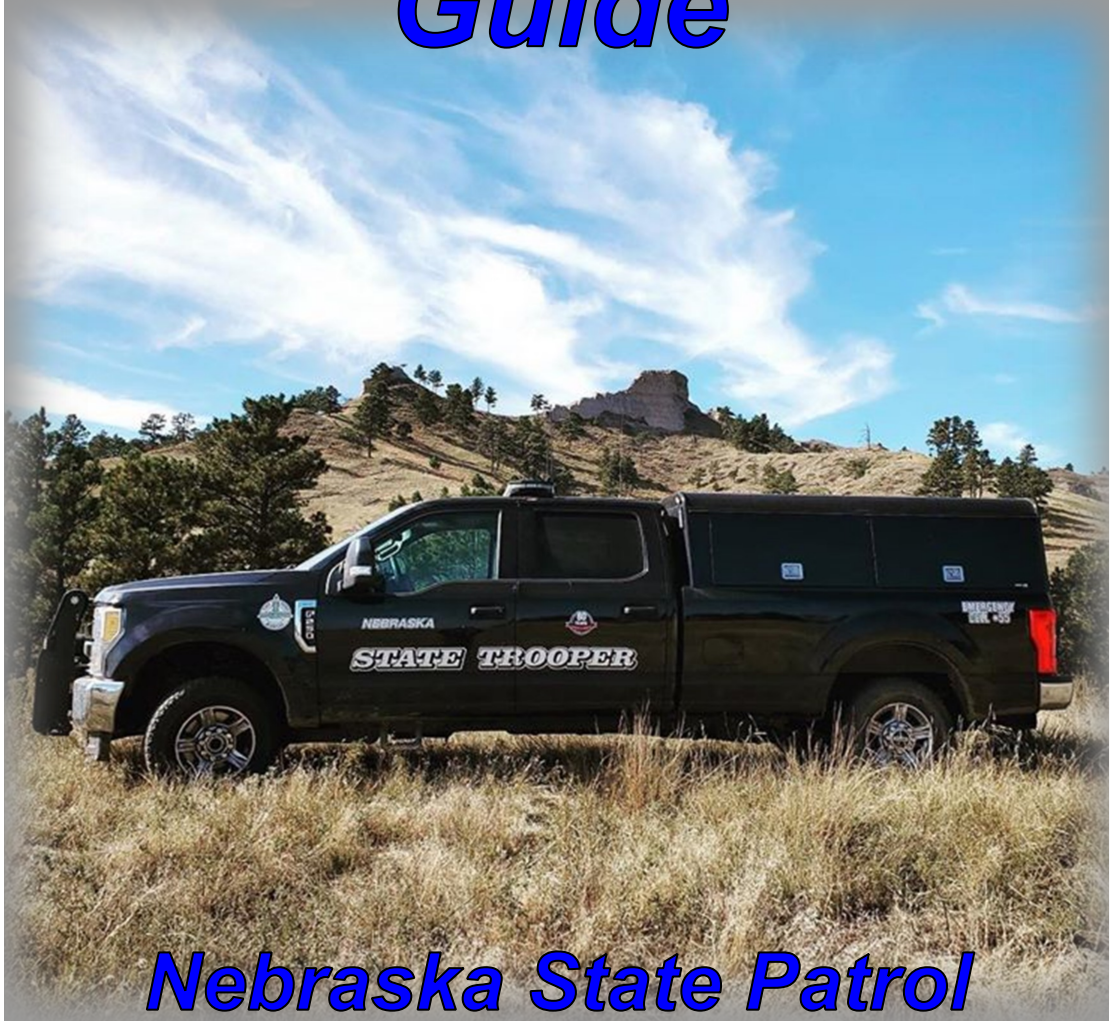
Nebraska Truck Information Guide



Nebraska State Patrol
Carrier Enforcement
2021-2022

INTRODUCTION

In order to make your travels into and through our state safer and less complicated, the Nebraska State Patrol Carrier Enforcement Division is pleased to provide this information guide which summarizes many of the rules and regulations concerning the operation of any freight carrying vehicle, truck, truck-tractor or trailer and passenger carrying bus.

This booklet is a guide to help you travel legally in Nebraska. However, it does not contain every rule; if you need more detailed information please contact the agencies shown on pages 1 and 2.

Carrier Enforcement
(402) 471-0105
Fax (402) 471-3295
www.statepatrol.nebraska.gov

Follow @NSP_CarrierEnf on Twitter
for CMV updates and information

The Nebraska State Patrol shall provide
law enforcement of the highest quality
to ensure a safe and secure Nebraska

—Pro Bono Publico—

Disclaimer

This manual is intended for information only. It is not a thorough listing of all applicable state statutes and is not intended to be a substitute for applicable state statutes

Pro Bono Publico

"For the good of the public"



Dear Motor Carriers and Agricultural Operators:

Since 1937, the Nebraska State Patrol has been committed to providing safety on our State's roadway system. This guide is a continuance of that commitment. However, our goal cannot be reached without your assistance. This guide contains answers to frequently asked questions and subject matter that directly impacts the safe travel of our larger motor vehicles.

The Nebraska State Patrol strives to reduce the number of commercial motor vehicle related collisions and fatalities. By understanding and following the rules and regulations as they pertain to your industry, you can play an integral role in helping us reach this goal. There is nothing more important than your life, and the lives of your family, friends, and fellow citizens.

Our Troopers serve beyond enforcement as a source of information for you as you develop questions in an ever-evolving industry. Having the right information makes for a safer operation when transporting your goods in our state, nation and world economies.

Our mission is to provide law enforcement of the highest quality to ensure a safe and secure Nebraska. Together we can further the good life in Nebraska and create great opportunities.

Respectfully,

Nebraska State Patrol Offices

State Headquarters
1600 Highway 2 - PO Box 94907
Lincoln, NE 68509
(402) 471-4545
Fax (402) 479-4002

Carrier Enforcement
3920 W. Kearney St.
Lincoln, NE 68524
(402) 471-0105
Fax (402) 471-3295

Contact Information for Weigh Stations		
Scale	**Phone**	**Highway**
Fremont	(402) 654-2801	Highway 77
Hebron Expressway	(402) 324-5106	Highway 81
Hebron	(402) 768-7236	Highway 136
Nebraska City	(402) 873-1549	Highway 2
North Platte I-80 Eastbound	(308) 535-6612	Interstate 80
North Platte I-80 Westbound	(308) 535-6606	Interstate 80
North Platte Hwy 30	(308) 535-8040	Highway 30
O'Neill	(402) 394-5445	Highway 20/275
Waverly I-80 Eastbound	(402) 786-7084	Interstate 80
Waverly I-80 Westbound	(402) 786-7091	Interstate 80
Waverly Hwy 6	(402) 786-2681	Highway 6

Troop Area Headquarters

TROOP A
4411 S. 108th St.
Omaha, NE 68137
(402) 331-3333

TROOP D
300 W. South River Rd.
North Platte, NE 69101
(308) 535-8047

TROOP B
1401 W. Eisenhower Ave.
Norfolk, NE 68701
(402) 370-3456

TROOP E
4500 Avenue I
Scottsbluff, NE 69361
(308) 632-1211

TROOP C
3431 W. Old Potash Hwy.
Grand Island, NE 68803
(308) 385-6000

TROOP H
4130 N.W. 37th St.
Lincoln, NE 68524
(402) 471-4680

Nebraska Emergency Help Line

Emergency Help Line **only** 1 (800) 525-5555
Or * 55 on cellular phone

Nebraska Road Conditions

Dial 511
or
www.511.nebraska.gov

TABLE OF CONTENTS

Contact Information **1**
State and Federal Agencies and Telephone Numbers 1
Frequently Asked Questions **3**
Distracted Driving 6
SECTION 1 - Nebraska Commercial Driver's License **7**
Who must have a CDL? 7
Restricted CDLs 8
CDL Endorsements 9
Testing and Renewal 10
CDL Medical Card Certification 10
CDL Disqualifications 12
SECTION 2 - Weigh Stations **14**
Weigh-in-Motion and Pre-Clearance Systems 14
SECTION 3 - Size and Weight **15**
Weights and Bridge Chart 15
Measuring Groups of Axles 17
Dimensions 19
Custom Harvest Information 22
Over-Dimensional / Overweight Permits 23
Seasonally Harvested Products Exemption & Permit 25
Weight Limit Signage 27
SECTION 4 - Registration, Fuel and Licensing **28**
Nebraska Vehicle Registration 28
Purchasing Prorate & Fuel Permits 30
IRP, Non-resident Vehicle Registration 30
Transporter & Dealer Plated Vehicles 31
Untaxed/Dyed Fuel 31
International Fuel Tax Agreement (IFTA) 32
Operating Authority 32
Unified Carrier Registration 33
SECTION 5 - Federal Motor Carrier Safety Regulations **34**
Regulation Parts 35
DOT Numbers & Unified Registration System (URS) 36
Markings on Commercial Motor Vehicles 37
DOT Medical Certificate 38
Logbooks, including Electronic Logging Devices (ELDs) 39
Hours of Service 41
Regulations for Specific Groups 42
Motor Carriers of Passengers 43
SECTION 6 - Federal Regulations/NE Statutes for Farm Vehicles **45**
Nebraska Statute Requirements for Farm Vehicles 45
Exceptions for Farm Plated Vehicles 47
Exceptions for Farm Plated Vehicles Hauling HM requiring Placarding 49
SECTION 7 - Hazardous Materials Safety Regulations **51**
Hazardous Materials Regulations Parts 51
Hazardous Materials Registration Requirements 51
Hazardous Materials Transportation 52
Hazardous Materials Requirements 57
Hazardous Materials Safety Permit 61
SECTION 8 - General Nebraska Regulations **62**
SECTION 9 - Glossary of Terms **64**
General 64
Overweight Exceptions for Seasonally Harvested Products (FORM EXAMPLE) (3 copies)

AGENCY	CONTACT INFORMATION	SERVICES PROVIDED
Federal Motor Carrier Safety Administration (FMCSA)	Federal Office 1200 New Jersey Ave SE Washington, DC 20590 (800) 832-5660 www.fmcsa.dot.gov Nebraska Division Office 100 Centennial Mall North Room 406 Lincoln, NE 68508 (402) 437-5986	Interstate & Intrastate DOT Number, Data Qs New Entrant Program/Compliance Reviews Operating Authority, Pre-Employment Screenings Federal Motor Carrier Safety Regulations Hazardous Materials Regulations & Safety Permits
Safety & Fitness Electronic Records System (SAFER)	https://safer.fmcsa.dot.gov/CompanySnapshot.aspx https://safer.fmcsa.dot.gov/CSP_Order.asp	Company Snapshot (free) Company Profile (fees assessed)
Compliance, Safety, Accountability (CSA)	csa.fmcsa.dot.gov	CSA Information
Internal Revenue Service (IRS)	Offices in: Lincoln (402) 473-4680 Norfolk (402) 371-1503 North Platte (308) 532-8810 www.irs.gov Omaha (402) 233-7232 Scottsbluff (308) 635-3435	Federal Heavy Vehicle Use Tax (Form 2290) Dyed Fuel Information
Pipeline and Hazardous Materials Safety Administration (PHMSA)	East Building, 2nd Floor 1200 New Jersey Ave., SE Washington, DC 20590 (202) 366-4433 https://www.phmsa.dot.gov/	Hazardous Materials Regulations Hazardous Materials Registrations Hazardous Materials Special Permits National Response Center (800) 424-8802
Transportation Security Administration (TSA)	601 S. 12th St. Arlington, VA 20598 (866) 289-9673 www.tsa.gov TSA Contact Center TSA-ContactCenter@dhs.gov	Transportation Worker Identification Card (TWIC) Hazardous Materials Endorsement Threat Assessment Program (HTAP) Fingerprinting locations universalenroll.dhs.gov

AGENCY	CONTACT INFORMATION	SERVICES PROVIDED
Nebraska State Patrol - Carrier Enforcement Division	3920 W. Kearney St. Lincoln, NE 68524 (402) 471-0105 Fax (402) 471-3295 www.statepatrol.nebraska.gov	Dyed Fuel Information Hazardous Material & Safety Regulations New Entrant Program/Compliance Reviews
Nebraska Department of Motor Vehicles - Driver Licensing Services	301 Centennial Mall South – PO Box 94726 Lincoln, NE 68509 (402) 471-3861 Fax (402) 471-3157 www.dmv.nebraska.gov	Commercial Driver's Licensing (CDL) Submit Medical Card & Self Certify Information (can fax or mail in)
Nebraska Department of Motor Vehicles - Motor Carrier Services	301 Centennial Mall South – PO Box 94729 Lincoln, NE 68509 Local (402) 471-4435 https://dmv.nebraska.gov/services	International Registration Plan (IRP) International Fuel Tax Agreement (IFTA) Unified Carrier Registration (UCR) Online License/Registration Renewal 72 hour Permits (Prorate & Fuel)
Nebraska Department of Revenue - Taxpayer Assistance Office	301 Centennial Mall South – PO Box 98904 Lincoln, NE 68509 Toll Free (800) 554-3835 Local (402) 471-5730 www.revenue.ne.gov/fuels	Motor Fuel Tax - Non IFTA Related Questions Dyed Fuel Information
Nebraska Department of Transportation	1500 Highway 2 – PO Box 94759 Lincoln, NE 68509 (402) 471-4567 Fax (402) 471-4325 http://dot.nebraska.gov	Road Closures 511 - Weather Conditions (511 or (800) 906-9069) Nebraska Maps Road Construction http://www.511.nebraska.gov/
Nebraska Department of Transportation - Permit Office	5001 S. 14th St. Lincoln, NE 68512 (402) 471-0034 https://dottruckpermits.nebraska.gov/permit	Over-Dimensional / Overweight Permits Conditional Interstate Use Permits
Nebraska Public Service Commission	1200 N Street Suite 300 Lincoln, NE 68508 (402) 471-3101 (800) 526-0017 (Toll-free NE Only) www.psc.nebraska.gov	Operating Authority for Carriers of Passengers and Household Goods (Intrastate Only)

FREQUENTLY ASKED QUESTIONS

COMMERCIAL DRIVER'S LICENSES

I have a CDL; does the 0.04 blood alcohol concentration (BAC) limit apply when I am driving my personal vehicle?
No. See page 12 for information regarding CDL disqualification.

What happens if I don't file my medical card with the DMV?
The DMV will require you to file under one of four categories in regards to the medical card when applying for/renewing a CDL. After that point, if you fail to file a new medical card after it expires, your entire license will be canceled (see pages 9-10).

SIZE AND WEIGHT

What is the maximum length for a pickup pulling a camper and boat?
65 feet is the maximum overall length allowed for this combination (see pages 19-21).

I am transporting a load of baled livestock forage (e.g., hay) which is more than 8'6" wide. Can I transport this load of hay on the Interstate system?
Baled livestock forage vehicles are allowed to operate during daylight hours only, up to 12' wide, for all roads *except* for the Interstate System (see pages 19-21). Baled livestock forage permits are required for transportation of these loads on the Interstate System (see pages 23-24).

WEIGH STATION

Which vehicles need to stop at weigh stations?
Vehicles that must exit to weigh stations or remote scale locations when instructed include:

- Trucks, Truck-Tractors, Buses (including rental trucks such as Ryder, Penske or U-Haul whether or not they are involved in commerce)
- Pickups with trailers
- Pickup trucks with a factory load rating over 1 ton
- Vehicles operating under an over-dimensional and/or overweight permit **MUST always exit to an open weigh station regardless of what the in-cab signal and/or roadside signs indicates**

Exceptions:

- Recreational vehicles
- Pickup trucks with a factory load rating of 1 ton or less (examples: 1/2 Ton, 3/4 Ton and 1 Ton) when not towing a trailer

I have a pre-clearance system, do I follow my in-cab signal or the roadside message boards?
In Nebraska, there are sites (Interstate scales at Waverly and North Platte and the scale on Hwy 2 at Nebraska City) that utilize weigh-in-motion (WIM) and pre-clearance systems. At these scales you must follow your in-cab signal instead of the message boards. At all other sites, which do not utilize WIM and pre-clearance systems, you are required to exit if the scale is open.

If operating under an over-dimensional or overweight permit, you must **ALWAYS** exit to **ANY** open scale, even if your pre-clearance system indicates that you can go by.

REGISTRATION, FUEL, AND LICENSING

I purchased a CMV and will be traveling through Nebraska; what permits will be required?
A trip and fuel permit will be required if your CMV meets any of the following:

1. Has two axles and a gross weight or registered gross weight exceeding 26,000 lbs.
2. Has three or more axles regardless of weight
3. Is used in combination when the gross weight or registered weight of such combination exceeds 26,000 lbs.

Permits are sold through the Nebraska DMV website: https://dmv.nebraska.gov/services under the Motor Carrier/Trucking section (see page 30).

FEDERAL MOTOR CARRIER SAFETY REGULATIONS

Our company safety profile shows an inspection/accident report that does not belong to us. How do I get it removed from our profile?
You must file a challenge through the Federal DataQ system at: https://dataqs.fmcsa.dot.gov. Please note that this system can only be used for challenging inspection/accident data, not for citations or warnings.

Additionally, the Federal DataQ system is used by motor carriers and drivers to challenge any potentially incorrect or incomplete information shown on inspection and/or accident reports.

Is it legal to use my cell phone while driving my truck?
No, it is illegal to use a hand held cell phone while operating a CMV (definition page 64), including CFVs (definition page 65). Only hands free mobile devices are permissible to use. Texting while operating any motor vehicle is not allowed in Nebraska.

Who can conduct the required annual vehicle inspections? Can I conduct annual inspections for my own vehicles?
Any qualified person can conduct annual vehicle inspections. See §396.19 and §396.25 of the Federal Motor Carrier Safety Regulations for inspector and brake inspector qualifications.

Do I need a medical certificate (DOT physical) to operate a non-CDL commercial motor vehicle? A CDL-requiring commercial motor vehicle? A farm plated vehicle?
See page 10 & 38 for medical certificate information and pages 45-50 for farm regulations.

Do drivers have a CSA score like companies?
No, drivers do not have individual scores. Companies they are working for have access to view any violations they have received on inspections. When applying with a new company, the motor carrier will have access to view previous violations under the provisions of Pre-Employment Screening.

Do I need a DOT number?
Yes, if the vehicle or combination of vehicles has a gross vehicle weight or gross vehicle weight rating over 10,000 lbs. and is being used in the furtherance of business. See pages 36-38 for more information.

FARM VEHICLE

Does a farmer need a DOT number to cross state lines?
Yes, if the vehicle or combination of vehicles has a gross vehicle weight or gross vehicle weight rating over 10,000 lbs. and is being used in the furtherance of farm business such as picking up machinery, delivering crops to the elevator, etc. (see pages 45-50).

What permits, if any, do farmers need when crossing state lines?
There are many things that may be required for farmers entering or leaving Nebraska.

They may be required to purchase a prorate and/or fuel permit if they meet the criteria (see pages 30-32). If required to have a DOT#, farmers would also need to have UCR (see page 33). This is not a complete list of all required documents for all states, check with the state (s) you may be traveling into or through for complete information.

HAZARDOUS MATERIALS

Are there any Safe Havens in Nebraska?
Yes. The Village of Hershey has designated Tomahawk Oil Company LTD Truck Stop at Exit 164 off I-80 as a safe haven.

Are there any preferred routes for the transportation of hazardous materials in Nebraska?
Yes. The preferred route through Nebraska is I-80, with a detour on I-680 around Omaha. If driving into or through Lincoln from the southern part of the state, Hwy 2 is preferred.

Are state permits required to transport hazardous materials?
No. If you comply with the USDOT and EPA regulations you will be in compliance with Nebraska's statutes.

GENERAL

Does my trailer need brake lights and turn signals?
Any trailer in use on a highway must be equipped with brake and turn signal lights in good working order. During daylight hours, fertilizer trailers as defined in State Statute 60-326 and implements of husbandry designed primarily or exclusively for use in agricultural operations are not required to have or maintain brake or turn signal lights, but they may be equipped if desired.

Does my trailer need brakes and/or safety chains?
See page 63

I have a concealed carry handgun permit that is honored by the State of Nebraska. Can I carry my handgun in my truck?
Yes, you can, provided you follow all rules that are a condition of having a concealed carry handgun permit. See the Nebraska State Patrol Concealed Carry webpage at https://statepatrol.nebraska.gov/services/concealed-handgun-permits for more details.

Distracted Driving

Commercial Motor Vehicle (CMV) drivers are prohibited from texting while driving. Texting means manually entering alpha-numeric text into, or reading text from, an electronic device. This includes, but is not limited to, short message service (texting), e-mailing, instant messaging, a command or request to access a Web page, or pressing more than a single button to initiate or terminate a voice communication using a mobile phone or engaging in any other form of electronic text retrieval or entry, for present or future communication.

CMV drivers who use a mobile phone while driving can only operate a hands-free phone located in close proximity. Drivers may:

- Locate the mobile phone so it is operable by the driver while restrained by properly adjusted safety belts
- Utilize an earpiece or the speaker phone function
- Use voice-activated or one-button touch features to initiate, answer, or terminate a call

If a driver is found in violation (§60-6,179.02)(§392.80), a $200 fine will be imposed for the first offense. A driver can be disqualified for multiple offenses. Violations will impact Safety Measurement Systems (SMS) results.

Six tips from the FMCSA to commercial drivers or independent owner operators on ways to reduce distractions on the road:

1. **Don't let outside objects be a distraction**
   - Stay focused on driving the truck
   - Anything that takes eyes away from the road can be a dangerous distraction
2. **Never text while driving**
   - It is illegal and one of the most dangerous distractions to any driver
3. **Do not use a dispatching device while driving**
   - Mobile and portable dispatching devices cause drivers to take their eyes off the road
4. **Do not dial a handheld phone while driving**
   - Consider using a voice-activated or hands-free phone app that does not require drivers to take their hands off the wheel while driving
   - Use of hand-held devices is against regulations also
5. **Do not read, write or use paper maps while driving**
6. **Avoid eating and drinking while driving**





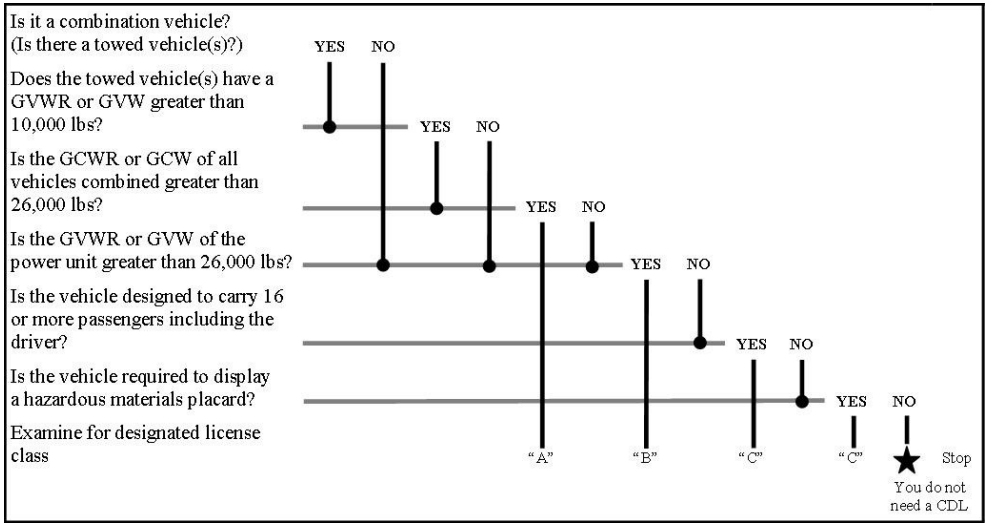






NEBRASKA COMMERCIAL DRIVER'S LICENSE

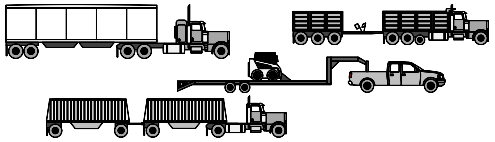
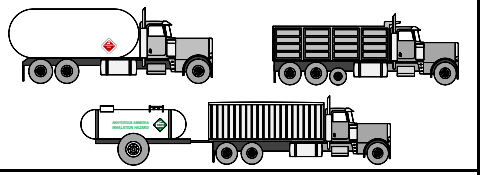
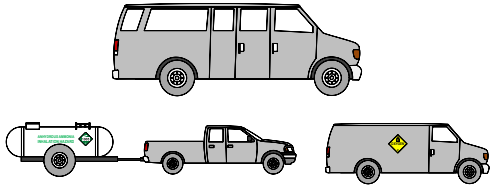
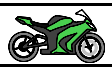
A Commercial Driver's License (CDL) shall mean an operator's license issued in accordance with the requirements of the Motor Vehicle Operator's License Act to an individual which authorizes such individual to drive a class of commercial motor vehicle. To determine which class CDL is required, follow the flow chart below.



- Gross Vehicle Weight Rating (GVWR) - the value specified by the manufacturer as the maximum loaded weight of a single motor vehicle
- Gross Combination Weight Rating (GCWR) - GVWR of the power unit plus the GVWR of the towed unit(s)
- Gross Vehicle Weight (GVW) - the sum of the empty weight of a motor vehicle plus the total weight of any load carried thereon
- Gross Combined Weight (GCW) - the sum of the empty weights of a motor vehicle plus empty weight of any towed unit(s) and total weight of any load carried on all
- The GVWR for multiple towed units are added to determine whether the 10,001 lbs. GVWR threshold has been met

VEHICLES EXEMPT FROM CDL

- Covered Farm Vehicle (CFV); refer to page 45-46
- Any recreational vehicle as defined in state statute §60-347 or motor vehicle towing a cabin trailer as defined in state statutes §60-314 and §60-339
- Emergency vehicles operated by a public or volunteer fire department
- Military vehicles driven by active-duty military personnel
- Vehicles driven by members of the military reserves, other than military technicians
- Vehicles driven by active-duty Coast Guard personnel
- Vehicles driven by members of the National Guard on active-duty including:
    - Personnel on full-time National Guard duty
    - Personnel on part-time National Guard training
    - National Guard Military Technicians required to wear military uniforms

Class	Description	Examples
A	• Combination vehicle • GCWR or GCW over 26,000 lbs. • Towed unit(s) GVWR or GVW over 10,000 lbs. • Includes class B, C and O vehicles	
B	• Single vehicle with a GVWR or GVW over 26,000 lbs. • Towed unit GVWR or GVW not exceeding 10,000 lbs. • Includes class C and O vehicles	
C	• Single vehicle with a GVWR or GVW less than 26,001 lbs. • Towed unit GVWR or GVW not exceeding 10,000 lbs. • Designed to transport 16 or more persons including driver • Hauling hazmat which requires placards	
O	• Any non-commercial vehicle except motorcycle	
M	• Any motorcycle	

Age Intrastate (within Nebraska) Class "A," "B," or "C" — 18 years of age
Interstate (across state lines) Class "A," "B," or "C" — 21 years of age

RESTRICTED COMMERCIAL DRIVER'S LICENSE

The Restricted Commercial Driver's License (RCDL), when accompanied by a Seasonal Permit (SEP), allows Nebraska residents 18 years of age or older to drive Class "B" or "C" Commercial Motor Vehicles (CMVs) for purposes of farm-related or ranch-related service industries within 150 miles of the employer's place of business or the farm or ranch currently being served. *Drivers must stay within Nebraska if under 21 years of age.*

RCDL holders may only transport hazardous materials requiring placards when transporting:

- Diesel fuel in quantities of 1,000 gallons or less
- Liquid fertilizers in vehicles or implements of husbandry with total capacities of 3,000 gallons or less
- Solid fertilizers not transported or mixed with any organic substance

Applicants must hold a valid operator's license for at least one year prior to application. No knowledge or skills tests are required. Two separate license documents will be issued, a RCDL and a SEP. Individuals may operate commercial motor vehicles when both documents are valid. Individuals may operate a car when the RCDL is valid without the SEP. The SEP is good for 180 consecutive days in any 12-month period.

ENDORSEMENTS

CODE	ENDORSEMENT
H	Hazardous Material
N	Tank Vehicle
M	Motorcycle
P	Passenger

CODE	ENDORSEMENT
S	School Bus
T	Double/Triple Trailers
X	Combination Tank/HM

SCHOOL BUS ENDORSEMENT

School bus drivers who are required to hold a CDL must also have a Passenger (P) and School Bus (S) endorsement. The (P) and (S) endorsements require a written and a skills test.

HAZARDOUS MATERIALS ENDORSEMENT
-SECURITY THREAT ASSESSMENT

Issuance of a Nebraska CDL with the hazardous materials endorsement, requires individuals to complete a TSA security threat assessment, which requires a hazardous materials application and individuals to be fingerprinted - for which there is a fee. This process is handled by a TSA third party agent - ***not*** the Nebraska DMV.

To complete the hazardous materials endorsement application and to find fingerprinting locations, go to https://universalenroll.dhs.gov/. For questions regarding the application contact the TSA toll-free at 1 (877) 429-7746.

The hazardous materials application must be completed before going to a fingerprint collection location.

TANK ENDORSEMENT

A tank endorsement is required for any commercial motor vehicle that is designed to transport any liquid or gaseous materials within a tank or tanks that have an individual rated capacity of more than 119 gallons and an aggregate rated capacity of 1,000 gallons or more and that are either permanently or temporarily attached to the vehicle or the chassis. (A commercial motor vehicle transporting an empty storage container tank, not designed for transportation, with a rated capacity of 1,000 gallons or more that is temporarily attached to a flatbed trailer is not considered a tank vehicle).

MILITARY DRIVING PROGRAMS

Several FMCSA programs make it easier, quicker, and less expensive for experienced military/military veteran drivers to obtain Commercial Driver's Licenses (CDLs).

- MILITARY SKILLS TEST WAIVER PROGRAM
- EVEN EXCHANGE PROGRAM (KNOWLEDGE TEST WAIVER)
- UNDER 21 MILITARY CDL PILOT PROGRAM

More information on these Military Driving Programs can be found at https://www.fmcsa.dot.gov/commercial-drivers-license/military-driver-programs

FIRST TIME CDL APPLICANTS

Individuals applying for an original (first time) CDL will be required to obtain a Commercial Learner's Permit (CLP). Drivers must maintain their CLP for a period of at least 14 days prior to the issuance of a CDL. All applicants will be required to provide proof of U.S. citizenship or lawful status.

Skills testing must be completed in this order: Pre-trip vehicle inspection, basic controls skills, and road test. If any segment is failed, the next test cannot be administered. Skills tests are administered by the Department of Motor Vehicles by appointment only.

CLPs will have a class and may have endorsements and restrictions. CLPs require all applicable tests be passed as a condition of issuance. If a CLP expires, all segments of the skills testing must be completed again.

TESTING AND RENEWAL

Individuals renewing their Nebraska CDL will not be required to take the knowledge tests, except for the hazardous materials test, if the renewal is for the same class of commercial motor vehicle. The knowledge and skills tests, except for the hazardous material test, may be waived if the applicant surrenders to Nebraska a valid CDL from another state and is applying for the same class of license. Skills tests are administered by the Department of Motor Vehicles by appointment only.

A knowledge test is required for the class of vehicle, each endorsement, and removing an air brake restriction.

CDL DOCUMENTS CITIZENSHIP LIST

All commercial drivers must prove their US Citizenship one time, and identification every time, using documents from the list at:
https://dmv.nebraska.gov/cdl/cdl-documentation-requirements

Those drivers that are not US citizens must prove lawful status every time with the documents at the above link.

The CDL manual is available online at:
https://dmv.nebraska.gov/sites/dmv.nebraska.gov/files/doc/manuals/cdl_manual.pdf
Other licensing manuals are available online at https://dmv.nebraska.gov/manuals

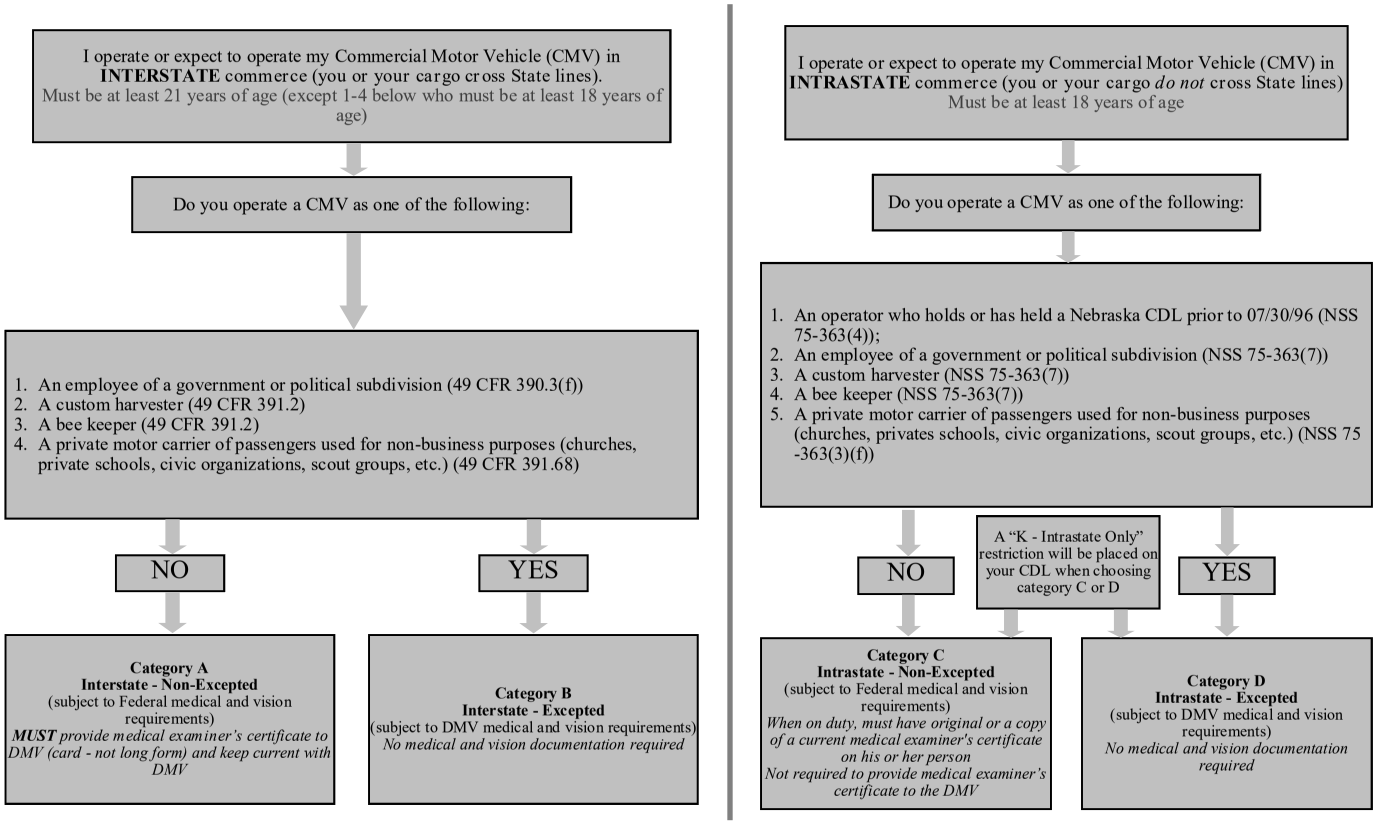
CDL MEDICAL CARD CERTIFICATION

Any person, unless excepted, applying for or renewing any CDL must provide the DMV a copy of their current medical certificate. Failing to file a medical certificate with the DMV when required will result in **cancelation of the entire license**, not just the CDL portion.

All exams required to get a DOT medical certificate must be performed by a person listed on the National Registry of Certified Medical Examiners.
Link to registry https://nationalregistry.fmcsa.dot.gov (current exams valid until expiration)

For further information contact:
The Department of Motor Vehicles at (402) 471-3861 or https://dmv.nebraska.gov
Fax medical card to (402) 471-3157 or
e-mail scanned copy dmv.exam-medcert@nebraska.gov

CDL SELF CERTIFICATION CATEGORIES



Please access the DMV website at https://dmv.nebraska.gov for additional information regarding the new CDL requirements and this chart. Pay particular attention to the Frequently Asked Questions on the DMV website.

CDL DISQUALIFICATIONS

Disqualification is the loss of your CDL that will occur if you lose any driving privilege in this or any other state through suspension, revocation, cancellation, administrative determination or upon conviction of certain offenses. *Refer to following sections*

MAJOR OFFENSES

Any CDL holder convicted of using ANY motor vehicle in the commission of a felony involving the manufacturing, distributing or dispensing of a controlled substance will be disqualified for life.

Operating Any Motor Vehicle ***(Not Limited to Operation of a CMV)***	**Operating a CMV** ***(Which Requires a CDL)***
Refusing to submit to an alcohol or drug test while operating ANY motor vehicle	Driving a CMV while the driver's blood alcohol level is 0.04% or more
Driving ANY motor vehicle under the influence of alcohol or a controlled substance	Driving a CMV after the driver's CDL has been suspended, revoked, cancelled or the driver is disqualified from driving a CMV
Leaving the scene of an accident driving ANY motor vehicle	Causing a fatality through the negligent or criminal operation of a CMV
Using ANY motor vehicle in the commission of a felony	Felony involving Human Tracking (1st conviction results in a LIFETIME disqualification)

Major Traffic Offenses	**Disqualification**	**Disqualification Operating CMV Requiring HM Placards**
1st conviction	1 year	3 years
2nd conviction	Lifetime	Lifetime

SERIOUS TRAFFIC OFFENSES

If any of the below offenses occur while the CDL holder is operating a *non-CMV* and the *court conviction results in the license being revoked, cancelled, suspended, or impounded by the court,* it will be considered a serious offense and count toward disqualification.

Operating ANY CMV	
Speeding at or in excess of 15 miles per hour over the posted speed limit	Driving a CMV without a current CDL in driver's possession
Making improper or erratic lane changes	Driving a CMV without obtaining a CDL
Any violation of any law or ordinance related to motor vehicle traffic control arising in connection with an accident or collision resulting in a fatality	Driving a CMV without the proper class or endorsement for the specific vehicle being operated
Willful reckless or reckless driving	Following the vehicle ahead too closely
Using handheld mobile device(s)	Texting while driving

Serious Traffic Offenses Within 3 Years	**Disqualification**
2nd conviction	60 days
3rd or subsequent conviction	120 days

OUT-OF-SERVICE ORDERS

Disqualification following conviction during any 10-year period for violating an out-of-service order while operating a CMV:

Out-of-Service Violation	Disqualification	Disqualification Operating CMV Requiring HM Placards
1st conviction	180 days, not more than 1 year	180 days, not more than 2 years
2nd conviction	2 years, not more than 5 years	3 years, not more than 5 years
3rd or subsequent conviction	3 years, not more than 5 years	3 years, not more than 5 years

RAILROAD GRADE CROSSING VIOLATIONS

Conviction during any 3-year period for operating a CMV in violation of the following:

For Drivers *Not Always* Required to Stop	For Drivers *Always* Required to Stop	For *All* Drivers
Failing to slow down and check that tracks are clear.	Failing to stop before driving into the crossing.	Failing to have sufficient space to drive completely through the crossing without stopping.
Failing to stop before reaching crossing if tracks are not clear.		Failing to obey a traffic control device or the directions of an enforcement official at the crossing.
		Failing to negotiate a crossing because of insufficient undercarriage clearance.

Railroad Grade Crossing Violation	Disqualification
1st conviction	Not less than 60 days
2nd conviction within 3 years	Not less than 120 days
3rd or subsequent conviction within 3 years	Not less than 1 year.

The following vehicles are *always* required to stop at railroad grade crossings (ref. §392.10):

- Buses transporting passengers for-hire or ***ANY*** school bus; except when:
  - A peace officer or flag-person is directing traffic to proceed; or
  - A crossing is clearly marked abandoned or exempt
- Vehicles required to be marked or display hazardous materials placards; exceptions include:
  - A peace officer or flag-person is directing traffic to proceed; or
  - A crossing is clearly marked abandoned or exempt
- Heavy Equipment, including a crawler-type tractor, steam shovel, derrick, roller, or any equipment or structure having a normal operating speed 10 mph or less or a vertical body or load clearance of less than 1/2" per foot of the distance between any two adjacent axles or in any event of less than 9", measured above the level surface of a roadway
- If a flag-person is provided by the railroad, movement over the crossing shall be under his or her direction

WEIGH STATIONS

Which vehicles need to stop at weigh stations?
Vehicles that must exit to weigh stations or remote scale locations when instructed include:

- Trucks, Truck-Tractors, Buses (including rental trucks such as Ryder, Penske or U-Haul whether or not they are involved in commerce)
- Pickups pulling trailers
- Pickup trucks with a factory load rating over 1 ton
- Vehicles operating under an over-dimensional and/or overweight permit **MUST always exit to an open weigh station regardless of what the in-cab signal and/or roadside signs indicates**

Exceptions:

- Recreational vehicles
- Pickup trucks with a factory load rating of 1 ton or less (examples: 1/2 Ton, 3/4 Ton and 1 Ton) when not towing a trailer

Weigh-in-Motion (WIM)

All Nebraska Interstate scale facilities and the Nebraska City scale facility utilize Weigh-In-Motion (WIM) which is a vehicle sorting system. This system weighs the vehicle prior to the scale facility and determines if the weight of the vehicle is within a specified range of legal weights. The vehicle in question will get one of two messages on the message boards. One message advises the driver that the vehicle is okay to bypass, the other message advises the driver that the vehicle must exit into the scale facility.

Any vehicle operating under a Nebraska Department of Transportation overweight/over-dimensional permit is required to stop at all open scale facilities.

Pre-Clearance Systems

All Nebraska Interstate scale facilities and the Nebraska City scale facility utilize Pre-Clearance Systems (PCS), which are a vehicle sorting system. When a vehicle utilizing an approved PCS approaches one of these facilities the driver of the vehicle will receive a signal inside the truck indicating if the vehicle must exit or not. Drivers are instructed to always follow the PCS in cab signal.

Any vehicle operating under a Nebraska Department of Transportation overweight/over-dimensional permit is required to stop at all open scale facilities, even if your pre-clearance system indicates that you can go by.

The State of Nebraska ***does not*** issue pre-clearance system credentials/transponders. Fees will apply based on the individual pre-clearance system.

SIZE AND WEIGHT

Weights

Maximum allowable weights: *(refer to bridge chart on page 16)*
Any single axle - 20,000 lbs. Any tandem axle - 34,000 lbs.
On State highways - 95,000 lbs.
On Interstate - 80,000 lbs. or 95,000 lbs. with Conditional Interstate Use Permit

Tandem Axle: any two consecutive axles whose centers are more than 40" and not more than 96" apart, measured to the nearest inch between any two adjacent axles in the series.

The maximum gross load on any group of two axles, the distance between the extremes of which is more than 8' but less than 8'6", shall be 38,000 lbs.

The distance between axles shall be measured to the nearest foot. When a fraction is exactly one-half foot, the next larger whole number shall be used, except that any group of 3 axles shall be restricted to a maximum load of 34,000 lbs. unless the distance between the extremes of the first and third axle is at least 96" in fact.

Gross weights are subject to all wheel and axle load restrictions indicated in the table on page 16, *except* if you have two consecutive sets of tandem axles that measure a minimum of 36', 37', or 38', you may carry 34,000 lbs. each on such consecutive sets of tandem axles.

Sliding Fifth-Wheel: It shall be unlawful to reposition the fifth-wheel connection device of a truck-tractor and semitrailer combination carrying cargo and on the state highway system, except when done pursuant to state statute §60-6,301.

Weight Tolerance: There is a 5% weight shift if only overweight on one axle, one tandem axle, or one group of axles when the distance between the first and last axle of such group of axles is 12' or less.

Dummy Axles: shall be disregarded in determining the legal weight of a vehicle or combination of vehicles if the dummy axle does not carry the lesser of 8,000 lbs. or 8% of the gross weight of the vehicle, or vehicle combination *including* the load.

Idle Reduction Technology or APU: The maximum gross weight limit and the axle weight limit for any vehicle or combination of vehicles equipped with an APU may be increased by an amount necessary to cover the additional weight of the APU. The additional weight shall not exceed 550 lbs. or the weight specified on the unit, whichever is less. This shall not be in addition to the 5% shift tolerance.

Natural Gas Powered Vehicles: A vehicle primarily fueled by natural gas may exceed any vehicle weight limit up to 2,000 lbs. to cover the difference between the natural gas fuel system and a comparable diesel fuel system. No vehicle using this exception may exceed 82,000 lbs. overall gross on the National System of Interstate and Defense Highways.

BRIDGE CHART

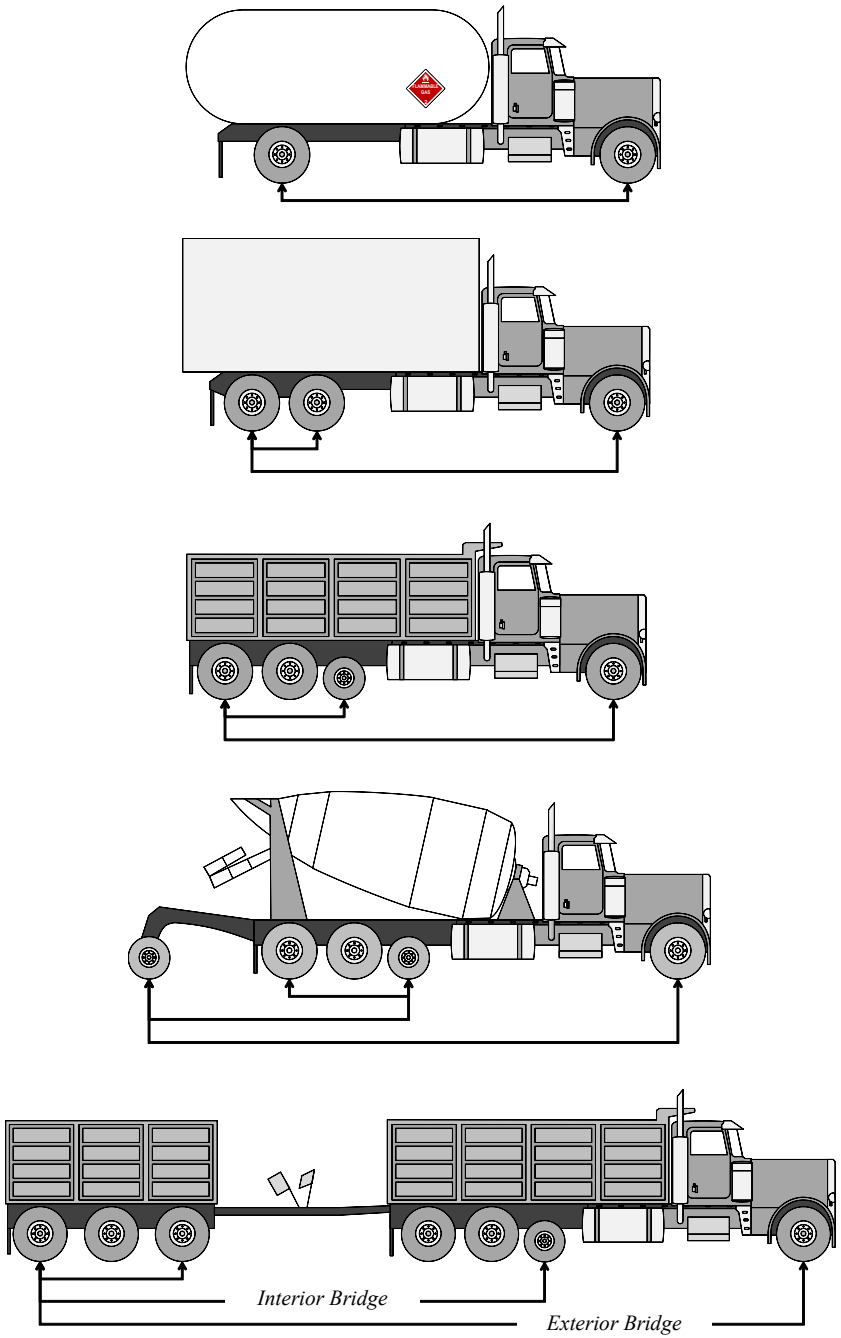
Maximum load in pounds carried on any group of two or more consecutive axles

Distance in feet between the extremes of any group of two or more consecutive axles	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles
4	34,000					
5	34,000					
6	34,000					
7	34,000					
8	34,000	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		
21		51,500	56,000	61,000		
22		52,500	56,500	61,500		
23		53,000	57,500	62,500		
24		54,000	58,000	63,000		
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	81,500
38			67,500	72,000	77,000	82,000
39			68,000	72,500	77,500	82,500
40			68,500	73,000	78,000	83,500
41			69,500	73,500	78,500	84,000
42			70,000	74,000	79,000	84,500
43			70,500	75,000	80,000	85,000
44			71,500	75,500	80,500	85,500
45			72,000	76,000	81,000	86,000
46			72,500	76,500	81,500	87,000
47			73,500	77,500	82,000	87,500
48			74,000	78,000	83,000	88,000
49			74,500	78,500	83,500	88,500
50			75,500	79,000	84,000	89,000
51			76,000	80,000	84,500	89,500
52			76,500	80,500	85,500	90,500
53			77,500	81,000	86,000	91,000
54			78,000	81,500	86,500	91,500
55			78,500	82,500	87,000	92,000
56			79,500	83,000	87,500	92,500
57			80,000	83,500	88,000	93,000
58				84,000	89,000	94,000
59				85,000	89,500	94,500
60				85,500	90,000	95,000

Correct Method for Measuring Groups of Axles

Refer to bridge chart on page 16

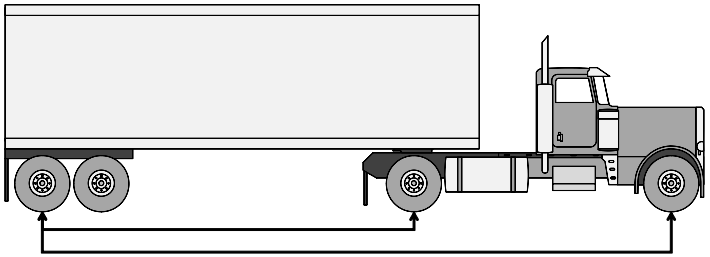
Not all measurements shown on all combinations

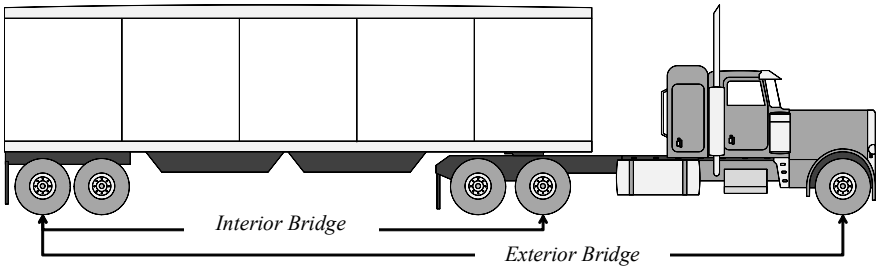


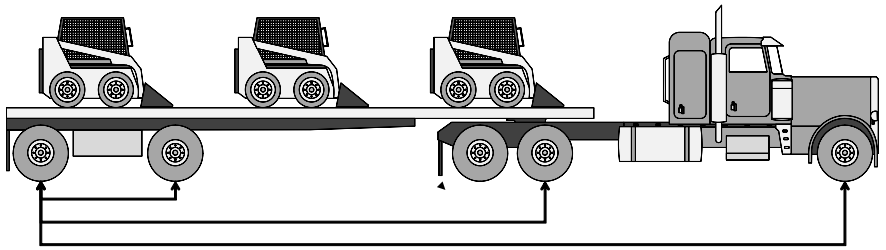
Correct Method for Measuring Groups of Axles

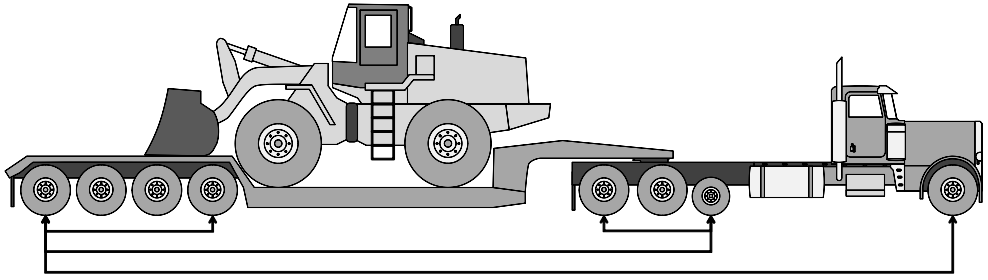
Refer to bridge chart page 16

Not all measurements shown on all combinations



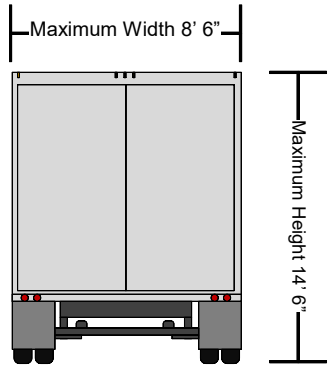




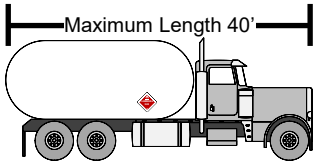


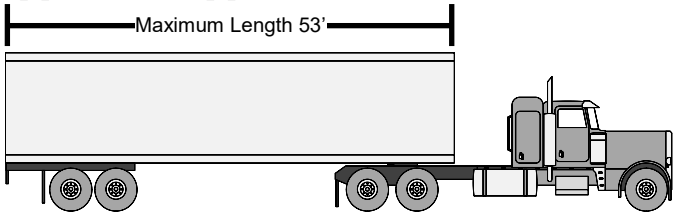
Dimensions

All dimension measurements include the load to the front and/or the rear

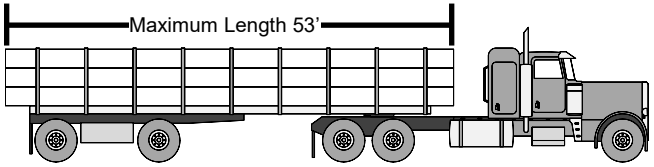


Width 8' 6" (including load)
Height 14' 6" (including load)
Length - single vehicle 40' (including load)
Exceptions may apply

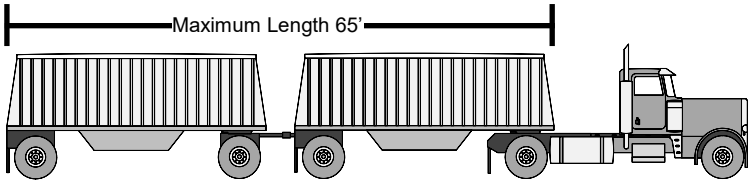




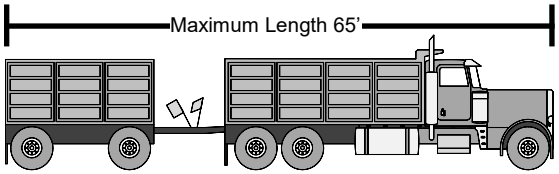
Maximum overall length semitrailer 53' (including load, excluding truck-tractor)



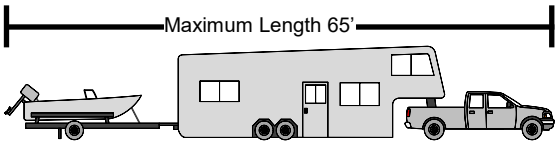
Maximum overall length semitrailer 53' (including load, excluding truck-tractor)



Maximum overall length semitrailer and trailer 65' (including load and connecting devices, excluding truck-tractor)



Maximum overall length for any other combination 65' (including load)



Maximum overall length for any other combination 65' (including load)

Width - Maximum Legal Width on All Highways – 8'6"
Exceptions for width only

Exceptions for WIDTH do not apply to Interstate Highway System:

1. Farm equipment in temporary movement during daylight hours, or hours of darkness when the clearance light requirements are complied with in the normal course of farm operations (For farm equipment being transported on a trailer, refer to #4 below)

2. Combines 18' or less in width, while in the normal course of farm operations and while being driven during daylight hours or during hours of darkness when the clearance light requirements are fully complied with

3. Combines in excess of 18' in width, while in the normal course of farm operations and while being driven during daylight hours for distance of 25 miles or less on highways and while preceded by a well-lighted pilot vehicle or flag person, and during hours of darkness when clearance light requirements are met

4. Combines and vehicles used in transporting combines or other implements of husbandry, and only when transporting combines or other implements of husbandry, to be engaged in harvesting or other agricultural work, while being transported into or through the state during daylight hours, when the total width including the width of the combine or other implement of husbandry being transported does not exceed 15', except that vehicles used in transporting combines or other implements of husbandry can, when necessary to the harvesting operation or other agricultural work, travel unloaded for distances not to exceed 25 miles, while the combine or other implement of husbandry to be transported is engaged in a harvesting operation or other agricultural work

5. Livestock forage vehicles loaded or unloaded that comply with livestock forage vehicle provisions of state statute §60-6,305 *(not exceeding 65' length, 18' width, 18' height, and being operated only during hours of daylight)*

6. During daylight hours only, vehicles en-route to pickup, delivering, or returning unloaded from delivery of baled livestock forage which, including the load if any, may be 12' in width

7. Farm equipment dealers or their representatives (see definition page 66), driving, delivering, or picking up farm equipment, or other implements of husbandry during daylight hours

Height – Maximum Legal Height on All Highways – 14'6"
Exceptions for height only

1. Combines or vehicles used in transporting combines, to be engaged in harvesting within, or outside of the state, moving into or through the state during daylight hours when the overall height does not exceed 15'6"

2. Farm equipment dealers or their representatives (see definition page 66) hauling farm equipment shall not exceed overall height of 15'6"

3. Livestock forage vehicles with or without load that comply with subsection 2 of state statute §60-6,305 (*Refer to #5 above for dimensions)*

4. Vehicles hauling baled livestock forage shall not exceed overall height of 15'6"

Note: Owners, lessees and operators of a vehicle exceeding 12'6" in height shall assume the risk of loss to the vehicle or its load and shall be liable for any damages that result to overhead obstructions

Length – Maximum Legal Length on All Highways
Single Vehicles shall not exceed 40' length

Exceptions:

1. A truck-tractor

2. A semitrailer operated in a truck-tractor single semitrailer combination
3. Bus/Motor Home shall not exceed 45’ in length

Truck and Trailer combinations shall not exceed a overall length of 65’, including front and rear bumpers and load

Exceptions:

1. One truck and one trailer loaded or unloaded, used in transporting implements of husbandry to be engaged in harvesting, while being transported into or through the state during daylight hours if the total length does not exceed 75’ including the load
2. A truck-tractor single semitrailer combination
3. A truck-tractor semitrailer-trailer combination, but the semitrailer-trailer portion shall not exceed 65’ including connecting devices
4. A driveaway saddlemount vehicle transporter combination and driveaway saddlemount with fullmount vehicle transporter combination, but the total overall length shall not exceed 97’
5. The movement of public utility or other construction and maintenance material at any time
6. A semitrailer operating in a truck-tractor single semitrailer combination, while transporting baled livestock forage, shall not exceed a length of 59’6” including load

The following over length vehicles are not authorized to travel on the Interstate Highway System:

1. Movement of unbaled livestock forage vehicles, loaded or unloaded
2. The overhang of a combine to be engaged in harvesting, while being transported into or through the state driven during daylight hours by a truck-tractor semitrailer combination, but the length of the semitrailer including overhang shall not exceed 63’and the maximum semitrailer length shall not exceed 53’
3. Farm equipment dealers or their representatives (see definition page 66), driving, delivering or picking up farm equipment within the county in which the dealer maintains his place of business, or adjoining counties and return
4. Temporary movement of farm machinery during daylight hours in normal farm operation

Custom Harvest Information

Exceptions do not apply to the Interstate Highway System

Maximum Legal Width - 8'6"

Exception:

- Combines and vehicles used in transporting combines or other implements of husbandry, and only when transporting combines or other implements of husbandry, to be engaged in harvesting or other agricultural work, while being

transported into or through the state during daylight hours, when the total width including the width of the combine or other implement of husbandry being transported does not exceed 15', except that vehicles used in transporting combines or other implements of husbandry may, when necessary to the harvesting operation or other agricultural work, travel unloaded for distances not to exceed 25 miles, while the combine or other implement of husbandry to be transported is engaged in a harvesting operation or other agricultural work

Maximum Legal Length of a Straight Truck-Trailer Combination - 65'

Overall Exceptions:

- One truck and one trailer, loaded or unloaded, used in transporting implements of husbandry to be engaged in harvesting, while being transported into or through the state during daylight hours if the total length does not exceed 75' including load

Maximum legal length of Truck-Tractor Combinations

- Semitrailer is 53' including load
- Truck-tractor semitrailer, trailer combination is 65' measuring the trailers only including the load
- All other combinations 65' including load
- A truck-tractor with two trailers or a truck-tractor with a semitrailer and trailer combination used to transport custom harvesting equipment for agricultural producers to harvest wheat, soybeans, or milo from April through November, the maximum length of the trailers is 81''6", including any coupling device or devices, but not including the power unit

Maximum Legal Height for a Vehicle Empty or Loaded - 14'6"

Exception:

- Combines or vehicles used in transporting combines, to be engaged in harvesting within or outside the state, moving into or through the state during daylight hours when the overall height does not exceed 15'6"
- Vehicles which have been issued an over-dimensional permit

Note: Owners, lessees and operators of a vehicle exceeding 12'6" in height shall assume the risk of loss to the vehicle or its load and shall be liable for any damages that result to overhead obstructions

Over-Dimensional/Overweight Permits

A profile will be required before purchasing permits.

All permit applications are completed online, and are accessible 24/7 by logging into the website.
If you have permitting questions please contact the
Lincoln Permit Office M-F during regular business hours.

Permits & Profiles may be obtained from the Department of Transportation website:
https://dottruckpermits.nebraska.gov/permit/

Lincoln Permit Office
5001 S. 14th St. - Room 133
Lincoln, NE 68512
(402) 471-0034
Fax: (402) 479-3906

District 1 - Lincoln
302 Superior St.
Lincoln, NE 68521
(402)471-0850

District 2 - Omaha
4425 S. 108th St.
Omaha, NE 68145
(402) 595-2534

District 3 - Norfolk
408 N. 13th St.
Norfolk, NE 68702
(402) 370-3470

District 4 - Grand Island
211 N. Tilden St.
Grand Island, NE 68802
(308) 385-6265

District 5 - Gering
140375 Rundell Rd.
Gering, NE 69341
(308) 436-6587

District 6 - North Platte
1321 N. Jeffers
North Platte, NE 69103
(308) 535-8031

District 7 - McCook
619 Auditorium Dr.
McCook, NE 69001
(308) 345-8490

District 8 - Ainsworth
736 E. 4th St.
Ainsworth, NE 69210
(402) 387-2471

Nebraska Department of Transportation Permits

Single-trip	Over-Dimensional Only Over-Dimensional and Overweight Two Axle Flotation	Overweight Only Self-Propelled Equipment
Manufactured Home	New/Dealer	Pre-Owned
Continuous	Statewide Envelope Vehicle Local Over-Dimensional Local Over-Dimensional/Overweight Interstate Self Propelled	Statewide Empty Semitrailer Local Overweight Local Self-Propelled Floatation
Other	Conditional Interstate Use Garbage/Refuse Annual Implement of Husbandry for I-80 Only – *Dealers Only* Bale Livestock Forage - Interstate - *over-dimensional only* Implements of Husbandry - *only required on US34/US75 Expressway***	Building/Slow Moving Large Object Seasonally Harvested Products

****Implements of Husbandry Permit for US-34/US75 Expressway**
This permit allows for implements of husbandry to be driven or hauled ONLY on the 2.78 mile stretch between Bay Road and US-34 Interchange (towards Iowa).

- The permit is free of charge to land-owners and farm equipment dealers that need to access farm ground north or south of the Platte River.
- The permit will specifically outline size, speed, escort and hours of travel parameters.
- To obtain the permit, the carrier **MUST** call the Lincoln Permit Office during normal business hours.

Baled Livestock Forage Interstate Permit
This permit allows a loaded trailer of baled livestock forage up to 12' wide, 15'6" in height and 59'6" in length (same as exemption for non-interstate roads) to operate on the on the interstate system. Axle and gross weights must be legal per the bridge chart and must also be registered for the maximum weight per the bridge chart (see page 16).

Travel Restrictions for Over-Dimensional Permitted Loads

Sunrise/Sunset: 30 minutes before sunrise-30 minutes after sunset. Check sunrise/ sunset times for SPECIFIC location *(difference of 1 minute for every 9 miles)*

Weather Restrictions: Over-dimensional permit travel is prohibited if any of the following adverse or inclement weather conditions exist:

- Winds in excess of 25 mph
- Visibility is less than 1/2 mile
- Rain, sleet, or snow (wet pavement & light drizzle is not inclement weather)
- Highway surfaces are slippery due to ice, snow, packed snow, slush, or frost
- Debris from an accident, natural disaster, or emergency on the highway

For road conditions during inclement weather check www.511.nebraska.gov

Lincoln & Omaha Travel Restrictions for Permitted Loads

Omaha - State Highways & Interstates
Lincoln - State Highways (does not apply to the Interstate)
7am - 9am & 4pm - 6pm (Monday - Friday)
Travel prohibited after 12pm on Saturday & Sunday

Contact information for local permitting agencies, when needing routed off of a state or federal highway (i.e. - city street or county road)

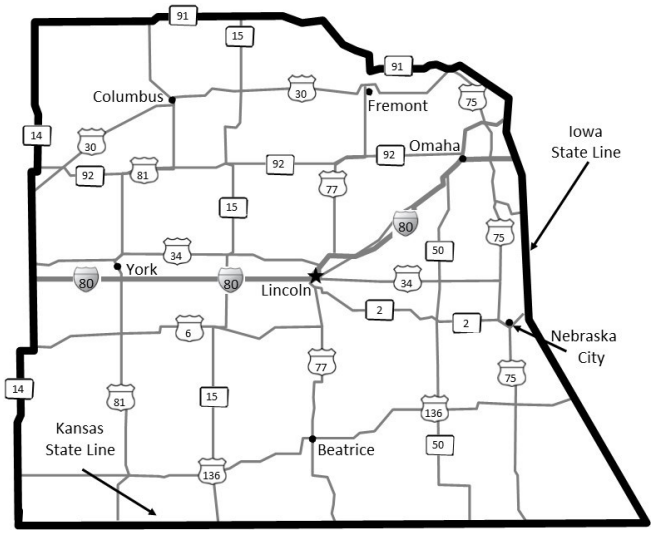
OMAHA - Contact (402) 444-5220 LINCOLN - Contact (402) 441-7711
Other cities may require permits, check with individual cities

Contact List for Nebraska Counties regarding possible permits:
http://dot.nebraska.gov/media/2790/county-rd-permits.pdf

UNL Home Football Embargo:

- No permit traffic will be allowed on ***ANY*** NE Highway system on a UNL home football game day within the area bounded by the IA border west to NE Hwy 14 and from the KS line north to NE Hwy 91

*Not all roadways are shown on the map, but all are restricted from travel for UNL home game days



- Overweight only permits ARE ALLOWED to travel 7 days a week, 24 hours a day
- Westbound Permit traffic on I-80 must be to Exit 395 at NW 48th street by sundown on Friday in order to proceed on a football Saturday
- Eastbound permit traffic on I-80 must be to exit 409 at Waverly by sundown on Friday in order to proceed on a football Saturday

For an overweight permit to be valid, vehicle(s) must be registered for the maximum gross weight, according to Neb. state statute §60-6,294. See bridge chart page 16

Seasonal Harvest Overweight Permits

Seasonal harvest overweight permits may be issued to carriers by the Nebraska Department of Transportation Permit Office for seasonally harvested products from the field to storage, market, or stockpile in the field or from stockpile or farm storage to market or factory for a distance up to 120 miles. These vehicles may be up to 15% greater than the maximum weight specified by law and up to 10% greater than the maximum length specified by law. The distance limitation may be waived for vehicles when carrying dry beans from the field where harvested to storage or market when dry beans are not normally stored, purchased, or used within the permittee's local area and must be transported more than 120 miles to an available marketing or storage destination.

Permits for grain or other seasonally harvested products shall be valid for 30 days and renewable 4 times for a total number of days not to exceed 150 days per year. No permit shall authorize a weight greater than 20,000 lbs. on any single axle.

Overweight Exceptions for Seasonally Harvested Products

Vehicles transporting seasonally harvested products from the field to storage, market, or stockpile in the field or from stockpile or farm storage to market or factory up to 70 miles may be loaded and exceed the maximum load permitted by section §60-6,294 by 15% on any tandem axle, group of axles, and gross weight. No single axle shall exceed 20,000 lbs., except for a truck with only 1 rear axle, which may exceed the axle weight and gross weight by 15%. To be granted this exception, no Department of Transportation permit is required; however, the owner or representative of the owner of the agricultural product shall furnish the driver of the loaded vehicle a signed statement of origin and destination, which must be presented to a law enforcement office upon request.

Vehicles utilizing this exception shall be registered for the maximum gross weight, according to state statute §60-6,294 (see bridge chart page 16).

The provisions in the above 2 paragraphs do not apply to the National System of Interstate and Defense Highways.

Non-Resident Grain Hauler's Permit

A truck, truck-tractor, semitrailer or trailer lawfully licensed in another state or province, not apportion licensed, and engaged in hauling grain or other seasonally harvested products from the field where they are harvested to storage or market must obtain a non-resident grain haulers permit. This permit is valid for 90 days from the time of purchase between June 1 and December 15, and may be purchased from the County Treasurer of the county in which the grain is first hauled. The cost of the permit is $20 for a straight truck and $150 for combination units (truck and trailer or truck-tractor semitrailer, or any other type of combination).

Overweight Exceptions for Seasonally Harvested Products (Form Example)

The Nebraska State Patrol Carrier Enforcement Division has created this form as an example of what is needed to receive this exception. This specific form is not required but can be used to meet the documentation requirement. A link to this form is also on the State Patrol Website
https://statepatrol.nebraska.gov/sites/default/files/seasonal.exception.form.pdf

Nebraska State Patrol - Carrier Enforcement Division
3920 W Kearney St., Lincoln, NE 68524 Phone: (402) 471-0105 Fax: (402) 471-3295

Form for Overweight Exception for Seasonally Harvested Products

For seasonally harvested products, a vehicle may operate from a field where such products are harvested to storage, market, stockpile in the field, or from stockpile or farm storage to market or factory up to 70 miles with a load that exceeds the maximum load permitted by section 60-6,294 by 15% on any tandem axle, group of axles and gross weight. No single axle shall exceed 20,000 lbs., except for a truck with only 1 rear axle, which may exceed the axle weight and gross weight by 15%.

To be granted this exception, no Department of Transportation permit is required; however, the owner or representative of the owner of the agricultural product shall furnish the driver of the loaded vehicle a signed statement of origin and destination, which must be presented to a law enforcement office upon request.

Vehicles utilizing this exception shall be registered for the max gross weight, according to state statue §60-6,294 (Refer to Nebraska Bridge Chart).

The provisions above do not apply to the National System of Interstate and Defense Highways.

	Origin		Destination
Examples:			
Field or Section is:	Road A & Road 123 - City	to	Elevator/Co-op - City
Field or Section is:	Field 2 (must have list of fields with location description)	to	Farm elevator (address of farm)
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____

Owner's Signature: _____

OR

Driver's Signature: _____

(If signed by driver, provide name of owner)_____

You are not required to use this specific form, this is being provided as an example but can be used to meet the documentation requirement to receive the Overweight Exception.

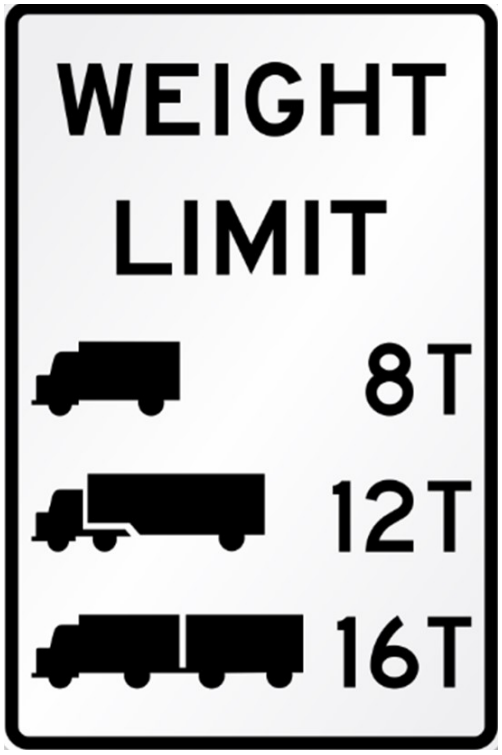
Weight Limit Signage

When crossing a bridge, culvert or any roadway with a restricted weight sign, the posted weight limit applies to the gross weight of the vehicle or combination of vehicles, NOT just the portion of the vehicle or combination that is on the bridge while crossing.

Sign to the right would be for ANY vehicle or combination regardless of number of axles



EXAMPLES ONLY
weights allowed
may differ



The weight limit of a
STRAIGHT TRUCK
regardless of the number of axles

The weight limit of a
TRUCK-TRACTOR-
SEMITRAILER COMBINATION
regardless of the number of axles

The weight limit of ANY…
TRUCK TRAILER COMBINATION or
TRUCK-TRACTOR SEMITRAILER-
TRAILER COMBINATION;
regardless of the number of axles

REGISTRATION, FUEL AND LICENSING

Nebraska Vehicle Registration

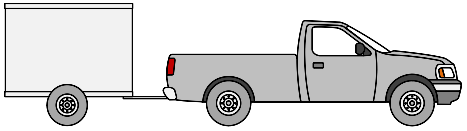
Nebraska residents operating vehicles for **intrastate** (Nebraska-only) commerce are to be registered at your County Courthouse.

Registrations for **apportioned** trucks licensed in Nebraska expire December 31st each year, with a grace period until January 31st. Enforcement against expired apportioned registrations begins February 1st.

If a truck is licensed in Nebraska at the county level, the registration expires on the 1st day of the month, 1 year from the month of issuance. You must renew it before the 1st day of the following month.

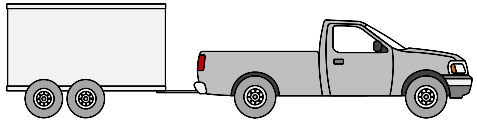
Truck and trailer combinations that are registered for weight separately are not allowed to combine registered weight

Nebraska Commercial-Plated Vehicles



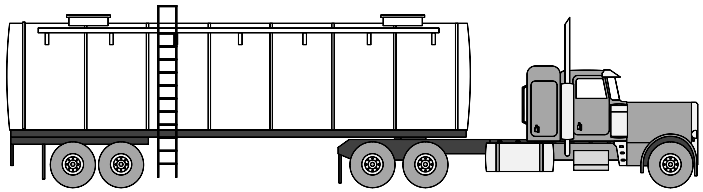
A commercial truck pulling a utility trailer:

- Utility trailer must be registered separately from the truck
- Maximum licensed weight for a utility trailer is 9,000 lbs.
- When the trailer weighs more than 9,000 lbs., inclusive of load, the utility trailer must be licensed as commercial trailer

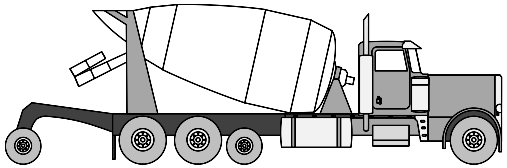


A commercial truck pulling a commercial trailer:

- Power unit must be registered for empty weight of both vehicles plus the maximum load to be carried thereon at any one time
- Example - 20,000 lbs. (10 tons)

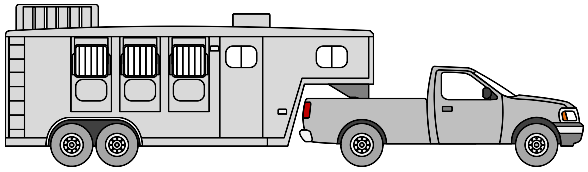


The power unit in a combination vehicle must be registered for empty weight of both vehicles plus the maximum load to be carried thereon at any one time. Example - 80,000 lbs. (40 tons)



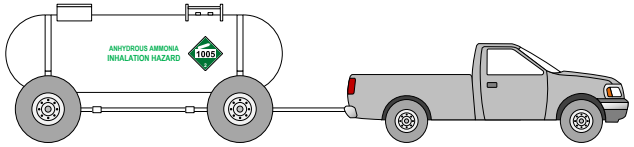
A single vehicle must be registered for empty weight plus the maximum load to be carried thereon at any one time. Example - 54,000 lbs. (27 tons)

Nebraska Farm-Plated Vehicles



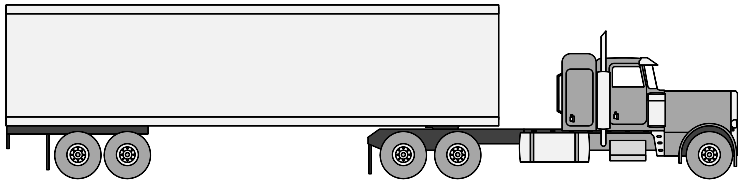
Farm-plated truck and trailer combinations must be licensed one of two ways:

- Power unit is registered for combined weight of truck, trailer and load, for example, 32,000 lbs. (16 ton); or
- Power unit and trailer are registered separately for individual weight, inclusive of load, for example, 10,000 lbs. (5 ton) truck plate, 20,000 lbs. (10 ton) trailer plate



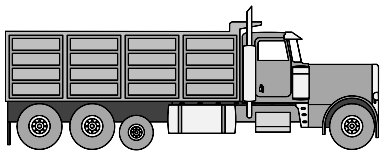
Farm-plated truck pulling a fertilizer trailer.

- Farm truck must be registered for its own weight; and
- Fertilizer trailers are only registered at 20,000 lbs., which is the maximum allowed weight



Farm plated truck-tractor and semitrailer combinations must be licensed one of two ways:

- Power unit is registered for the combined weight of the truck, trailer and load, for example, 80,000 lbs. (40 ton) farm plate on the power unit with the trailer registered for no licensed weight; or
- Power unit and trailer are registered separately for individual weight, inclusive of load, for example, 46,000 lbs. (23 ton) farm plate on the power unit with a 34,000 lbs. (17 ton) farm plate on the trailer



A single vehicle must be registered for the empty weight plus the maximum load to be carried thereon at any one time, for example, 48,000 lbs. (24 ton) farm plate

Purchasing of Prorate & Fuel permits

Prorate and Fuel permits must be purchased prior to entering the state.
They can ONLY be purchased online

Permits are sold through the Nebraska DMV website under the Motor Carrier/Trucking section, https://dmv.nebraska.gov/services

- A 72-hour prorate permit costs $25, with an additional processing fee.
- A 72-hour fuel permit costs $20, with an additional processing fee.
- A 72-hour prorate and fuel permit costs $45, with an additional processing fee.

Printed or digital copies of permit(s) are acceptable, but must be in the driver's possession.

International Registration Plan (IRP)

Nebraska is currently a member of the following apportioned registration agreement:

Alabama	Idaho	Minnesota	New York	Saskatchewan
Alberta	Illinois	Mississippi	North Carolina	South Carolina
Arizona	Indiana	Missouri	North Dakota	South Dakota
Arkansas	Iowa	Montana	Nova Scotia	Tennessee
British Columbia	Kansas	Nebraska	Ohio	Texas
California	Kentucky	Nevada	Oklahoma	Utah
Colorado	Louisiana	New Brunswick	Ontario	Vermont
Connecticut	Maine	Newfoundland	Oregon	Virginia
Delaware	Manitoba	& Labrador	Pennsylvania	Washington
Dist. of Columbia	Maryland	New Hampshire	Prince Edward Is.	West Virginia
Florida	Massachusetts	New Jersey	Quebec	Wisconsin
Georgia	Michigan	New Mexico	Rhode Island	Wyoming

Any carrier engaged in operating a fleet of one or more apportionable vehicles in the State of Nebraska may, in lieu of full county registration, license such a fleet under the apportioned registration laws of the State of Nebraska.

An apportionable vehicle shall mean: any vehicle except recreational vehicles, vehicles displaying restricted plates, city pickup and delivery vehicles, or government-owned vehicles, used for the transportation of persons, for hire, or designed, used or maintained primarily for the transportation of property and is a vehicle qualifying as one of the following:

1. A power unit having 2 axles and a gross vehicle weight or registered gross vehicle weight exceeding 26,000 lbs.
2. A power unit having 3 or more axles regardless of weight
3. Used in combination, when the gross vehicle weight of such combination exceeds 26,000 lbs.

Any carrier based in the above mentioned jurisdictions having vehicles eligible for apportioned registration but not registered as such, shall be required to meet their registration responsibilities by alternative means, either by:

1. Purchasing a 72-hour prorate permit online prior to entry into the state
2. Fully licensing the vehicle at the county level as a nonresident commercial vehicle

Non-Resident Vehicle Registration

If you are a nonresident operating your vehicles strictly in **intrastate** (Nebraska-only) commerce, you must either:

1. License your vehicles at the county level by purchasing a non-resident commercial plate
2. Purchase a 72-hour prorate permit
3. Apportion your vehicle with Nebraska through your home state

If you are a nonresident and operate your vehicles in **interstate** (crossing state lines) commerce, or if you are a Nebraska-based interstate operator, contact:

Nebraska Department of Motor Vehicles
Motor Carrier Services Division
(402) 471-4435

Transporters and Dealers

For the purposes of registration **ONLY**:

Transporters from the following jurisdictions who are properly registered as such (displaying transporter plates) will be granted full reciprocity for transporter requirements only. They will not need to purchase a prorate permit.

***Missouri transporters are defined as "drive-away"*

Alabama	Maine	New Jersey	Oregon	Washington
California	Michigan	New York	Pennsylvania	Wisconsin
Connecticut	Minnesota	North Dakota	Vermont	
Dist. of Columbia	Missouri**	Ohio	Virginia	
Indiana	Montana	Oklahoma	Tennessee	

Vehicles displaying Dealer Plates -

- Passenger vehicles shall be granted full license reciprocity for unlimited use by the dealer and/or his employees
- Nebraska dealer plates are subject to the Nebraska Statutes
- Non-resident trucks or truck tractors displaying dealer plates shall be subject to Prorate Permits, the same as any commercial vehicle, when transporting a load of any kind (including piggy backs)

Untaxed - Dyed Fuel

Fuel purchased for off-road use is non-taxed and dyed to indicate its non-taxed status. Dyed fuel is regulated by the Internal Revenue Service (IRS) and generally cannot be used in any vehicle requiring registration. Vehicles designed and used primarily off-road that are operated on the highways incidental to their primary off-road use may be exempt. The presence of dyed fuel in a highway use vehicle can incur substantial fines and penalties.

If you have questions or to report suspected misuse of dyed fuel please contact the Nebraska Department of Revenue Motor Fuels at 1 (800) 554-FUEL (3835).

International Fuel Tax Agreement (IFTA)

Who needs an International Fuel Tax Agreement Permit?

A qualified motor vehicle that:

1. Has two axles and a gross vehicle weight or registered gross vehicle weight exceeding 26,000 lbs.
2. Has three or more axles regardless of weight
3. Is used in combination when the gross vehicle weight or registered gross weight of such combination exceeds 26,000 lbs.

Recreational vehicles such as motor homes, pickup trucks with attached campers, and buses are not qualified motor vehicles when they are used exclusively for personal pleasure by an individual. In order to qualify as a recreational vehicle, the vehicle shall not be used in connection with any business endeavor.

A qualified farm or commercial motor vehicle listed in the above categories 1, 2, or 3 is required to have in their possession an International Fuel Tax Agreement Permit or purchase a 72-hour fuel permit prior to entry into the state.

Operating Authority

Intrastate Carriers (within Nebraska)

If you are an Intrastate Carrier operating as a household mover or transporting persons for hire, contact:

Nebraska Public Service Commission
1200 N St. Suite 300
Lincoln, NE 68508
(402) 471-3101
http://www.psc.nebraska.gov/tran/tran.html

Interstate Carriers (crossing state lines)

If you are an Interstate Carrier operating for hire and transporting passengers or a regulated or non-exempt commodity, such as manufactured and processed goods, you must contact FMCSA to obtain proper authority.

The Federal Motor Carrier Safety Administration (FMCSA)
1200 New Jersey Ave SE
Washington, DC 20590
1-(800) 832-5660
https://www.fmcsa.dot.gov/registration/unified-registration-system

A list of non-exempt commodities is available at FMCSA's website www.fmcsa.dot.gov under *Rules and Regulations* in Part §372.115.

Unified Carrier Registration (UCR)

The UCR is required for both for-hire and private motor carriers involved in interstate commerce plus freight forwarders, brokers, and leasing companies.

A motor carrier must register with UCR if they operate a commercial motor vehicle in interstate commerce or if they have an interstate DOT number. For the purposes of UCR a commercial motor vehicle is defined as any vehicle or combination of vehicles that:

- Has a GVWR, GCWR, Gross Vehicle Weight, or Gross Combination Weight (whichever is greater) over 10,000 lbs.
- Is designed to transport more than 10 passengers including the driver; or
- Is transporting hazardous materials in a quantity requiring placarding

Other business entities also required to register with UCR are:

- A freight forwarder
- A freight broker; or
- A commercial vehicle leasing company

ONLINE APPLICATION

To file and pay for UCR, carriers must go to the UCR website (www.ucr.gov) which is operated by a third-party vendor. Once done filing, carriers will pay the fee directly to UCR either by e-check or credit card. Carriers who choose not to complete the payment process on-line must print a payment voucher and mail the voucher and check to the Nebraska Department of Motor Vehicles. A voucher and appropriate payment can be mailed to:

Nebraska Department of Motor Vehicles
Motor Carrier Services
301 Centennial Mall South
PO Box 94729
Lincoln, NE 68509-4729
(402) 471-4435

No UCR credential will be issued. There is no requirement to carry or display the receipt of UCR payment in the commercial vehicle.

FEDERAL MOTOR CARRIER SAFETY REGULATIONS

The Federal Motor Carrier Safety Regulations are applicable to all motor carriers, drivers, and vehicles that transport property or passengers in commerce when the vehicle:

- Has a GVWR, GCWR, Gross Vehicle Weight, or Gross Combination Weight (whichever is greater) over 10,000 lbs.
- Is designed or used to transport more than 8 passengers (including the driver) for compensation
- Is designed or used to transport more than 15 passengers, including the driver and is not used to transport passengers for compensation; or
- Is used in transporting material found to be hazardous under 49 U.S.C. 5103 and transported in a quantity requiring placarding under regulations prescribed by the Secretary under 49 CFR, Subtitle B, Chapter I, Subchapter C

The following chart indicates applicability of the FMCSRs for property-carrying commercial motor vehicles only.

For Hazardous Materials regulations, see pages 51-60
For Passenger Carrier regulations, see pages 43-44

49 CFR Part	Topic	Interstate		Intrastate	
		CDL	Non-CDL	CDL	Non-CDL
382	Drug and Alcohol Testing	☑	☐	☑	☐
383	Commercial Driver's License	☑	☐	☑	☐
385	Safety Fitness Procedures	☑	☑	☑	☑
386	Rules of Practice	☑	☑	☑	☑
387	Financial Responsibility	☑	☑	☑	☑
390	General	☑	☑	☑	☑
391	Qualifications of Drivers	☑	☑	☑	☐
392	Driving of Commercial Motor Vehicles	☑	☑	☑	☑
393	Parts and Accessories	☑	☑	☑	☑
395	Hours of Service	☑	☑	☑	☐
396	Inspection, Repair, and Maintenance	☑	☑	☑	☑
397	Transportation of Hazardous Materials	☑	☐	☑	☐

Federal Motor Carrier Safety Regulation Parts

FMCSRs can be found online at: www.fmcsa.dot.gov

Part 382 – Controlled Substances and Alcohol Use and Testing: specifies that motor carriers must conduct drug and alcohol testing and includes regulations that prohibit a driver's use and/or possession of alcohol and/or controlled substances.

Part 383 – Commercial Driver's License Standards: specifies when a commercial driver's license (CDL) is required, what type of CDL is required, and what will cause a CDL to be disqualified.

Part 385 – Safety Fitness Procedures: specifies the requirements for Safety Audits, Compliance Reviews, Hazardous Materials Safety Permits, and safety ratings.

Part 386 – Rules of Practice for Proceedings: specifies the requirements proceedings, hearings, decisions, injunctions, imminent hazard orders, and penalties for motor carriers who fail to comply with applicable rules/regulations/laws.

Part 387 – Minimum Levels of Financial Responsibility: specifies when and how much financial responsibility (insurance) is required for a motor carrier's operations.

Part 390 – General: specifies who needs a DOT number, defines common terms, establishes DOT marking requirements, and includes other general regulatory requirements.

Part 391 – Qualifications of Drivers: specifies driver qualification requirements for motor carriers (such as medical certificates, age of driver, record retention requirements, driver's license requirements, etc.).

Part 392 – Driving of Commercial Motor Vehicles: specifies that every commercial motor vehicle must be operated in compliance with the laws, ordinances, and regulations (such as speeding, improper parking, mud-flap requirements, etc.) of the jurisdiction in which it is being operated. This Part also includes regulations regarding texting and the use of other electronic devices such as cell phones. ***Includes Local/State Laws***

Part 393 – Parts and Accessories Necessary for Safe Operation: specifies what equipment and accessories (such as lights, brakes, emergency equipment, etc.) are required for commercial motor vehicles and the use of and safe operation of such equipment/ accessories.

Part 395 – Hours of Service of Drivers: specifies who is subject to, and what the requirements are, for hours of service and logbook compliance. Part 395 also addresses automatic on-board recording devices, drivers being placed out-of-service, exemptions from hours of service, and logbook requirements.

Part 396 – Inspection, Repair, and Maintenance: specifies that each motor carrier must systematically inspect (using periodic/annual inspections and daily vehicle inspection reports), repair, and maintain all motor vehicles subject to its control.

Part 397 - Transportation of Hazardous Materials (Driving and Parking Rules): establishes driving and parking requirements for motor carriers and drivers transporting hazardous materials (HM). This Part includes regulations for HM routing, HM vehicle attendance, parking, fueling, tires, fires, and driver smoking.

DOT Numbers

Before beginning operations, motor carriers subject to the regulations must register and obtain a DOT number.

First time applicants for either an Intrastate (within Nebraska) NEDOT or Interstate (crossing state lines) USDOT must apply online at:

https://portal.fmcsa.dot.gov/UrsRegistrationWizard/

** Failing to update carrier information biennially will result in your DOT# being DEACTIVATED and may result in civil penalties**

When REQUIRED, failing to file for and get a DOT# **or** operating under an inactive, deactivated, or otherwise invalid DOT# may result in vehicle(s) being placed Out of Service and possible fines roadside in addition to civil penalties.

Unified Registration System (URS)

The FMCSA has begun a phased rollout of the new Unified Registration System (URS). Eventually everyone regulated by FMCSA will need to use the URS—all motor carriers, freight forwarders, brokers, intermodal equipment providers (IEPs), hazardous materials safety permit (HMSP) applicants, and cargo tank facilities.

How does this affect you?

New Applicants: URS Phase One impacts only new registration applicants, who will be required to use the URS online registration application as of December 12, 2015. Only the initial registration by new applicants will be done using the URS online registration application until a later date.

Already registered with FMCSA: All other aspects of the URS regulation, including the new fee structure, will roll out during a later phase. All existing entities with a USDOT, MC, or FF number, or combinations of them will continue to use existing agency forms and processes to conduct updates, seek additional registration authorities, make administrative filings, and other registration related transactions. The requirement for all existing private hazmat and exempt for-hire carriers to have proof of financial responsibility in place will take effect at a later date, as will the requirement for all existing and new private and exempt carriers to have BOC-3 filings in place. On January 17, 2017, FMCSA published a Federal Register notice with more details on the suspension of the URS effectiveness date.

For more information about URS visit:
www.fmcsa.dot.gov/registration/unified-registration-system

Markings on Commercial Motor Vehicles

All commercial motor vehicles subject to the regulations must be marked **on the power unit** as specified below

Nature of marking: The marking must display the following information:

- The legal name or a single trade name (DBA) of the motor carrier as listed on the motor carrier identification report (MCS-150 form)
- The motor carrier identification number (USDOT number) issued by the FMCSA, preceded by the letters "USDOT"
- For intrastate-ONLY carriers: The motor carrier identification number (USDOT number) issued by the FMCSA, preceded by the letters "USDOT" and followed by the letters "NE"
- If the name of any person other than the operating carrier appears on the Commercial Motor Vehicle (CMV), the name of the operating carrier must be followed by the information required above, and be preceded by the words "operated by"; and
- Other identifying information may be displayed on the CMV if it is not inconsistent with the information required by this section

Size, shape, location, and color of marking: The marking must:

- Appear on both sides of the power unit
- Be in letters that contrast sharply in color with the background on which the letters are placed
- Be readily legible, during daylight hours, from a distance of 50' while the CMV is stationary; and
- Be kept and maintained in a manner that retains the legibility required

Construction and durability: The marking may be painted on the commercial motor vehicle, or consist of a removable device, if that device meets the identification and legibility requirements.

Rented Commercial Motor Vehicles: A motor carrier operating a CMV under a rental agreement having a term not in excess of 30 calendar days meets the requirements of this section if:

- The Commercial Motor Vehicle is marked in accordance with the provisions shown above; or
- The Commercial Motor Vehicle is marked as set forth below:
  - The legal name or trade name as well as the USDOT number of the lessor is displayed in accordance with the size, shape, color, construction, and durability requirements shown above; and
  - The rental agreement entered into by the lessor and the renting motor carrier conspicuously contains the following information:
    - The name and complete physical address of the principal place of business of the renting motor carrier
    - The renting motor carrier's USDOT number, preceded by the letters "USDOT"; and
    - The rental agreement entered into by the lessor and the renting motor carrier is carried on the rental CMV during the full term of the rental agreement

Markings on Commercial Motor Vehicles (Continued)

Driveaway services:

- In driveaway services, a removable device may be affixed on both sides or at the rear of a single driven vehicle
- In a combination driveaway operation, the device may be affixed on both sides of any one unit or at the rear of the last unit
- The removable device must display the legal name or single trade name of the motor carrier and the motor carrier's USDOT number

NOTE: The marking and USDOT number requirements do not apply to motor vehicles registered as Nebraska farm trucks and operated solely in intrastate commerce.

DOT Medical Certificates (Physical Qualifications)

A driver who operates a vehicle that requires a CDL in Nebraska or operates ***any*** commercial motor vehicle in interstate commerce is required to be physically qualified and possesses a medical examiner's certificate.

A driver possessing a CDL who has submitted a current medical examiner's certificate to the state (see CDL self-certifications on page 10) no longer needs to carry on his person a medical examiner's certificate or copy for more than 15 days after the date it was issued.

A driver is exempt from the physical qualification requirement if he/she is:

- An employee of and driving for a government or political subdivision
- A custom harvester
- A beekeeper
- A driver for certain non-business private motor carriers of passengers
- Operating a covered farm vehicle (see pages 45-46)
- A driver who has held a Nebraska CDL prior to July 30, 1996, and is operating solely in Nebraska

DOT Medical Certificates are not required for drivers of non-CDL vehicles that are operated solely in intrastate (Nebraska-only) commerce.

Each medical examination required above must be conducted by a medical examiner who is listed on the National Registry of Certified Medical Examiners.

You may find the registry and search for certified medical examiners online at:

https://nationalregistry.fmcsa.dot.gov/

Nebraska residents may mail, fax, or e-mail DOT medical cards & self-certify papers to:
Nebraska Department of Motor Vehicles, Driver Licensing Services
P.O. Box 94726
Lincoln, NE 68509 (mail copies)
(402) 471-3157 (faxed copies)
dmv.exam-medcert@nebraska.gov (scanned copies)

Logbooks

Most drivers subject to the hours of service regulations (refer to chart on page 34) are required to complete and maintain a record of duty status (logbook). There are exemptions from the logbook requirements. The most common exemptions are explained below.

Short haul operations

There are two exemptions that are specific to the type of vehicle being operated. You must meet all of the provisions listed for an entire 24 hour period (at least one log book page) to use these exemptions.

For CDL Vehicles

A driver is exempt from §395.3(a)(3)(ii) (30 minute break) and §395.8 (log book), if:

- The driver operates within a **150 air-mile** radius of the normal work reporting location (172.6 statute miles)
- The driver returns to the work reporting location and is released from work within **14 consecutive hours**
- The driver has at least **10 consecutive hours off duty** separating each 14 hours on duty; and
- The driver does not exceed **11 hours maximum driving** during their 14 hour day

For Non-CDL Vehicles

A driver is exempt from §395.3(a)(2) (14 hour on-duty period), §395.3(a)(3)(ii) (30 minute break), and §395.8 (Log book) if:

- The driver operates within a **150 air-mile radius** of the normal work reporting location (172.6 statute miles)
- The driver returns to the normal work reporting location at the end of each duty tour
- The driver has at least **10 consecutive hours off duty** separating each on-duty period; AND
- The driver does not drive:
  - After the **14th hour** after coming on duty any 5 days, and the **16th hour** after coming on duty any 2 days during any period of 7 consecutive days

The motor carrier that employs the driver using the short haul exemption must maintain and retain for a period of six months accurate and true time records showing:

- The time the driver reports for duty each day
- The total number of hours the driver is on duty each day
- The time the driver is released from duty each day; and
- The total time for the preceding 7 days in accordance with §395.8(j)(2) for drivers used for the first time or intermittently

Electronic Logging Devices (ELDs)

ALL carriers and drivers subject to the Electronic Logging Device (ELD) Rule must use ELDs from the list of certified devices.

Failing to use an approved ELD after this date, may result in the driver being placed Out Of Service.

The ELD Rule applies to most motor carriers and drivers who are required to keep RODS unless they qualify for an exception to the rule. Exceptions to this rule are:

- Drivers who use paper logs no more than 8 days during any 30-day period
- Driveaway-towaway operations (transporting an empty vehicle for sale, lease, or repair, if the vehicle is part of the shipment)
- If the engine model year is older than the year 2000

	Paper Logs/Logging Software	AOBRDs	ELDs
Regulation(s) Referenced	395.8	395.15	395.20-38 Part 395 App A
Back up Logs	Can be used as a back-up means of logging	Must have a back up means of logging	Must have a back up means of logging
What is required to be in the vehicle for inspection		• Instruction sheet detailing how data may be stored & retrieved from an automatic on-board recording system • Means of backing up log	• Users Manual • Instructions for transferring logs to ERODs • Instructions for Malfunctions • Means of backing up log

Information regarding exemptions and waivers from ELDs can be found at:
https://www.fmcsa.dot.gov/hours-service/elds/electronic-logging-device-eld-exemptions-and-waivers

Information regarding supporting documents for ELDs can be found at:
https://www.fmcsa.dot.gov/hours-service/elds/eld-supporting-documents-phase-2

Motor carriers and drivers should choose only ELDs that are self-certified and registered on FMCSA's website. Manufacturers must self-certify that their ELDs meet technical standards in the ELD rule and they must register them with FMCSA.

View the list of self-certified ELDs on FMCSA's website:
https://eld.fmcsa.dot.gov/List

For access to frequently asked questions and other resources from the FMCSA visit:
https://www.fmcsa.dot.gov/hours-service/elds/faqs

Hours of Service
Property Carrying Drivers
Interstate

Effective September 29, 2020 the Federal Motor Carrier Safety Administration issued numerous changes in regulations affecting a driver's hours of service. A complete list of the new rules can be found at:

https://www.fmcsa.dot.gov/regulations/hours-of-service

No driver may drive unless they comply with the following requirements:

Start of work shift: A driver may not drive without first taking 10 consecutive hours off duty.

14-hour period: A driver may drive only during a period of 14 consecutive hours after coming on duty following 10 consecutive hours off duty. The driver may not drive after the end of the 14-consecutive-hour period without first taking 10 consecutive hours off duty.

Driving time: A driver may drive a total of 11 hours during the 14-hour period specified above.

Rest breaks: Requires a break of at least 30 consecutive minutes (any combination of off-duty, sleeper berth, and on-duty not driving) after 8 cumulative hours of driving time.

No driver shall drive for any period after:

- Having been on duty 60 hours in any period of 7 consecutive days if the employing motor carrier does not operate commercial motor vehicles every day of the week; or
- Having been on duty 70 hours in any period of 8 consecutive days if the employing motor carrier operates commercial motor vehicles every day of the week

34 hour restart: Any period of 7 or 8 consecutive days may end with the beginning of an off-duty period of 34 or more consecutive hours:

- There are no limitation on the number of restarts during the 7 or 8 day periods.
- May be off duty or sleeper-berth or any combination of the two totaling at least 34 consecutive hours off.

Intrastate

The rules for an intrastate driver are the same except that no driver may drive:

More than 12 cumulative hours following 10 consecutive hours off duty
After having been on duty 16 hours following 10 consecutive hours off duty
For any period after having been on duty:

- **70 hours** in 7 consecutive days if the employing motor carrier does not operate every day of the week; or
- **80 hours** in 8 consecutive days if the employing motor carrier operates motor vehicles every day of the week

Hours of Service (Continued)
Agricultural Operations Exemption

A driver is exempt from all hours of service requirements in Nebraska, if transporting:

- Agricultural commodities from the source of the agricultural commodities to a location within a 150 air-mile radius from the source
- Farm supplies (including Anhydrous Ammonia) for agricultural purposes from a wholesale or retail distribution point of the farm supplies to a farm or other location where the farm supplies are intended to be used within a 150 air-mile radius from the distribution point; or
- Farm supplies (including Anhydrous Ammonia) for agricultural purposes from a wholesale distribution point of the farm supplies to a retail distribution point of the farm supplies within a 150 air-mile radius from the wholesale distribution point

https://www.fmcsa.dot.gov/hours-service/elds/agriculture-exemption-diagrams

For drivers of passenger-carrying commercial motor vehicles, see the Federal Motor Carrier Safety Regulations (FMCSRs Part 395)

The FMCSRs are available at: www.fmcsa.dot.gov

REGULATIONS FOR SPECIFIC GROUPS

Other Activities That May Be Subject to Federal Safety Regulations

Activities such as, but not limited to: motor sports (race cars, snowmobiles, motorcycles, watercraft, etc.), fishing tournaments, livestock (cattle, horses) shows, tractor pulls/shows, craft fairs, flea markets, and food vendors may be subject to FMCSRs.

§390.3(f)(3) General applicability. (Exemption from regulation) - Interpretation

Question 21: Does the exemption in §390.3(f)(3) for the "occasional transportation of personal property by individuals not for compensation nor in the furtherance of a commercial enterprise" apply to persons who occasionally use CMVs to transport cars, boats, horses, etc., to races, tournaments, shows or similar events, even if prize money is offered at these events?

Guidance: The exemption would apply to this kind of transportation, provided: (1) The underlying activities are not undertaken for profit, i.e., (a) prize money is declared as ordinary income for tax purposes, and (b) the cost of the underlying activities is not deducted as a business expense for tax purposes; and, where relevant; (2) corporate sponsorship is not involved. Drivers must confer with their State of licensure to determine the licensing provisions to which they are subject.

MOTOR HOMES that are registered as recreational vehicles (RV license plate) in Nebraska, **CANNOT** be used in the furtherance of a commercial enterprise (business). If you wish to use a motor home as part of a commercial enterprise, you must register the motor home as a commercial vehicle.

MOTOR CARRIERS OF PASSENGERS

You are a **motor carrier of passengers** if you transport passengers in a vehicle that is designed or used to transport more than:

1. 8 passengers (including the driver) for compensation; or
2. 15 passengers (including the driver)

You are a **for-hire** motor carrier of passengers if you transport passengers for compensation in commerce

Regulations for For-Hire Motor Carriers of Passengers

If you are a motor carrier that transports passengers for-hire in a vehicle that is designed or used to transport 9 or more passengers (including the driver), you are subject to Federal regulations depending on the number of passengers your vehicle is designed or used to transport and the type of compensation you receive.

49 CFR Part	Topic	9 to 15 passengers for direct compensation**	9 to 15 passengers not for direct compensation	16 or more passengers
382	Drug and Alcohol Testing	☐	☐	☑
383	Commercial Driver's License (CDL)	☐	☐	☑
385	Safety Fitness Procedures	☑	☐	☑
387	Financial Responsibility	☑	☑	☑
390	General	☑	☑	☑
391	Qualifications of Drivers	☑*	☐	☑
392	Driving of Commercial Motor Vehicles	☑	☐	☑
393	Parts and Accessories	☑	☐	☑
395	Hours of Service	☑	☐	☑
396	Inspection, Repair, and Maintenance	☑	☐	☑

*Parts 391 and 395 do not apply to intrastate-only motor carriers operating 9 to 15 passenger vehicles

**Direct compensation is payment made to the motor carrier by the passengers or the individual acting on behalf of the passengers for the transportation services provided, and not included in a total package charge or other assessment for highway transportation services.

Private Motor Carriers of Passengers

You are a **private** motor carrier of passengers if you ***do not*** offer transportation services for-hire, but you do transport passengers in a vehicle either designed to transport more than 15 passengers (including the driver) or with a gross vehicle weight rating or gross vehicle weight of more than 10,000 lbs. There are two types of private motor carriers of passengers: non-business and business.

Non-Business Private Motor Carriers of Passengers

You are a **non-business** private motor carrier of passengers if you are not engaged in a commercial enterprise and provide private transportation of passengers. Examples include churches, scout groups, and other charitable organizations that use buses for the private transportation of their groups.

Business Private Motor Carriers of Passengers

You are a **business** private motor carrier of passengers if you provide transportation of passengers as part of a commercial enterprise but the transportation is not available to the public at large. Examples include companies that use buses to transport their employees and professional musicians who use buses for concert tours.

As a private motor carrier of passengers, you are subject to the following regulations:

49 CFR Part	Topic	Business	Non-Business
382	Drug and Alcohol Testing	☑	☑
383	Commercial Driver's License (CDL)	☑	☑
390	General	☑	☑
391	Qualifications of Drivers	☑	☑*
392	Driving of Commercial Motor Vehicles	☑	☑
393	Parts and Accessories	☑	☑
395	Hours of Service	☑	☑*
396	Inspection, Repair, and Maintenance	☑	☑*

*There are limited exemptions to these Parts for non-business carriers. See www.fmcsa.dot.gov or your copy of the Federal Motor Carrier Safety Regulations for more information

Passenger Carriers video:

- Navigate to the State Patrol website http://statepatrol.nebraska.gov
  - Click Divisions > Field Services > Carrier Enforcement
  - Click "Party Bus Rules" in the middle of the page in the quick links

NEBRASKA STATUTE
REQUIREMENTS FOR FARM VEHICLES

What is a Covered Farm Vehicle (CFV)?

The State law defines Covered Farm Vehicles as vehicles that:

- Are operated by a farm/ranch owner or operator, an employee or a family member of the farmer or rancher
- Transport agricultural commodities, livestock, machinery or supplies to and from a farm or ranch
- Are equipped with a special license plate or other designation by the state in which the vehicle is registered to allow for the identification of the vehicle as a farm vehicle by law enforcement

Covered Farm Vehicles do NOT include:

- Vehicles operated for-hire
- Vehicles transporting hazardous materials in quantities requiring placarding in a truck-tractor semitrailer combination
- Combinations of truck-tractors and semitrailer which are operated by a person under 18 years of age

Where can Covered Farm Vehicles be operated?

Where a vehicle can be operated and remain within the definition of a covered farm vehicle (and therefore within the exemptions) depends upon the weight of the vehicle. A vehicle that has a gross combination weight rating or gross combination weight, inclusive of a towed unit:

- 26,000 lbs. or less - can be operated anywhere in Nebraska and in any other state under the exemptions
- 26,001 lbs. or more - can be operated anywhere in Nebraska
- 26,001 lbs. or more - may cross state lines, provided it is operated within 150 air miles of the farm/ranch's operation

If you plan to travel in other states using the covered farm vehicle exemptions, be sure that you know what regulations apply in those other states.

- Wyoming Department of Transportation (307) 777-4375
- Missouri State Patrol Commercial Vehicle Enforcement (573) 526-6128
- South Dakota: Motor Carrier Headquarters (605) 773-4578
- Iowa Department of Transportation (800) 925-6469
- Kansas Transportation Division (785) 271-3145
- Colorado Department of Transportation (303) 273-1875

Do Covered Farm Vehicles have to be

identified in a special way?

Yes, to be considered a covered farm vehicle, the vehicle must be equipped with a special license plate or other designation by the state of registration that will allow law enforcement personnel to identify the vehicle as a covered farm vehicle.

Vehicle operators may use the "designation form" to qualify for the CFV exemptions. The form must be carried, and be able to be produced upon an officer's request.

A copy of designation form can be found on the DMV website
https://www.nebraska.gov/covered-farm-vehicle/index.cgi

What are the exemptions?

Under this law, operators of covered farm vehicles may utilize the following exemptions from the Federal Regulations:

- No CDL is required (exemption from Part 383)
- No enrollment and testing in a company-based controlled substance and alcohol testing program are required (exemption from Part 382)
- No physical examination and Medical Examiner's Certificate are needed (exemption from Part 391, subpart E)
- Hours of service regulations do not apply (exemption from Part 395)

Covered farm vehicles and their operators are not subject to the inspection, repair, and maintenance provisions of Part 396, but must comply with other FMCSA safety regulations, including the general provisions of Part 390, remaining driver qualification provisions of Part 391, driving provisions of Part 392, and provisions regarding parts and accessories necessary for safe operation under Part 393.

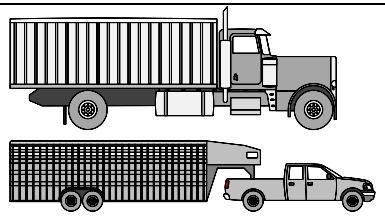
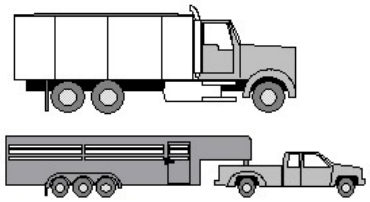
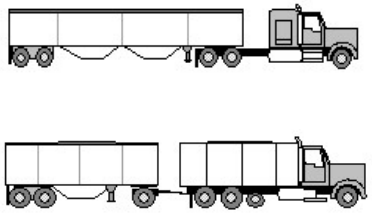
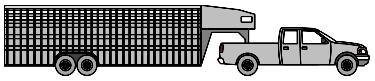
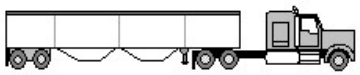
§390.21 Marking of self-propelled CFV's shall not apply to farm trucks and farm truck-tractors registered pursuant to state statute §60-3,146 and operated solely in intrastate commerce.

Covered farm vehicles remain subject to inspection by law enforcement personnel under these regulations and under state motor vehicle laws.

Driver's license requirements for operators of truck-tractor/semitrailer combinations

Although the operator of a covered farm vehicle is not required to hold a CDL to operate a vehicle within the scope of the covered farm vehicle exemptions, a Nebraska operator is still required to have a valid Class O license and be at least 18 year of age if the covered farm vehicle is a truck-tractor/semitrailer combination.

EXEMPTIONS FOR

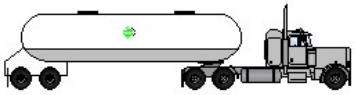
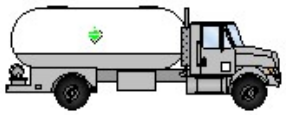
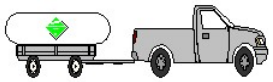
YES = Must Comply with Regulations **NO** = EXEMPT from regulation **> 150 miles** = IS subject when operating more than 150 air miles from farm or ranch			Commercial Driver's License
	NE Farm registration 16 tons or less and GVWR less than 26,001 lbs.	Intrastate Commerce	No
		Interstate Commerce	No
	NE Farm registration 16 tons or less and GVWR 26,001 lbs. or More	Intrastate Commerce	No
		Interstate Commerce	> 150 miles
	NE Farm registration more than 16 tons and GVWR 26,001 lbs. or More	Intrastate	No
		Interstate Commerce	> 150 miles
	Non-resident Farm Vehicles Operating in NE	GVWR Less than 26,001 lbs.	No
	Non-resident Farm Vehicles Operating in NE	GVWR 26,001 lbs. or More	> 150 miles

UCR is required for all carriers that have or are required to have an interstate DOT number
See Page 33 for more information on UCR

FARM PLATED VEHICLES

Part 382 Drug and Alcohol Testing	Part 391 Subpart E Physical Qualification/ Medical Certificates	Part 395 Hours of Service	Part 390.21 Markings of Commercial Vehicles	Part 393 Parts and Accessories for Safe Operations	Part 396 Inspection Repair and Maintenance
No	No	No	No	No	No
No	No	No	Yes	Yes	No
No	No	No	No	No	No
> 150 miles	> 150 miles	> 150 miles	Yes	Yes	> 150 miles
No	No	No	No	Yes	No
> 150 miles	> 150 miles	> 150 miles	Yes	Yes	> 150 miles
No	No	No	Yes	Yes	No
> 150 miles	> 150 miles	> 150 miles	Yes	Yes	> 150 miles

EXEMPTIONS FOR NEBRASKA FARM TRUCKS

All vehicles are subject to the Hazardous Materials Regulations **YES** = Must Comply w/Regulations **NO** = EXEMPT from regulation			Commercial Driver's License
 	Truck-tractors with registered weight more than 16 tons	Intrastate Commerce	Yes
		Interstate Commerce	Yes
	Straight trucks with registered weight more than 16 tons	Intrastate Commerce	No
		Interstate Commerce *	No
 	Pickup with registered weight 16 tons or less pulling anhydrous ammonia nurse tanks	Intrastate Commerce	No
		Interstate Commerce *	No

This chart is intended for information only.
It is not a thorough listing of all applicable state statutes
and is not intended to be a substitute for applicable state statutes

HAULING HAZARDOUS MATERIALS REQUIRING PLACARDING

Part 382 Drug and Alcohol Testing	Part 391 Subpart E Physical Qualification/ Medical Certificates	Part 395 Hours of Service	Part 390.21 Markings of Commercial Vehicles	Part 393 Parts and Accessories for Safe Operations	Part 396 Inspection Repair and Maintenance
Yes	No	Yes except for 395.8	No	Yes	Yes except for 396.11
Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	Yes	No
No	No	No	Yes	Yes	No
No	No	No	No	No	No
No	No	No	Yes	No	No

***This specific information is based on enforcement by Nebraska. Ensure while operating out of state that you comply with the laws of that jurisdiction**

Hazardous Materials Regulation Parts

The parts, subparts, and sections of, Title 49 of the Code of Federal Regulations listed below, or any parts, subparts, and sections referred to by such parts, subparts, and sections, are adopted as Nebraska law and shall be applicable to all motor carriers whether engaged in interstate or intrastate commerce, drivers of such motor carriers, and vehicles of such motor carriers:

Part 107 – HAZARDOUS MATERIALS PROGRAM PROCEDURES,
subpart F -Registration of Cargo Tank and Cargo Tank Motor Vehicle Manufacturers, Assemblers, Repairers, Inspectors, Testers, and Design Certifying Engineers
Part 107 – HAZARDOUS MATERIALS PROGRAM PROCEDURES,
subpart G -Registration of Persons Who Offer or Transport Hazardous Materials
Part 171 – GENERAL INFORMATION, REGULATIONS, AND DEFINITIONS
Part 172 – HAZARDOUS MATERIALS TABLE, SPECIAL PROVISIONS, HAZARDOUS MATERIALS COMMUNICATIONS, EMERGENCY RESPONSE INFORMATION, TRAINING REQUIREMENTS AND SECURITY PLANS
Part 173 – SHIPPERS - GENERAL REQUIREMENTS FOR SHIPMENTS AND PACKAGINGS
Part 177 – CARRIAGE BY PUBLIC HIGHWAY
Part 178 – SPECIFICATIONS FOR PACKAGINGS; and
Part 180 – CONTINUING QUALIFICATION AND MAINTENANCE OF PACKAGINGS.

Definitions pertaining to Hazardous Materials Regulations see §171.8

Hazardous Materials Registration Requirements

§ 107.601 Applicability.

(a) The registration and fee requirements of this subpart apply to any person who offers for transportation, or transports, in foreign, interstate or intrastate commerce -

(1) A highway route-controlled quantity of a Class 7 (radioactive) material, as defined in §173.403 of this chapter;

(2) More than 25 kg (55 lbs.) of a Division 1.1, 1.2, or 1.3 (explosive) material (see §173.50 of this chapter) in a motor vehicle, rail car or freight container;

(3) More than one L (1.06 quarts) per package of a material extremely toxic by inhalation (*i.e.,* "material poisonous by inhalation," as defined in §171.8 of this chapter, that meets the criteria for "hazard zone A," as specified in §§173.116(a) or 173.133(a) of this chapter);

(4) A shipment of a quantity of hazardous materials in a bulk packaging (see §171.8 of this chapter) having a capacity equal to or greater than 13,248 L (3,500 gallons) for liquids or gases or more than 13.24 cubic meters (468 cubic feet) for solids;

(5) A shipment in other than a bulk packaging of 2,268 kg (5,000 lbs.) gross weight or more of one class of hazardous materials for which placarding of a vehicle, rail car, or freight container is required for that class, under the provisions of subpart F of part 172 of this chapter; or

(6) Except as provided in paragraph (b) of this section, a quantity of hazardous material that requires placarding, under provisions of subpart F of part 172 of

this chapter.

(b) Paragraph (a)(6) of this section does not apply to those activities of a farmer, as defined in §171.8 of this chapter, that are in direct support of the farmer's farming operations.

(c) In this subpart, the term “shipment” means the offering or loading of hazardous material at one loading facility using one transport vehicle, or the transport of that transport vehicle.

Additional Information regarding the Hazmat Registration may be found at the Pipeline and Hazardous Materials Safety Administration website at www.phmsa.dot.gov/hazmat/regs

Hazardous Materials Transportation

§173.5 Agricultural Operations.

(a) For other than a Class 2 material, the transportation of an agricultural product over local roads between fields of the same farm is excepted from the requirements of this subchapter. A Class 2 material transported over local roads between fields of the same farm is excepted from subparts G and H of part 172 of this subchapter. In either instance, transportation of the hazardous material is subject to the following conditions:
  (1) It is transported by a farmer who is an intrastate private motor carrier; and
  (2) The movement of the agricultural product conforms to requirements of the State in which it is transported and is specifically authorized by a State statute or regulation in effect before October 1, 1998.

(b) The transportation of an agricultural product to or from a farm, within 150 miles of the farm, is excepted from the requirements in subparts G and H of part 172 of this subchapter and from the specific packaging requirements of this subchapter when:
  (1) It is transported by a farmer who is an intrastate private motor carrier;
  (2) The total amount of agricultural product being transported on a single motor vehicle does not exceed:
    (i) 7,300 kg (16,094 lbs.) of ammonium nitrate fertilizer properly classed as Division 5.1, PG III, in a bulk packaging; or
    (ii) 1900 L (502 gallons) for liquids or gases, or 2,300 kg (5,070 lbs.) for solids, of any other agricultural product;
  (3) The movement and packaging of the agricultural product conform to the requirements of the State in which it is transported and are specifically authorized by a State statute or regulation in effect before October 1, 1998; and
  (4) Each person having any responsibility for transporting the agricultural product or preparing the agricultural product for shipment has been instructed in the applicable requirements of this subchapter.

(c) Formulated liquid agricultural products in specification packaging of 220 L (58 gallons) capacity, or less, with closures manifolded to a closed mixing system and equipped with positive dry disconnect devices may be transported by a private motor carrier between a final distribution point and an ultimate point of application or for loading aboard an airplane for aerial application.

(d) Moveable fuel storage tenders. A non-DOT specification cargo tank motor vehicle may be used to transport liquefied petroleum gas, UN1075, including propane, UN1978, as moveable fuel storage tender used exclusively for agricultural purposes when operated by a private carrier under the following conditions:
  (1) The cargo tank must have a minimum design pressure of 250 psig.
  (2) The cargo tank must meet the requirements of the HMR in effect at the time of its manufacture and must be marked accordingly. For questions regarding these

requirements, contact PHMSA by either:
(i) Telephone (800) 467-4922 or (202) 366-4488 (local); or
(ii) By electronic mail (e-mail) to: infocntr@dot.gov.

(3) The cargo tank must have a water capacity of 1,200 gallons or less.
(4) The cargo tank must conform to applicable requirements in National Fire Protection Association (NFPA) 58, Liquefied Petroleum Gas Code (IBR, see §171.7 of this subchapter).
(5) The cargo tank must be securely mounted on a motor vehicle.
(6) The cargo tank must be filled in accordance with §173.315(b) for liquefied petroleum gas.
(7) The cargo tank must be painted white, aluminum, or other light-reflecting color
(8) Transportation of the filled moveable fuel storage tender is limited to movements over local roads between fields using the shortest practical distance.
(9) Transportation of the moveable fuel storage tender between its point of use and a liquefied petroleum gas distribution facility is authorized only if the cargo tank contains no more than five percent of its water capacity. A movable fuel storage tender may only be filled at the consumer's premises or point of use.

(e) Liquid soil pesticide fumigants. MC 306 and DOT 406 cargo tank motor vehicles and DOT 57 portable tanks may be used to transport liquid soil pesticide fumigants, Pesticides, liquid, toxic, flammable, n.o.s., *flash point not less than 23 degrees C,* 6.1, UN2903, PG II, exclusively for agricultural operations by a private motor carrier between a bulk loading facility and a farm (including between farms). However, transportation is not to exceed 150 miles between the loading facility and the farm, and not more than five days are permitted for intermediate stops for temporary storage. Additionally, transport is permitted only under the following conditions:
(1) Cargo tanks. MC 306 and DOT 406 cargo tank motor vehicles must:
(i) Meet qualification and maintenance requirements (including periodic testing and inspection) in accordance with Subpart E of Part 180 of this subchapter;
(ii) Conform to the pressure relief system requirements specified in §173.243(b)(1);
(iii) For MC 306 cargo tanks, be equipped with stop-valves capable of being remotely closed by manual and mechanical means; and
(iv) For DOT 406 cargo tanks, conform to the bottom outlet requirements specified in §173.243(b)(2).
(2) Portable tanks. DOT 57 portable tanks must-
(i) Be constructed of stainless steel; and
(ii) Meet qualification and maintenance requirements of Subpart G of Part 180 of this subchapter.

(f) See §173.315(m) pertaining to nurse tanks of anhydrous ammonia.
(g) See §173.6 pertaining to materials of trade.
(h) See §172.800(b) pertaining to security plans.

§173.6 Materials of Trade Exception

When transported by motor vehicle in conformance with this section, a material of trade (see §171.8 of this subchapter) is not subject to any other requirements of this subchapter besides those set forth or referenced in this section

(a) Materials and amounts. A material of trade is limited to the following:
(1) A Class 3, 8, 9, Division 4.1, 5.1, 5.2, 6.1, or ORM-D material contained in a packaging having a gross mass or capacity not over-
(i) 0.5 kg (1 pound) or 0.5 L (1 pint) for a Packing Group I material;
(ii) 30 kg (66 lbs.) or 30 L (8 gallons) for a Packing Group II, Packing Group III, or ORM-D material;
(iii) 1500 L (400 gallons) for a diluted mixture, not to exceed 2 percent

concentration, of a Class 9 material.

(2) A Division 2.1 or 2.2 material in a cylinder with a gross weight not over 100 kg (220 lbs.), in a Dewar flask meeting the requirements of §173.320, or a permanently mounted tank manufactured to the ASME Code of not more than 70 gallon water capacity for a non-liquefied Division 2.2 material with no subsidiary hazard.

(3) A Division 4.3 material in Packing Group II or III contained in a packaging having a gross capacity not exceeding 30 mL (1 ounce).

(4) A Division 6.2 material, other than a Category A infectious substance, contained in human or animal samples (including, but not limited to, secreta, excreta, blood and its components, tissue and tissue fluids, and body parts) being transported for research, diagnosis, investigational activities, or disease treatment or prevention, or is a biological product or regulated medical waste. The material must be contained in a combination packaging. For liquids, the inner packaging must be leakproof, and the outer packaging must contain sufficient absorbent material to absorb the entire contents of the inner packaging. For sharps, the inner packaging (sharps container) must be constructed of a rigid material resistant to punctures and securely closed to prevent leaks or punctures, and the outer packaging must be securely closed to prevent leaks or punctures. For solids, liquids, and sharps, the outer packaging must be a strong, tight packaging securely closed and secured against shifting, including relative motion between packages, within the vehicle on which it is being transported.

(i) For other than a regulated medical waste, the amount of Division 6.2 material in a combination packaging must conform to the following limitations:

(A) One or more inner packagings, each of which may not contain more than 0.5 kg (1.1 lbs) or 0.5 L (17 ounces), and an outer packaging containing not more than 4 kg (8.8 lbs) or 4 L (1 gallon); or

(B) A single inner packaging containing not more than 16 kg (35.2 lbs) or 16 L (4.2 gallons) in a single outer packaging.

(ii) For a regulated medical waste, a combination packaging must consist of one or more inner packagings, each of which may not contain more than 4 kg (8.8 lbs) or 4 L (1 gallon), and an outer packaging containing not more than 16 kg (35.2 lbs) or 16 L (4.2 gallons).

(5) This section does not apply to a hazardous material that is self-reactive (see §173.124), poisonous by inhalation (see §173.133), or a hazardous waste.

(6) A limited quantity package prepared in accordance with §173.63(b), §173.150, §173.151(b) and (c), §173.152, §173.153, §173.154, §173.155, §173.161, §173.165, §173.167, §173.306(i), or §173.309(d) of this subchapter. Division 4.3 substances must be prepared in accordance with paragraph (a)(3) of this section. Class 7 (radioactive) substances, instruments and articles are not authorized under the provisions of this section.

(b) Packaging.

(1) Packagings must be leak tight for liquids and gases, sift proof for solids, and be securely closed, secured against shifting, and protected against damage.

(2) Each material must be packaged in the manufacturer's original packaging, or a packaging of equal or greater strength and integrity.

(3) Outer packagings are not required for receptacles (e.g., cans and bottles) that are secured against shifting in cages, carts, bins, boxes or compartments.

(4) For gasoline, a packaging must be made of metal or plastic and conform to the requirements of this subchapter or to the requirements of the Occupational

Safety and Health Administration of the Department of Labor contained in 29 CFR 1910.106(d)(2) or 1926.152(a)(1).

(5) A cylinder or other pressure vessel containing a Division 2.1 or 2.2 material must conform to packaging, qualification, maintenance, and use requirements of this subchapter, except that outer packagings are not required. Manifolding of cylinders is authorized provided all valves are tightly closed.

(c) Hazard Communication.

(1) A non-bulk packaging other than a cylinder (including a receptacle transported without an outer packaging) must be marked with a common name or proper shipping name to identify the material it contains, including the letters "RQ" if it contains a reportable quantity of a hazardous substance.

(2) A bulk packaging containing a diluted mixture of a Class 9 material must be marked on two opposing sides with the four-digit identification number of the material. The identification number must be displayed on placards, orange panels or, alternatively, a white square-on-point configuration having the same outside dimensions as a placard (at least 273 mm (10.8 inches) on a side), in the manner specified in §172.332 (b) and (c) of this subchapter.

(3) A DOT specification cylinder (except DOT specification 39) must be marked and labeled as prescribed in this subchapter. Each DOT-39 cylinder must display the markings specified in 178.65(i).

(4) The operator of a motor vehicle that contains a material of trade must be informed of the presence of the hazardous material (including whether the package contains a reportable quantity) and must be informed of the requirements of this section.

(d) Aggregate Gross Weight. Except for a material of trade authorized by paragraph (a)(1)(iii) of this section, the aggregate gross weight of all materials of trade on a motor vehicle may not exceed 100 kg (440 lbs.).

(e) Other exceptions. A material of trade may be transported on a motor vehicle under the provisions of this section with other hazardous materials without affecting its eligibility for exceptions provided by this section.

PHMSA Materials of Trade Brochure

§173.8 Exceptions for non-specification packagings used in intrastate transportation.

(a) **RESERVED**

(b) **Non-specification cargo tanks for petroleum products.** Notwithstanding requirements for specification packagings in subpart F of this part and parts 178 and 180 of this subchapter, a non-specification cargo tank motor vehicle having a capacity of less than 13,250 L (3,500 gallons) may be used by an intrastate motor carrier for transportation of a flammable liquid petroleum product in accordance with the provisions of paragraph (d) of this section.

(c) **Permanently secured non-bulk tanks for petroleum products.** Notwithstanding requirements for specification packagings in subpart F of this part 173 and parts 178 and 180 of this subchapter, a non-specification metal tank permanently secured to a transport vehicle and protected against leakage or damage in the event of a turnover, having a capacity of less than 450 L (119 gallons), may be used by an intrastate motor carrier for transportation of a flammable liquid petroleum product in accordance with the provisions of paragraph (d) of this section.

(d) **Additional requirements.** A packaging used under the provisions of paragraphs (a), (b) or (c) of this section must-

(1) Be operated by an intrastate motor carrier and in use as a packaging for hazardous material before October 1, 1998;

(2) Be operated in conformance with the requirements of the State in which it is authorized;
(3) Be specifically authorized by a State statute or regulation in effect before October 1, 1998, for use as a packaging for the hazardous material being transported;
(4) Be offered for transportation and transported in conformance with all other applicable requirements of this subchapter;
(5) Not be used to transport a flammable cryogenic liquid, hazardous substance, hazardous waste, or a marine pollutant (except for gasoline); and
(6) For a tank authorized under paragraph (b) or (c) of this section, conform to all requirements in part 180 (except for §180.405(g)) of this subchapter in the same manner as required for a DOT specification MC 306 cargo tank motor vehicle.

§173.315 (m)(1) "Nurse tank requirements"

(m) General. (1) A cargo tank that is commonly known as a nurse tank and considered an implement of husbandry transporting anhydrous ammonia and operated by a private motor carrier exclusively for agricultural purposes is excepted from the specification requirements of part 178 of this subchapter if it:
(i) Has a minimum design pressure of 250 psig, meets the requirements of the edition of Section VIII of the ASME Code in effect at the time it was manufactured, and is marked with a valid ASME plate
(ii) Is equipped with pressure relief valves meeting the requirements of CGA Standard S-1.2 (IBR, see §171.7 of this subchapter)
(iii) Is painted white or aluminum
(iv) Has a capacity of 3,000 gallons or less
(v) Is loaded to a filling density no greater than 56 percent
(vi) Is securely mounted on a farm wagon or meets paragraph (m)(3) of this section;
(vii) Is in conformance with the requirements of part 172 of this subchapter except that shipping papers are not required; and it need not be marked or placarded on one end if that end contains valves, fittings, regulators or gauges when those appurtenances prevent the markings and placard from being properly placed and visible.

*****Additional nurse tank requirements can be found in §173.315*****

General Hazardous Materials Requirements

Regulations pertaining to Hazardous Materials can be found at https://www.phmsa.dot.gov

For definitions used in Hazardous Materials related transportation see §171.8

Shipping Papers - Every shipment of hazardous materials (unless otherwise excepted) must be accompanied by a properly prepared shipping paper carried in the cab of the power unit, accessible to law enforcement or emergency response personnel, specifically within the immediate reach of the driver while restrained by the lap belt AND either readily visible to persons entering cab or in a door mounted pouch. See §172.200 for additional information.

Marking - Required markings must be legible, in English and printed on or attached to packages or on a label, tag, or sign. They must not be obscured by labels or attachments and must be clear of other markings that might reduce their effectiveness. See §172.300 for additional information.

Labeling - Labels must be placed near the marked proper shipping name of the package contents. If multiple labels are required, they must be displayed next to each other. No person may offer for transportation and no carrier may transport a package bearing any marking or label which by its color, design, or shape could be confused with or conflict with a label prescribed by this part. See §172.400 for additional information.

Placarding - Placards must not be displayed on a vehicle unless the vehicle contains hazardous materials and the placard represents a hazard of the material contained. When placarding of the vehicle is required, such placarding must be displayed in addition to any other placarding required. Regulations require the shipper furnish the required placards for its shipment prior to, or at the time the vehicle is loaded, unless the motor carriers vehicle is already placarded for the material as required by this subpart. Generally placards shall be placed on each side and each end free of accessories and/or appurtenances that would tend to obscure it, and shall be displayed square-on-point and maintained in a legible condition during transportation.

§172.504

(a) General. Except as otherwise provided in this subchapter, each bulk packaging, freight container, unit load device, transport vehicle or rail car containing any quantity of a hazardous material must be placarded on each side and each end with the type of placards specified in tables 1 and 2 of this section and in accordance with other placarding requirements of this subpart, including the specifications for the placards named in the tables and described in detail in §§172.519 through 172.560.

(c) Exception for less than 454 kg (1,001 lbs.). Except for bulk packagings and hazardous materials subject to §172.505, when hazardous materials covered by table 2 of this section are transported by highway or rail, placards are not required on-

(1) A transport vehicle or freight container which contains less than 454 kg (1001 lbs.) aggregate gross weight of hazardous materials covered by table 2 of paragraph (e) of this section; or
(2) A rail car loaded with transport vehicles or freight containers, none of which is required to be placarded.

The exceptions provided in paragraph (c) of this section do not prohibit the display of placards in the manner prescribed in this subpart, if not otherwise prohibited (see § 172.502), on transport vehicles or freight containers which are not required to be placarded

(e) Placarding tables. Placards are specified for hazardous materials in accordance with the following tables:

[1]RADIOACTIVE placards are also required for: All shipments of unpackaged LSA-I material or SCO-all shipments required by §§173.427, 173.441, and 173.457 of this subchapter to be operated under exclusive use; and all closed vehicles used in accordance with §173.443(d)

See Subpart F Placarding §§172.500-560 for additional information.

Table 1

Category of material (Hazard class or division number and additional description, as appropriate)	**Placard name**	**Placard design section reference (§)**
1.1	EXPLOSIVES 1.1	172.522
1.2	EXPLOSIVES 1.2	172.522
1.3	EXPLOSIVES 1.3	172.522
2.3	POISON GAS	172.540
4.3	DANGEROUS WHEN WET	172.548
5.2 (Organic peroxide, Type B, liquid *or* solid, temperature controlled)	ORGANIC PEROXIDE	172.552
6.1 (material poisonous by inhalation (see §171.8 of this subchapter))	POISON INHALATION HAZARD	172.555
7 (Radioactive Yellow III label only)	RADIOACTIVE[1]	172.556

Emergency Response Information - Safety Data Sheet (SDS) or Emergency Response Guidebook (ERG). See §172.602 for additional information. See §172.604 for Emergency

Table 2

Category of material (Hazard class or division number and additional description, as appropriate)	**Placard name**	**Placard design section reference (§)**
1.4	EXPLOSIVES 1.4	172.523
1.5	EXPLOSIVES 1.5	172.524
1.6	EXPLOSIVES 1.6	172.525
2.1	FLAMMABLE GAS	172.532
2.2	NON-FLAMMABLE GAS	172.528
3	FLAMMABLE	172.542
Combustible liquid	COMBUSTIBLE	172.544
4.1	FLAMMABLE SOLID	172.546
4.2	SPONTANEOUSLY COMBUSTIBLE	172.547
5.1	OXIDIZER	172.550
5.2 (Other than organic peroxide,	ORGANIC PEROXIDE	172.552
6.1 (other than material poisonous by inhalation)	POISON	172.554
6.2	(None)	
8	CORROSIVE	172.558
9	Class 9 (see §172.504(f)(9))	172.560
ORM-D	(None)	

Response Telephone information.

Hazardous Materials Incidents or Spills - Carriers involved in accidents where hazardous materials, hazardous substances, or hazardous wastes are spilled are required to provide notice to the National Response Center (NRC) by telephone at 800-424-8802 (toll free) or 202-267-2675 (toll call), or online at www.uscg.mil. A written report will also be required in accordance with §171.16 within 30 days of discovery of an incident..

Railroad Grade Crossing Requirements - In accordance with Nebraska State Statute §60-6,173, drivers of vehicles required to be placarded pursuant to section 75-364 must stop at railroad crossings, except for those abandoned or marked exempt, or at railroad tracks used exclusively for industrial switching purposes within a business district.

In addition, the Federal Motor Carrier Safety Administration under Title 49 CFR §392.10 regulates railroad grade crossings. Additional information may be found on FMCSA's website: www.fmcsa.dot.gov

§172.704 Training Requirements:

(a) Hazmat employee training must include the following:

(1) ***General awareness/familiarization training.*** Each hazmat employee shall be provided general awareness/familiarization training designed to provide familiarity with the requirements of this subchapter, and to enable the employee to recognize and identify hazardous materials consistent with the hazard communication standards of this subchapter.

(2) ***Function-specific training.***

(i) Each hazmat employee must be provided function-specific training concerning requirements of this subchapter, or exemptions or special permits issued under subchapter A of this chapter, that are specifically applicable to the functions the employee performs.

(ii) As an alternative to function-specific training on the requirements of this subchapter, training relating to the requirements of the ICAO Technical Instructions and the IMDG Code may be provided to the extent such training addresses functions authorized by §171.11 and §171.12 of this subchapter.

(3) ***Safety training***. Each hazmat employee shall receive safety training concerning–

(i) Emergency response information required by subpart G of part 172;

(ii) Measures to protect the employee from the hazards associated with hazardous materials to which they may be exposed in the work place, including specific measures the hazmat employer has implemented to protect employees from exposure; and

(iii) Methods and procedures for avoiding accidents, such as the proper procedures for handling packages containing hazardous materials.

(4) ***Security awareness training*.** Each hazmat employee must receive training that provides an awareness of security risks associated with hazardous materials transportation and methods designed to enhance transportation security. This training must also include a component covering how to recognize and respond to possible security threats. New hazmat employees must receive the security awareness training required by this paragraph within 90 days after employment.

(5) ***In-depth security training***. Each hazmat employee of a person required to have a

security plan in accordance with subpart I of this part who handles hazardous materials covered by the plan, performs a regulated function related to the hazardous materials covered by the plan, or is responsible for implementing the plan must be trained concerning the security plan and its implementation. Security training must include company security objectives, organizational security structure, specific security procedures, specific security duties and responsibilities for each employee, and specific actions to be taken by each employee in the event of a security breach.

Additional Information on the Hazmat Training Requirements may be found at the Pipeline and Hazardous Materials Safety Administration website:
https://www.phmsa.dot.gov/training/hazmat/training-requirements-industry

Hazardous Material Safety Permit (HMSP)

Definition

Hazardous Materials Safety Permit (HMSP) means a document issued by FMCSA that contains a permit number and confers authority to transport in commerce hazardous materials listed in §385.403

§385.403 Who must hold a safety permit?

After the date following January 1, 2005, that a motor carrier is required to file a Motor Carrier Identification Report Form (MCS-150) according to the schedule set forth in §390.19(a) of this chapter, the motor carrier may not transport in interstate or intrastate commerce any of the following hazardous materials, in the quantity indicated for each, unless the motor carrier holds a safety permit:

(a) A highway route-controlled quantity of a Class 7 (radioactive) material, as defined in §173.403 of this title;
(b) More than 25 kg (55 lbs.) net weight of a Division 1.1, 1.2, or 1.3 (explosive) material or articles or an amount of a Division 1.5 (explosive) material requiring placarding under part 172 of this title;
(c) More than one liter (1.08 quarts) per package of a "material poisonous by inhalation," as defined in §171.8 of this title, that meets the criteria for "hazard zone A," as specified in §173.116(a) or §173.133(a) of this title;
(d) A "material poisonous by inhalation," in a "bulk packaging," both as defined in §171.8 of this title, that meets the criteria for "hazard zone B," as specified in §173.116(a) or §173.133(a);
(e) A "material poisonous by inhalation," as defined in §171.8 of this title, that meets the criteria for "hazard zone C," or "hazard zone D," as specified in §173.116(a) of this title, in a packaging having a capacity equal to or greater than 13,248 L (3,500) gallons; or
(f) A shipment of methane (compressed or refrigerated liquid), natural gas (compressed or refrigerated liquid), or any other compressed or refrigerated liquefied gas with a methane content of at least 85 percent, in bulk packaging having a capacity equal to or greater than 13,248 L (3,500 gallons).

To transport hazardous materials listed above, submit form MCS-150B to register for a USDOT number and HMSP at the same time. If you already have a USDOT number, update your MCS-150 registration with the appropriate material(s) to receive an HMSP.

Additional information on applying for a HMSP may be found on FMCSA's website: **www.fmcsa.dot.gov**

GENERAL NEBRASKA REGULATIONS

Load projecting to rear: red flag, red light required (§60-6,243)
Whenever the load on any vehicle extends more than 4' beyond the rear of the bed or body thereof, there shall be displayed at the end of such load in such position as to be clearly visible at all times from the rear of such load a red flag not less than 12" both in length and width, except that between sunset and sunrise there shall be displayed at the end of any such load a red light plainly visible under normal atmospheric conditions at least two hundred feet from the rear of such vehicle.

Splash aprons (§60-6,283)
Every new motor vehicle or semitrailer purchased after January 1, 1956, and operated on any highway in this state shall be equipped with fenders, covers, or devices, including flaps, or splash aprons, unless the body of the vehicle affords adequate protection to effectively minimize the spray or splash of water or mud to the rear of the motor vehicle or semitrailer.

Load: requirements (§60-6,304 (1)(a))
No vehicle shall be driven or moved on any highway unless the vehicle is so constructed or loaded as to prevent its contents from dropping, sifting, leaking, or otherwise escaping from the vehicle.

Transportation of sand, gravel, rock; material covered with canvas (§60-6,304 (1)(b))
No person shall transport any sand, gravel, rock less than 2" in diameter, or refuse in any motor vehicle on any hard-surfaced state highway if such material protrudes above the sides of that part of the vehicle in which it is being transported unless such material is enclosed or completely covered with canvas or similar covering.

Load securement (§60-6,304 (1)(c))
No person shall drive or move any motor vehicle, trailer, or semitrailer upon any highway unless the cargo and contents carried by the motor vehicle, trailer, or semitrailer are properly distributed and adequately secured to prevent the falling of cargo or contents from the vehicle. The tailgate, doors, tarpaulins, and any other equipment used in the operation of the motor vehicle, trailer, or semitrailer or in the distributing or securing of the cargo or contents carried by the motor vehicle, trailer, or semitrailer shall be secured to prevent cargo or contents falling from the vehicle. The means of securement to the motor vehicle, trailer, or semitrailer must be either tie downs and tie down assemblies of adequate strength or sides, sideboards, or stakes and a rear end gate, end board, or stakes strong enough and high enough to assure that cargo or contents will not fall from the vehicle.

Truck-trailer combination: warning decal required(§60-6,293)
A warning decal shall be attached to every truck-trailer combination having a connection device between such vehicles which is more than twelve feet in length. Such decal shall be made of red reflective material and contain the words "Long Vehicle - Pass With Care." The letters shall be of white reflective material and shall not be less than 3" in height. The decal shall be affixed to the sides and rear parts of the trailer at a height of not less than 48" or no more than 74" from the ground level.

Trucks: rear-view mirror (§60-6,253)
Each truck shall be equipped with a rear-view mirror which shall be kept clean, repaired and installed according to the official highway rules.

Oversized loads: mirrors (§60-6,254)
Right and left side, outside mirrors must reflect a view of the highway behind the vehicle to a distance of at least 200'.

Towing: draw bars, other connections; length; red flag required (§60-6,284)
The draw bar or other connection between any two vehicles, one of which is towing or drawing the other on a highway, shall not exceed 15' in length from one vehicle to the other, except a vehicle being towed with a connection device that is an integral component of the vehicle and is designed to attach to a lead unit with construction in such a manner as to allow articulation at the attachment point on the chassis of the towed vehicle but not to allow lateral or side-to-side movement. Such connecting device shall meet the safety standards for towbar failure or disconnection that are in effect on March 28, 1980, in the Federal Motor Carrier Safety Regulations of the U.S. Department of Transportation of the United States Government and shall have displayed at approximately the halfway point between the towing vehicle and the towed vehicle on the connecting mechanism a red flag or other signal or cloth not less than 12" both in length and width that shall be at least 5' and not more than 10' from the level of the paving and shall be displayed along the outside line on both sides of the towing and towed vehicles. Whenever such connection consists of a chain, rope or cable, there shall be displayed upon such connection a red flag or other signal or cloth not less than 12" both in length and width.

Brakes: requirements (§60-6,244)
Every motor vehicle when operated upon a highway shall be equipped with brakes adequate to control the movement of and to stop and to hold such vehicle. All such brakes shall be maintained at all times in good working order.

Trailers: brake requirements, safety chains (§60-6,246)
1. Trailers subject to the Federal Motor Carrier Safety regulations *(weighing over 3,000 lbs.)* as adopted by state statute §75-363 must have brakes as specified in 49 CFR 393.
2. All other commercial trailers with a gross vehicle weight rating of more than 10,000 lbs. and semitrailers shall be equipped on each wheel with brakes that can be operated from the driving position of the towing vehicle.
3. Cabin trailers as defined in state statute §60-107 and §60-1,801 and recreational trailers having a gross loaded weight of 3,000 lbs. or more but less than 6,500 lbs. shall be equipped with brakes on at least two wheels, and such trailers with a gross loaded weight of 6,500 lbs. or more shall be equipped with brakes on each wheel. The brakes shall be operable from the driving position of the towing vehicle. Such trailers shall also be equipped with a breakaway, surge, or impulse switch on the trailer so that the trailer brakes are activated if the trailer becomes disengaged from the towing vehicle.
4. Cabin trailers, recreational trailers, and utility trailers as defined in state statute §60-301, when being towed upon a highway, shall be securely connected to the towing vehicle by means of two safety chains or safety cables in addition to the hitch or other primary connecting device. Such safety chains or safety cables shall be so attached and shall be of sufficient breaking load strength so as to prevent any portion of such trailer drawbar from touching the roadway if the hitch or other primary connecting device becomes disengaged from the towing vehicle.

GLOSSARY OF TERMS

Automatic On-board Recording Device (AOBRD): Means an electric, electronic, electromechanical, or mechanical device capable of recording driver's duty status information accurately and automatically as required by FMCSR 395.15. The device must be integrally synchronized with specific operations of the commercial motor vehicle in which it is installed. At a minimum, the device must record engine use, road speed, miles driven, the date, and time of day.

Axle Load (Single Axle): The total load transmitted to the highway by all wheels the centers of which may be included between two parallel transverse vertical planes 40" apart extending across the full width of the vehicle.

Commercial Enterprise: Any business activity relating to or based upon the production, distribution, or consumption of goods or services.

Commercial Motor Vehicle (CMV) (For Purposes of Commercial Drivers License): A motor vehicle or combination of motor vehicles used in commerce to transport passengers or property if the motor vehicle:

(a) Has a GCWR or GVW of 26,001 lbs. or more inclusive of towed units with a GVWR or GVW of more than 10,000 lbs.
(b) Has a GVWR or GVW of 26,001 lbs. or more
(c) Is designed to transport 16 or more passengers, including the driver
(d) Is used in the transportation of materials found to be hazardous for the purposes of the Federal Hazardous Materials Transportation Act and which require the motor vehicle to be placarded under 49 CFR part 172, subpart F

Commercial motor vehicle does not include:

(a) A Covered Farm Vehicle
(b) Any recreational vehicle as defined in state statute §60-347 or motor vehicle towing a cabin trailer as defined in state statutes §60-314 and §60-339
(c) Any emergency vehicle necessary to the preservation of life or property or the execution of emergency governmental functions which is equipped with audible and visual signals and operated by a public or volunteer fire department
(d) Any motor vehicle owned or operated by the United States Department of Defense or Nebraska National Guard when such motor vehicle is driven by persons identified in state statute §60-4,131.01

Commercial Motor Vehicle (CMV) (For Purposes of the Federal Regulations): Any self-propelled or towed motor vehicle used on a highway in interstate commerce or intrastate commerce to transport passengers or property when the vehicle:

(a) Has a GVWR or GCWR or gross vehicle weight or gross combination weight of 10,001 lbs. or more, whichever is greater
(b) Is designed or used to transport more than 8 passengers, including the driver, for compensation
(c) Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation
(d) Is used in transporting material found to be hazardous and such material is transported in a quantity requiring placarding pursuant to state statute §75-364

Commercial Trailer: Any trailer or semitrailer which has a gross weight, including load thereon, of more than nine thousand pounds and which is designed, used, or maintained for the transportation of persons or property for hire, compensation, or profit or designed, used, or maintained primarily for the transportation of property. Commercial

trailer does not include cabin trailers, farm trailers, fertilizer trailers, or utility trailers.

Covered Farm Vehicle (CFV): A motor vehicle, including an articulated motor vehicle that:
Is traveling in the state in which it is registered or another state

Is operated by:

- A farm owner or operator
- A ranch owner or operator
- An employee or family member of an individual specified in subdivision 1(a)(iii)(A) or 1(a)(ii)(B) of this section

Is transporting to or from a farm or ranch:
Agricultural commodities, livestock, machinery, or supplies

Except as provided in this section is not used in the operation of a for-hire motor carrier.

Equipped with special license plate (farm plate) or other designation by the state in which the vehicle is registered to allow for identification as a farm vehicle by law enforcement.

Has a GVWR or GVW whichever is greater, that is:

- Less than 26,001 lbs.
- 26,001 lbs. or more and
  - is traveling within the state or
  - within 150 air miles of the farm or ranch

DOES NOT INCLUDE

- A combination of truck-tractor and semitrailer which is operated by a person under 18 years of age
- A combination of truck-tractor and semitrailer which is used in the transportation of materials that require HM Placarding
- Vehicles operated for-hire

Dummy Axle: An axle attached to a vehicle or vehicle combination in a manner so that it does not articulate or substantially equalize the load and does not carry at least the lesser of 8,000 lbs. or 8% of the gross weight of the vehicle or vehicle combination, including the load.

Electronic Logging Device (ELD): means a device or technology that automatically records a driver's driving time and facilitates the accurate recording of the driver's hours of service, and that meets the requirements of subpart B of Part 395.

ELD record: means a record of duty status, recorded on an ELD, that reflects the data elements that an ELD must capture.
Farm equipment dealer representative:
Farm equipment dealers may allow farm equipment haulers to act as their representative when hauling farm equipment to or from the dealer's place of business

- Shall carry in the vehicle a signed statement from dealer stating they are acting as a representative
- Statement shall be dated and valid for 90 days & subject to inspection by law

enforcement
- Statement shall include:
  - Name of farm equipment dealer
  - Name of hauler
  - That dealer authorizes hauler to act as representative for purposes of complying with width, height & length limitation

Farmer: Any person who operates a farm or is directly involved in the cultivation of land, crops, or livestock which:
(a) Are owned by that person
(b) Are under the direct control of that person

Farm Truck: A truck or sport utility vehicle, including any combination of a truck, truck-tractor, or sport utility vehicle and a trailer or semi trailer, of a farmer or rancher:
(a) Used exclusively to carry a farmer's or rancher's own supplies, farm equipment, and household goods to or from the owner's farm or ranch
(b) Used by the farmer or rancher to carry his or her own agricultural products to or from storage or market
(c) Used by a farmer or rancher in exchange of services in such hauling of supplies or agricultural products
(d) Used occasionally to carry camper units, to tow boats or cabin trailers, or to carry or tow museum pieces or historical vehicles, without compensation, to events for public display or educational purposes

Farm Trailer: A trailer or semitrailer belonging to a farmer or rancher and used wholly and exclusively to carry supplies to or from the owner's farm or ranch, used by a farmer or rancher to carry his or her own agricultural products to or from storage or market, or used by a farmer or rancher for hauling of supplies or agricultural products in exchange of services. Farm trailer does not include a trailer so used when attached to a farm tractor.

Fertilizer and agricultural chemical application and distribution equipment:
(a) Self-propelled or towed equipment, designed and used exclusively to apply commercial fertilizer, as that term is defined in state statute §81-2,162.02, chemicals, or related products to agricultural soil and crops
(b) Towed equipment designed and used exclusively to carry commercial fertilizer, as that term is defined in state statute §81-2,162.02, chemicals, or related products for use on agricultural soil and crops, which are equipped with implement or floatation tires

For-Hire Motor Carrier: A person engaged in the transportation of goods or passengers for compensation.

Full Trailer: any vehicle, with or without motive power, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon the towing vehicle.

Gross Combination Weight (GCW): (state statute §75-362) Gross combination weight means the sum of the empty weight of a motor vehicle plus the total weight of any load carried thereon and the empty weight of the towed unit or units plus the total weight of any load carried on such towed unit or units.

Gross Combination Weight Rating (GCWR): Is the greater of: (1) A value specified by the manufacturer of the power unit, if such value is displayed on the Federal Motor

Vehicle Safety Standard (FMVSS) certification label required by NHTSA, or (2) The sum of the gross vehicle weight ratings (GVWRs) or the gross vehicle weights (GVWs) of the power unit and the towed unit(s), or any combination thereof, that produces the highest value.

Gross Vehicle Weight (GVW): (state statute §75-362) The sum of the empty weight of a motor vehicle plus the total weight of any load carried thereon.

Gross Vehicle Weight Rating (GVWR): The value specified by the manufacturer as the loaded weight of a single motor vehicle. In the absence of such value specified by the manufacturer or the absence of any marking of such value on the vehicle, the gross GVWR shall be determined from the sum of the axle weight ratings of the vehicle or the sum of the tire weight ratings as marked on the sidewall of the tires, whichever is greater. In the absence of any tire sidewall marking, the tire weight ratings shall be determined for the specified tires from any of the publications of any of the organizations listed in 49 CFR §571.119.

Highway: The entire width between the boundary limits of any street, road, avenue, boulevard, or way which is publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

Idle Reduction Technology (Auxiliary Power Unit or APU): Any device or system of devices that is installed on a heavy-duty diesel-powered on-highway truck or truck-tractor and is designed to provide to such truck or truck-tractor those services, such as heat, air conditioning, or electricity, that would otherwise require the operation of the main drive engine while the truck or truck-tractor is temporarily parked or remains stationary.

Implement Of Husbandry: Every vehicle or implement designed and adapted exclusively for agricultural, horticultural, or livestock-raising operations or for lifting or carrying an implement of husbandry and used primarily off any highway.

Interstate Commerce: Any trade, traffic, or transportation provided in the furtherance of a commercial enterprise 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

Intrastate Commerce: Any trade, traffic, or transportation provided in the furtherance of a commercial enterprise between any place in the State of Nebraska and any other place in Nebraska and not through any other state.

Motor Carrier: A for-hire motor carrier or a private motor carrier. The term includes a motor carrier's agents, officers, and representatives as well as employees responsible for hiring, supervising, training, assigning, or dispatching of drivers and employees concerned with the installation, inspection, and maintenance of motor vehicle equipment or accessories. This definition includes the terms employer and exempt motor carrier.

Motor Vehicle (For purposes of the Federal Regulations): Any vehicle, truck, truck-tractor, trailer, or semi trailer propelled or drawn by mechanical power except:

(a) Farm tractors
(b) Vehicles which run only on rails or tracks
(c) Road and general-purpose construction and maintenance machinery which by

design and function is obviously not intended for use on a public highway, including, but not limited to, motor scrapers, earthmoving equipment, backhoes, trenchers, motor graders, compactors, tractors, bulldozers, bucket loaders, ditch digging apparatus, asphalt spreaders, leveling graders, power shovels, and crawler tractors

Motor Vehicle (for the purposes of Nebraska Registration): Any vehicle propelled by any power other than muscular power except:

(a) Mopeds
(b) Farm tractors
(c) Self-propelled equipment designed and used exclusively to carry and apply fertilizer, chemicals, or related products to agricultural soil and crops, agricultural floater-spreader implements, and other implements of husbandry designed for and used primarily for tilling the soil and harvesting crops or feeding livestock
(d) Power unit hay grinders or a combination which includes a power unit and a hay grinder when operated without cargo
(e) Vehicles which run only on rails or tracks
(f) Off-road designed vehicles, including, but not limited to, golf carts, go-carts, riding lawnmowers, garden tractors, all-terrain vehicles, snowmobiles registered or exempt from registration under state statutes §60-3,207 to §60-3,219, and minibikes
(g) Road and general-purpose construction and maintenance machinery not designed or used primarily for the transportation of persons or property, including, but not limited to, ditch digging apparatus, asphalt spreaders, bucket loaders, leveling graders, earthmoving carryalls, power shovels, earthmoving equipment, and crawler tractors
(h) Self-propelled chairs used by persons who are disabled
(i) Electric personal assistive mobility devices
(j) Low-speed vehicles

Out-of-Service Order: A declaration by an authorized enforcement officer of a federal, state, Canadian, Mexican, or local jurisdiction that a driver, a commercial motor vehicle, or a motor carrier operation is out of service pursuant to 49 CFR §386.72, §392.5, §395.13, or §396.9, or compatible laws or the North American Uniform Out-of-Service Criteria.

Planting and Harvesting period for Nebraska has been designated as the period starting January 1st up to and including December 31st of each calendar year.

Private Motor Carrier: A person who provides transportation of property or passengers by commercial motor vehicle and is not a for-hire motor carrier.

Semitrailer: Any vehicle, with or without motive power, designed to carry persons or property, and to be drawn by a motor vehicle and so constructed that some part of its weight and that of its load rests upon or is carried by another vehicle.

Stinger Steer: A fifth wheel automobile transport located on a drop frame behind and below the rear axle(s) of the power unit with a power unit capable of carrying several vehicles over and behind it.

Tandem Axle: Any two consecutive axles the centers of which are more than 40” and not more than 96” apart, measured to the nearest inch between any 2 adjacent axles in the series, and the gross weight transmitted to the road surface through such series shall not exceed 34,000 lbs. No axle of the series shall exceed the maximum weight permitted for a single axle.

Tank Vehicle: Any commercial motor vehicle that is designed to transport any liquid or gaseous materials within a tank or tanks that have an individual rated capacity of more than 119 gallons **and** an aggregate rated capacity of 1,000 gallons or more and that are either permanently or temporarily attached to the vehicle or the chassis. (A commercial motor vehicle transporting an empty storage container tank, not designed for transportation, with a rated capacity of 1,000 gallons or more that is temporarily attached to a flatbed trailer is not considered a tank vehicle.

Truck: A motor vehicle that is designed, used, or maintained primarily for the transportation of property or designated as a truck by the manufacturer.

Truck-tractor: Any motor vehicle designed and used primarily for towing other motor vehicles or trailers and not so constructed as to carry a load other than a part of the weight of the motor vehicle or trailer and load being towed.

Utility Trailer: A trailer having a gross weight, including load thereon, of 9,000 lbs. or less.

Nebraska State Patrol - Carrier Enforcement Division
3920 W Kearney St., Lincoln, NE 68524
Phone: (402) 471-0105 Fax: (402) 471-3295

Form for Overweight Exception for Seasonally Harvested Products

For seasonally harvested products, a vehicle may operate from a field where such products are harvested to storage, market, stockpile in the field, or from stockpile or farm storage to market or factory up to 70 miles with a load that exceeds the maximum load permitted by section §60-6,294 by 15% on any tandem axle, group of axles and gross weight. No single axle shall exceed 20,000 lbs., except for a truck with only 1 rear axle, which may exceed the axle weight and gross weight by 15%.

To be granted this exception, no Department of Transportation permit is required; however, the owner or representative of the owner of the agricultural product shall furnish the driver of the loaded vehicle a signed statement of origin and destination, which must be presented to a law enforcement office upon request.

Vehicles utilizing this exception shall be registered for the max gross weight, according to state statue §60-6,294. (Refer to Nebraska Bridge Chart)

The provisions above do not apply to the National System of Interstate and Defense Highways.

Examples:

	Origin		**Destination**
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____

Owner's Signature: _____

OR

Driver's Signature: _____

(If signed by driver, provide name of owner) _____

You are not required to use this specific form, this is being provided as an example but can be used to meet the documentation requirement to receive the Overweight Exception.

Nebraska State Patrol - Carrier Enforcement Division
3920 W Kearney St., Lincoln, NE 68524
Phone: (402) 471-0105 Fax: (402) 471-3295

Form for Overweight Exception for Seasonally Harvested Products

For seasonally harvested products, a vehicle may operate from a field where such products are harvested to storage, market, stockpile in the field, or from stockpile or farm storage to market or factory up to 70 miles with a load that exceeds the maximum load permitted by section §60-6,294 by 15% on any tandem axle, group of axles and gross weight. No single axle shall exceed 20,000 lbs., except for a truck with only 1 rear axle, which may exceed the axle weight and gross weight by 15%.

To be granted this exception, no Department of Transportation permit is required; however, the owner or representative of the owner of the agricultural product shall furnish the driver of the loaded vehicle a signed statement of origin and destination, which must be presented to a law enforcement office upon request.

Vehicles utilizing this exception shall be registered for the max gross weight, according to state statue §60-6,294. (Refer to Nebraska Bridge Chart)

The provisions above do not apply to the National System of Interstate and Defense Highways.

Examples:

	Origin		**Destination**
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____

Owner's Signature: _____

OR

Driver's Signature: _____

(If signed by driver, provide name of owner) _____

You are not required to use this specific form, this is being provided as an example but can be used to meet the documentation requirement to receive the Overweight Exception.

Nebraska State Patrol - Carrier Enforcement Division
3920 W Kearney St., Lincoln, NE 68524
Phone: (402) 471-0105 Fax: (402) 471-3295

Form for Overweight Exception for Seasonally Harvested Products

For seasonally harvested products, a vehicle may operate from a field where such products are harvested to storage, market, stockpile in the field, or from stockpile or farm storage to market or factory up to 70 miles with a load that exceeds the maximum load permitted by section §60-6,294 by 15% on any tandem axle, group of axles and gross weight. No single axle shall exceed 20,000 lbs., except for a truck with only 1 rear axle, which may exceed the axle weight and gross weight by 15%.

To be granted this exception, no Department of Transportation permit is required; however, the owner or representative of the owner of the agricultural product shall furnish the driver of the loaded vehicle a signed statement of origin and destination, which must be presented to a law enforcement office upon request.

Vehicles utilizing this exception shall be registered for the max gross weight, according to state statue §60-6,294. (Refer to Nebraska Bridge Chart)

The provisions above do not apply to the National System of Interstate and Defense Highways.

Examples:

	Origin		**Destination**
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____
Field or Section is:	_____	to	_____

Owner's Signature: _____

OR

Driver's Signature: _____

(If signed by driver, provide name of owner) _____

You are not required to use this specific form, this is being provided as an example but can be used to meet the documentation requirement to receive the Overweight Exception.

NOTES

Nebraska is a Member of the Commercial Vehicle Safety Alliance

An association of state and provincial officials responsible for the administration and enforcement of the Motor Carrier Safety Laws in the United States, Canada, and Mexico.

Commercial Vehicle Safety Alliance
6303 Ivy Lane Suite 310
Greenbelt, MD 20770-6319
Telephone: (301) 830-6143
Fax: (301) 830-6144
www.cvsa.org

This truck information guide is compiled and printed with the intention of assisting you, the transportation public, in complying with state and federal regulations.

We hope that you have a safe and successful trip into or across Nebraska.



Be the change and make a difference by becoming a Nebraska State Patrol Trooper



Opportunities in...
Patrol, Carrier Enforcement, K-9,
SWAT, HAZ-MAT Response,
Air Wing, & Investigative Services
Apply today!
http://statepatrol.nebraska.gov/