seat or saddle for the rider, and is designed to travel and be operated with no more than three wheels in contact with the ground. ([ORS 801.365](#))

A moped is a vehicle, including a bicycle equipped with a power source, that:

- Is designed to operate on the ground upon wheels;
- Has a seat or saddle for the rider;
- Is designed to travel on not more than three wheels;
- Is equipped with an independent power source that is capable of propelling the vehicle at no more than 30 miles per hour, has an engine size no greater than 50 cubic centimeters or a rotor displacement no greater than 3.05 cubic inches if the engine is a combustion engine; and
- Is equipped with a power drive system that functions directly or automatically only and does not require a clutch or shifting. ([ORS 801.345](#))

Registration for motorcycles and mopeds usually expires every two years and is a set fee. New motorcycles and mopeds registered with an MCO require four-year registration at initial registration unless electric or hybrid (two-year registration only). The body style for motorcycles is MC and for mopeds is MP. Motorcycles and mopeds are subject to residency/domicile, financial responsibility, and odometer requirements. If a vehicle is manufactured without an odometer, the Exemption from Odometer Reading Requirements, Form 6745, must be completed.

*Foot pedals are not required for a unit to qualify as a moped.*

**NOTE:** Most motorcycles manufactured without an odometer are not manufactured to be used on the highway. Motorcycles manufactured for off-road use are defined in statute as Class III ATVs and are coded with a body style of "VT," not "MC."

Plates for motorcycles and mopeds have a yellow background and blue letters. Motorcycles and mopeds may have custom plates. If the owner qualifies for them, Disabled Veteran plates may be used on motorcycles and mopeds that are not used for commercial purposes.

Motorcycles and mopeds must meet federal safety and emissions standards in order to qualify for registration. See [Chapter F](#) for more information about required proofs of these standards. Certain imported motorcycles or mopeds have specific required proofs.



Since an electric moped will not have an engine displacement indication, only the speed capability will determine whether the vehicle will be titled and/or registered as a motorcycle or moped. If the vehicle can travel at speeds greater than 30 mph, the vehicle needs to be titled and registered as a motorcycle.

For motorcycle/moped dealers: to ensure your customer receives the correct type of registration from DMV, write the CC displacement of the motorcycle or moped, or the speed capability of an electric moped, in the "Remarks" section of the Application for Title and Registration, Form 226.

## **Low-speed vehicles**

A low-speed vehicle is a four-wheeled motor vehicle with a top speed of more than 20 miles per hour but not more than 25 miles per hour. Low-speed vehicles are titled using the VIN from the frame. Body styles vary for low-speed vehicles depending on how the vehicles look.

Low-speed vehicle plates have a yellow background and blue letters. The plate configuration is "LS" followed by five numbers.

The registration paid for these vehicles is a set fee and remains the same for each registration period, every two years.

Low-speed vehicles are subject to residency/domicile, NHTSA safety equipment standards, and financial responsibility requirements.

Low-speed vehicles are exempt from DEQ and LEV requirements.

## **Medium-speed electric vehicles**

A medium-speed electric vehicle is defined in the 2009 Oregon Laws, Chapter 448, as an electric motor vehicle with four wheels that is equipped with a roll cage or a crushproof body design, can attain a maximum speed of 35 miles per hour on a paved, level surface, is fully enclosed and has at least one door for entry.

Medium-speed electric vehicles are issued a set of two blue on yellow plates with an "MS" prefix followed by 5 numbers. Plates are issued from headquarters only. Medium-speed electric vehicles may also be issued "E" plates.

In order for a medium-speed electric vehicle to be registered and to operate on Oregon highways, it must meet the vehicle safety standards as provided in [OAR 737-010-0020](#). A Medium-Speed Electric Vehicle Certification, [Form 7213](#), must be completed and accompany the transaction.

Medium-speed electric vehicles can only be issued medium-speed vehicle registration for a 2-year period. Medium-speed electric vehicles cannot be issued passenger registration, custom plates, or 4-year registration.

They are subject to residency/domicile and mandatory insurance requirements but are exempt from DEQ vehicle inspections and LEV requirements.

## Hybrid-powered vehicles

A hybrid-powered vehicle is a vehicle powered by electricity and another source of power.

Registrations for hybrid-powered vehicles are as follows ([ORS 803.420](#)):

- Two and three-wheeled vehicles are registered every two years at a set fee.
- Vehicles that require fees based upon the Truck Fee Schedule ([Chapter M](#)) pay those fees plus 50% of such fees.
- Farm vehicle fees are based on the Farm Fee Schedule ([Chapter M](#)) plus 50% of such fee.
- Motor Home fees are based on the Motor Home Fee Schedule ([Chapter M](#)) plus 50% of such fee.
- All other vehicle types are registered every two years at a set fee.\*

\*New hybrid-powered passenger vehicles being titled with an MCO and also being registered require four-year registration at initial registration.

Hybrid-powered vehicles are subject to residency/domicile, financial responsibility, DEQ requirements, and odometer requirements, but are exempt from LEV requirements. If a vehicle is manufactured without an odometer, the Exemption from Odometer Reading Requirements, [Form 6745](#), must be completed.

The vehicle type and/or usage determine the plate issued for a hybrid-powered vehicle. For example, a hybrid-powered motorcycle is issued a motorcycle plate and a hybrid-powered motor home is issued a motor home plate. Refer to the appropriate section that covers that particular kind of vehicle.

## Electric vehicles (other than Low-Speed and Medium-Speed)

An electric vehicle is a vehicle powered by some form of electricity.

Registrations for electric vehicles are as follows ([ORS 803.420](#)):

- Two and three-wheeled vehicles are registered every two years at a set fee.
- Vehicles that require fees based upon the Truck Fee schedule ([Chapter M](#)) pay those fees.
- Farm vehicle fees are based on the Farm Fee Schedule ([Chapter M](#)).
- Motor home fees are based on the Motor Home Fee Schedule ([Chapter M](#)).
- All other vehicle types are registered every two years at a set fee.\*

\* New electric-powered passenger vehicles being titled with an MCO and also being registered require four-year registration at initial registration.

Electric vehicles are subject to residency/domicile, financial responsibility, and odometer requirements. If a vehicle is manufactured without an odometer, the Exemption from Odometer Reading Requirements, [Form 6745](#), must be completed. Electric vehicles are exempt from DEQ and LEV requirements ([ORS 815.300](#)).

The vehicle type and/or usage determine the plate issued for an electric vehicle. For example, an electric moped is issued a moped plate and an electric motor home is issued a motor home plate. Refer to the appropriate section that covers that particular kind of vehicle.

## Snowmobiles

Snowmobiles are self-propelled vehicles capable of travel over snow or ice. Movement is provided by an endless belt tread, cleats, or similar means of traction. Skis or sled-type runners provide steering. (ORS 801.490)

Snowmobiles are required by law to be titled and registered with a snowmobile decal. Registration for snowmobiles expires every two years and is a set fee. Snowmobiles may not be issued passenger plates. Snowmobile dealers **MUST** act as agents for DMV when an Oregon resident buys a snowmobile, which means the dealer must collect fees, prepare the title and registration application and submit them to DMV.

The body style abbreviation for a snowmobile is SM.

Snowmobiles are subject to residency/domicile requirements.

## Farm vehicles

Motor vehicles purchased by a farm operation **may** qualify for farm plate registration. When a vehicle is sold with farm plates on it, the farm plates must be surrendered to DMV unless the new owner qualifies for farm plates. Trailers of any type no longer qualify for farm plates but are required to be registered as heavy or light trailers. To qualify for farm plates the applicant must own or rent a farm, orchard, or ranch and be producing agricultural products or raising livestock in sufficient quantities to reasonably require the vehicle.

Fixed load vehicles do not qualify for farm plates.

For more information about farm registration and qualifications, call the Farm Registration Desk at CCD in Salem at (503) 378-5203.

## Fixed load vehicles

A fixed load vehicle is a vehicle with or without motor power that is designed and used primarily:

- To support and move a permanent load in the form of equipment or appliances constructed as part of, or permanently attached to, the body of the vehicle; and
- For transportation of equipment or appliances that are ordinarily kept on or in the vehicle in order that the vehicle may be used for its primary purpose; and
- Except for the transportation of permanent loads, appliances and equipment described above, for purposes other than for the transportation of persons or property over public highways or streets. (ORS 801.285)

A manufacturer's advertising picture or snapshot will help DMV verify that the vehicle is a fixed load. Registration for fixed load vehicles is a set fee depending on the weight, and expires every two years.

An odometer disclosure, if applicable, or an exemption from the odometer requirements must be

**Fixed load vehicles do not include:**

- *travel trailers*
- *tow vehicles*
- *truck-mounted transit mixers*
- *self-propelled mobile cranes*
- *volumetric mixers*

provided with the application for title and registration. These vehicles are also subject to residency/domicile requirements, but are not required to comply with Heavy Vehicle Use Tax (HVUT).

## **Special use trailer**

A special use trailer is:

- Eight and one-half feet or less in width and of any length and that is used for commercial or business purposes; OR
- A trailer that is used temporarily on a construction site for office purposes only; OR
- A mobile modular unit.

A Special Use trailer does not include any travel trailer. (If a travel trailer is used for any of the purposes above, it must be registered as a Special Use trailer).

Registration fees are based on length. See Special Use Trailer Fee Schedule, [Form 463](#).