



# MOTOR VEHICLE

## Laws Affecting **FARMERS** in Maryland



Produce by the Maryland Farm Bureau, in Partnership  
with the State Highway Administration

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## PREFACE

**This manual has been prepared to inform farmers of the various provisions of the Maryland Motor Vehicle laws affecting owners and users of implements of husbandry.**

**While it is impossible to cover the entire Federal and State motor vehicle code, the provisions that concern the use of farm vehicles on public highways are presented. The Maryland legislature has adopted many laws and amendments to existing laws that govern the licensing and operations of farm vehicles used primarily in connection with agricultural endeavors. Farmers need to be aware of such laws and observe both the spirit and the letter of the law.**

**The Maryland Farm Bureau has attempted to extract those state laws and federal regulations which apply to farmers. However, Maryland's Motor Vehicle Code and Federal Motor Carrier Safety Regulations (49 CFR, Parts 390-397) should be checked for changes.**

**This guide is not legal advice. If you think potential problem areas exist in your operation after reading it, you should consult an attorney knowledgeable in transportation regulations. Information contained herein is current as of  
October 1, 2014**

## Terms and Definitions

### ➤ Farm Vehicle

A vehicle that

- 1) Is owned by a farmer;
- 2) Is used only in the farmer's farming business and about the farmer's farm home and in hauling farm products and the labor, supplies, equipment, and other materials necessary to the operation of the farm and farm home; and
- 3) Is not used to haul farm products previously acquired by the farmer for resale or to haul farm products for hire for another person who is not a farmer.

(MD Transportation Article § 13-911)

### ➤ Farm Tractor

Is a motor vehicle that is designed and used primarily as a farm implement for drawing farm equipment.

(MD Transportation Article § 11-121)

### ➤ Farm Equipment

In general farm equipment means a vehicle that:

- 1) Is designed and adapted only for agricultural, horticultural, or livestock raising operations;
- 2) Is designed and adapted only for lifting or carrying a "farm vehicle"; or
- 3) Is designed and adapted for splitting firewood.

**Note:** Farm equipment also includes silvicultural equipment weighing **62,000** pounds or less gross weight.

(MD Transportation Article § 11-120)

### ➤ Farm Products

As defined in *the Transportation Article*, these include food for consumption by humans or livestock, tobacco, shrubbery, flowers, plants, trees for replanting, seed

fertilizer, mulch, peat, sod, livestock and livestock products, poultry and poultry products, farm wood lot products, and fibers.

(MD Transportation Article § 13-911)

### *As defined in the Agriculture Article*

Any agricultural, horticultural, vegetable, or fruit product of the soil, including livestock, meats, marine food products, poultry, eggs, dairy products, wool, hides, feathers, nuts, honey, and every product of farm, forest, orchard, garden or water, but does not include canned, frozen, dried, or pickled products.

(MD Agriculture Article § 10-601)

### ➤ Commercial Motor Vehicle (CMV)

A motor vehicle or combination of motor vehicles used to transport passengers or property if the vehicle fits at least one of the following conditions:

- Has a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) or gross vehicle weight (GVW) or gross combination weight (GCW) (GCW) **10,001 lbs.** or more, whichever is greater, or
- a) A vehicle that is designed or used to transport more than **8** passengers, including the driver, for compensation;
- b) Any vehicle which is designed to transport **16** or more passengers, including the driver, whether for compensation or not; or
- c) A vehicle of any size that transports hazardous materials that requires placarding.

(Federal Motor Carrier Safety Regulations (FMCSR) Part 390.5)

**Note:** For the purpose of a commercial driver's license (CDL). A CMV does not include a vehicle:

- a) Controlled and operated by a farmer;
- b) Used to transport agricultural products, farm machinery, or farm supplies to or from the farm;
- c) Not used in the operations of a common or contract motor carrier; and
- d) Used within 150 miles of the person's farm.

(MD Transportation Article § 16.803(c)(2))

**Applicable Registration Requirements**

➤ Farm Truck

As defined is a Class E (truck) vehicle and has a shipping weight of its chassis and battery, as certified by the manufacturer of more than ¾ ton.

Registration will be authorized when the MVA certifies that the applicant is a farmer and that the vehicle for which the application is made is a farm truck, specifying its proposed use. When registered as such, the truck may not be used for any other purpose. However, the allowed maximum vehicle weight (GVW) will be based on number of factors. 1. Number of axles on the vehicle. 2. The bridge formula for the number of axles - **Ex.** A three axle single unit truck would be allowed a GVW of 55,000lbs if it meets the bridge formula.

Registration Fee is based on the maximum gross vehicle weight.

<b>Maximum Gross Weight Limit (lbs.)</b>	<b>Fee (per 1,000 lbs.)</b>
Min 10,000 – 40,000	\$5.00
40,001 – 65,000	\$5.25

(MD Transportation Article § 13-921)

➤ Farm Truck Tractor

Is a farm vehicle that is a Class F (tractor) vehicle.

*May not be used for-hire except to haul farm products for another farmer*

Annual Registration Fee – For each Farm Truck Tractor, the annual fee is based on the maximum gross weight of the vehicle in combination with a trailer or semitrailer as follows:

<b>GVW (lbs.)</b>	<b>Fee (per 1,000 lbs.)</b>
40,000 – 80,000	\$5.25

(MD Transportation Article § 13-924)

An additional \$13.50 surcharge per year for the EMS system will be assessed to Class E and F Farm vehicles.

➤ Farm Area Vehicle (Area K)

A Class K Farm Area Vehicle is a motor vehicle owned by a farmer and operated only on a farm or on a highway within a 25-mile radius of the farm.

Annual Registration Fee - \$2.50, with no applicable surcharge.  
(MD Transportation Article § 13-935)

Vehicles with Area K tags are exempt from the State's Preventive Maintenance Program (PMP), which requires annual inspection for safety control mechanisms on the vehicle. We encourage voluntary use of the PMP. Please refer to page 12 for more information on the PMP.

**Note:** Farmers must prove farming status as of 2014, a one-time process for renewal or new registration of a K-tag vehicle. They may do so by filing the first page of their schedule F tax form, or other documents the MVA approves.

➤ Temporary Harvest Vehicle

This temporary registration designation is available to vehicles owned by a nonresident individual or company under contract with a MD farmer to conduct seasonal harvesting.

It is used to transport perishable commodities from the farm to the packing plant for sorting, and processing.

**Qualifying Vehicles Must:**

- Pass a Level 1 Safety Inspection conducted by MD State Police;
- Have a minimum insurance coverage; and
- Be operated within 35-miles of the harvesting operation.

(MD Transportation Article § 13-935)

Vehicles can be registered at the Salisbury and Easton branch MVAs, for the following fees:

- 30 days - \$20.00
- 60 days - \$40.00

➤ Foreign harvest vehicles

If a motor vehicle, trailer, or semitrailer is registered in another state, displays current registration plates issued for it by that state, and is brought into MD by a nonresident for transporting seasonal farm labor to be employed on Maryland farms or for work incidental to seasonal crop operations on MD farms, the vehicle does not need to be registered in MD if:

- The vehicle is being used as an incidental part of harvesting operations within 35 miles of the field; and
- The owner of the vehicle has obtained an exemption permit for the vehicle.

*MVA will need certification from the State Police that the vehicle is entitled to the exemption before issuing the exemption permit. The State Police will require proof of adequate insurance and may require a certificate of inspection for the vehicle. If issued, the permit must be carried by the driver at all times or posted in a conspicuous place on the vehicle.*

*The permit is valid for 90 days and eligible for a renewal of no more than 90 days in any 1 calendar year.*

(MD Transportation Article § 13-402(d))

➤ Farm trailer and semitrailer

Is a farm vehicle that is a Class G (trailer) vehicle and may not be used for-hire. Annual Registration Fee – For each farm trailer or semitrailer the annual fee is based on the maximum gross weight for the vehicle as follows:

Maximum Gross Weight Limit (lbs.)	Fee (per 1,000 lbs.)
3,000	\$12.75
5,000	\$25.50
10,000	\$40.00
20,000	\$62.00

(MD Transportation Article § 13-930)

➤ Trailers in general

Can be classified as either freight or non-freight

Freight: Designed for towing by a Class E (truck) or Class F (tractor) vehicle and be in excess of **20,000 lbs.** gross weight if towed by a Class E (truck) and in excess of **10,000 lbs.** if towed by a Class F (tractor) vehicle.

Non-freight: A vehicle designed for towing by a Class A (passenger), Class M (multipurpose), or a Class E (truck) vehicle and shall:

- If towed by a Class E (truck) vehicle, have a gross weight of **20,000 lbs.** or less; or
- If towed by a Class A or Class M vehicle, have a gross weight of **10,000 lbs.** or less and be a:
  - a) Boat trailer;
  - b) Camping trailer;
  - c) Travel trailer;
  - d) House trailer; or
  - e) Utility trailer.

(MD Transportation Article § 13-927)

## CDL Licensing

- All commercial drivers must do the following:
  - a) Notify their employers and the MVA of any convictions of motor vehicle laws, in this state or any other state, other than parking violations, within **30 days** of the date of conviction; and
  - b) Notify their employer of any revocation, suspension, cancellation or disqualification, before the end of the business day following the day that the driver received notice of the fact.
  - c) Provide any new employer with a **10-year** employment history and a **3-year** driving history, including the reason for leaving that employment.
  - d) Turn in all other driver's licenses issued by any other state or country.

(MD Transportation Article § 16-805)

For the driver of any vehicle, the following will be considered major disqualifying offenses for commercial drivers:

- Operating a commercial vehicle with a suspended or disqualified license; and
- While operating **any** vehicle,
  - Refusing a sobriety test;
  - Leaving the scene of an accident;
  - Using the vehicle to commit certain felonies; and
  - Driving under the influence of drugs or alcohol.

Penalty for conviction one year license disqualification for 1<sup>st</sup> offense, and lifetime disqualification for 2<sup>nd</sup> offense. Probation before judgment is considered a conviction in all above cases.

- Physical Qualifications for New Commercial Driver License Applicants
  - a) An applicant for a Class A or B learner's permit is required to show evidence that he/she meets the

physical qualifications specified for interstate or intrastate operation, as appropriate.

- b) An applicant applying to add a hazardous materials endorsement to an existing commercial driver's license is required to show evidence that he/she meets the physical qualifications specified for interstate or intrastate operations, as appropriate.
- c) An applicant applying to add a passenger endorsement to an existing commercial driver's license is required to show evidence that the applicant meets the physical qualifications specified for interstate or intrastate operation, as appropriate.

(Code of Maryland Regulations (COMAR), Title 11, Transportation 11.17.14.08-1)

- To apply for a CDL, you must do so at a full service MVA office and take the appropriate written, as well as, skill tests. A CDL manual is available from MVA to help applicants prepare for the tests. CDL skill tests are not given at all locations. You may obtain the test schedule containing locations, dates and business hours from any branch office.  
(MD Transportation Article § 16-805)

➤ Age Requirements

- a) **21** years old to drive a commercial vehicle in **interstate** transport.
- b) You must be at least **18** years of age to obtain a Class A CDL (tractor semitrailer) in **intrastate** transport
- c) You must be at least **21** years of age to haul hazardous materials.

(MD Transportation Article § 16-817)

➤ Waived from CDL requirements in MD and thus considered non-commercial for the purpose of CDL:

- a) A vehicle controlled and operated by a farmer;
- b) Used to transport agricultural products, farm machinery, or farm supplies to or from a farm;
- c) Not used in the operation of a common or contract motor carrier; and
- d) Used within **150** miles of the person's farm.

➤ Non-Commercial Licenses

Apply to all vehicles that do not fall under commercial definitions contained in the law. If a combination or articulated vehicle is being operated in **interstate** commerce, a physical exam **is** required of the driver.

Class A: license holders are authorized to drive any combination of non-commercial Class F (tractor) and Class G (trailer) and any non-commercial vehicle that a Class B license authorizes its holder to drive, except motorcycles.

Class B license holders are authorized to drive any non-commercial vehicle or combination of non-commercial vehicles with a GVW or GCW of 26,001 lbs. or more and any vehicle that a non-commercial Class C license authorizes its holder to drive, except motorcycles, and combinations of Class F and Class G vehicles.

license holders are permitted to drive any non-commercial vehicle or combination of non-commercial vehicles with a GVW less than 26,001 lbs., except motorcycles (MD Transportation Article § 16-104.1)

➤ Commemorative Ag Tag

The Ag Tag consists of a farm scene at sunset and has the quote, "Our Farms, Our Future" boldly written on it. In addition to the normal applicable registration fee, there is a one-time fee of \$20 at issuance and a \$5 per year renewal fee which goes to the Maryland Agricultural Education Foundation to support agricultural awareness through educational programs.

Qualified Vehicles:

- Class B (for hire)
- Class E (truck, up to **1 ton**)
- Class E Farm Truck
- Class G (trailer)
- Class M (multipurpose)

(MD Transportation Article § 13-619.2)

**Please see the graph on the next page for more information on CDL and Non-CDL requirements.**

**Size Limitations**

- Farm equipment temporarily moved on a highway is exempted from regulations governing size, weight, and load.

(MD Transportation Article § 24-101)

➤ Maximum Width Limits

Generally, the width limit is 102 inches. The width of a vehicle includes any load it carries and shall be exclusive of safety and energy conservation devices, such as side mirrors, turn signal lamps, etc., provided the equipment or device (other than mirrors) does not extend more than 3 inches on each side of the vehicle beyond the width limitation.

A vehicle exceeding 102 inches in width may not be driven on a highway unless it

## Maryland Commercial Driver's Licenses

With this Class	You may drive	And may tow	You may not drive the following listed vehicles
<b>A</b>	Any single vehicle or combination of vehicles*	Any trailer*	<ul style="list-style-type: none"> <li>• Motorcycles</li> </ul>
<b>B</b>	Motor vehicles 26,001 or more pounds (GVWR)*	Trailers not in excess of 10,000 pounds GVWR*	<ul style="list-style-type: none"> <li>• Combinations of Class “F” truck tractor and Class “G” trailer</li> <li>• Combinations of vehicles where the GCWR is 26,001 pounds or more and towing a vehicle in excess of 10,000 pounds GVWR</li> <li>• Motorcycles</li> </ul>
<b>C</b>	Motor vehicles less than 26,001 pounds (GVWR)*	Trailers not in excess of 10,000 GVWR	<ul style="list-style-type: none"> <li>• Combinations of Class “F” truck tractor and Class “G” trailer</li> <li>• Vehicles with a GVWR 26,001 pounds or more</li> <li>• Any combination of vehicles with a GCWR of 26,001 pounds or more and towing a vehicle in excess of 10,000 pounds</li> <li>• Motorcycles</li> </ul>

**\*Notes: Endorsements are required for Tank Vehicles, Doubles, Hazardous Materials, Passengers, and School Buses**

## Non-commercial Driver's License

With this Class	You may drive	And may tow	You may not drive the following listed vehicles.
<b>A</b>	Any Non-commercial vehicle	Any Non-commercial trailer	<ul style="list-style-type: none"> <li>• Commercial motor vehicles</li> <li>• Motorcycles</li> </ul>
<b>B</b>	Any single Non-commercial vehicle with a GVWR of 26,001 pounds or more, or combination of vehicles with a GCWR of 26,001 pounds or more	Any Non-commercial trailer	<ul style="list-style-type: none"> <li>• Commercial motor vehicles</li> <li>• Class “F” truck tractor in combination with a Class “G” trailer</li> <li>• Motorcycles</li> </ul>
<b>C</b>	Any single Non-commercial vehicle with a GVWR of less than 26,001 pounds or combination of vehicles with a GCWR of less than 26,001 pounds	Any Non-commercial trailer as long as the vehicle combination GCWR is less than 26,001 pounds	<ul style="list-style-type: none"> <li>• Commercial motor vehicles</li> <li>• Class “F” truck tractor &amp; Class “G” trailer</li> <li>• Vehicles and vehicle combinations where the GVWR is 26,001 pounds or more</li> <li>• Motorcycles</li> </ul>
<b>M</b>	Motorcycles	M/C trailer	Any other vehicle

has a special hauling permit issued from the State Highway Administration, or as to a highway under the jurisdiction of a local authority, has special permission from the local authority.

**Note:** If the state or local jurisdiction imposes a width restriction on a particular stretch of highway, the law requires them to erect and maintain signs providing notice of the restriction prior to the affected location. When signs are posted, drivers of farm equipment are required to obey the signs. (MD Transportation Article § 24-102)

Width limitations do not apply to any:

- a) Farm equipment;
- b) Vehicle transporting farm equipment; or
- c) Vehicle carrying a load of forage crops in connection with harvesting, if the distance traveled with the load on the highways in the state of MD is less than **5 miles**.

(MD Transportation Article § 24-102)

➤ Maximum Height Limits

While a vehicle combination is transporting farm equipment, the overall height of the vehicle combination and its load may extend up to **16 feet** if;

- a) The vehicle combination is traveling on a highway for a distance not exceeding **75 miles**; and
  - b) The load cannot readily be reduced in height.
- If not described as above, all other vehicles and their loads may not exceed **13 feet 6 inches**.

(MD Transportation Article § 24-104)

➤ Length Limitations

A single unit truck may not be more than **40 feet** long. A combination of a semitrailer

(single) being operated with a non-cargo carrying truck tractor is not restricted to an overall length, however the semitrailer may not exceed **53 feet** in length.

(MD Transportation Article § 24-104.1)

(MD Transportation Article § 24-104.2)

➤ Gross Weight Limitations(based on # of axles and bridge formula): The gross weight of any vehicle or combination of vehicles may not exceed the following limits depending upon the number of axles:

<u># of Axles</u>	<u>GVW or GCW (in lbs.)</u>
3 or less	55,000
4	66,000
5	80,000

(MD Transportation Article §24-109(d))

➤ Weight Limit Exceptions

Except on interstate highways, a vehicle carrying farm products as defined under MD Agriculture Article § 10-601 that have been loaded in fields or other off-highway locations is permitted an axle load limit tolerance of **10%**.

(MD Transportation Article § 24-108)

The following load tolerances are also permitted:

- Except on interstate highways, a single unit vehicle with **3 axles**, or a combination of vehicles with a trailer less than **32 feet** long or a semitrailer less than **45 feet** long, either registered as a farm vehicle or carrying farm products that were loaded in fields or other off-highway locations, is permitted an axle load limit tolerance of **5%** except during harvest time when a tolerance of **15%** is permitted for a vehicle carrying the following:
  - Wheat – from June 1 to August 15

- Corn – from July 1 to December 1
  - Soybeans – from September 1 to December 31
  - Vegetable Crops – from June 1 to October 31
- Except on interstate highways, a single unit vehicle with at least **3 axles**, or a combination of vehicles with a trailer length of less than **32 feet** carrying forest products that have been loaded in forests, or other off-highway locations, is permitted an axle load limit tolerance of **10%**, except from June 1 to September 30 when the axle load limit tolerance is at **15%**.
- Except on interstate highways, a combination of vehicles with a semitrailer length of **45 feet** or less carrying forest products that have been loaded in forests or other off-highway locations, is permitted an axle load limit tolerance of **5%**, except from June 1 to September 30 when the permitted tolerance is **15%**.

(MD Transportation Article § 24-109)

- Garrett County Commissioners are authorized to establish gross maximum weight limits not to exceed **87,000 lbs.** for the following vehicles and circumstance: if a vehicle has at least **6 axles**, is a tractor trailer and semitrailer combination, and is using any parts of Table Rock Road and Wilson Run owned and maintained by the County.

(MD Transportation Article § 24-108)

### MAP – 21 Summary of Agricultural Exemptions Provided Under FMCSR’s

**Note:** Previously, Maryland has adopted portions of the FMCSR’s Eg Parts 40, 382,383, 390-395 and Parts 396, and 397.

**Section 32101(d)** of MAP-21 exempts the transportation of agriculture commodities and farm supplies from the federal hours of service rules during the states designated harvest season within a 150 air mile radius from the source. (it is now 100 air miles for CDL vehicles)

**Section 32934** of MAP-21 exempts operators of “covered farm vehicles” from the following CFR’s-

- 383- CDL’s
- 382- Drug & Alcohol Testing
- 391- Medical Examiners Certification
- 395- Hours of Service
- 396- Inspection, Repair & Maintenance

The term “covered farm vehicle” includes any commercial motor vehicle defined in 49 CFR 390.5, (but excluding vehicles transporting hazardous materials in a quantity requiring placards), traveling in the State in which the vehicle is registered or another State. Reflective material on trailers is required to both intrastate and interstate travel for “covered farm vehicle.”

For additional information on what classifies as a “covered farm vehicle,” please see the chart on page 11 and (FMSCR’S Parts 390.5)

**MAP – 21 Summary of Agricultural Exemptions**

<b>Question</b>	<b>HOS Exemption</b>	<b>Covered Farm Vehicle</b>
Who can use the exemption	Anyone	Farmer, their employees or family.
What commodities are covered	Agricultural commodities, farm supplies, livestock,	Agricultural commodities, farm supplies, livestock, machinery
Can they transport placarded HM	Yes	No
Are special plates or other identification required for vehicles	No	Yes
Does the size of vehicle affect exemption	No	Yes  <26,001 – Exempt anywhere in US.  >26,001 – Exempt anywhere in state of registration OR within 150 air-mile of farm or ranch
Are crop share arrangements included in exemption	Yes	Yes
Does the exemption include for-hire transportation	Yes	No

<b>Question</b>	<b>HOS Exemption</b>	<b>Covered Farm Vehicle</b>
Do mileage limits apply to the exemption	Yes  150 air-miles from the distribution point; wholesale or retail.	Depends on size of vehicle  <26,001 – Exempt anywhere in US., no mileage restriction  >26,001 – Exempt anywhere in state of registration OR within 150 air-mile of farm or ranch

➤ **Exceptional Hauling Permit (EHP) for Farm Products (Except Milk)**

- This permit allows for a combination of vehicles solely carrying farm products loaded off-highway, and that has an axle configuration of not less than six axles and a front-to-rear centerline axle spacing of not less than 50 feet. **This permit is not valid for travel on the Interstate System.** Twice each year, submit to a pass a North American Standard Driver/Vehicle (NASD/V) Level 1 inspection. A combination of vehicles operating under the authority of an EHP issued under this permit shall comply with the following weight limits.
- 20,000lbs gross weight on a single axle.
- For any consecutive axle configuration of two or more axles on individual vehicles in the combination, the maximum gross weight specified in §24-109

GCW of **87,000 lbs** and additional tolerances of **1,000 lbs** GCW and **15%** for axle weights. While operating under the authority of an EHP a person may not:

- Violate a highway restriction issued by a competent authority.
- Operate the combination of vehicles on the interstate highway system.
- Operate the combination of vehicles if the combination of vehicles exceeds any tire weight rating or tire speed restriction adopted under §25-111.
- And fail to comply with the terms and conditions of the EHP.

While operating under the authority under the EHP a person shall have in the person's possession:

1. The original EHP, and
2. For each vehicle in the combination of vehicles a copy of a valid NASD/V Level 1 Inspection report issued within the preceding 180 days that shows no out-of-service violations.

Permit Fee: An applicant for an exceptional hauling permit shall pay to the State Highway Administration:

**\$250** for the issuance of a new annual permit or the annual renewal;

*or*

**\$30** for the issuance of a 30-day permit;

**\$1,000** for the reinstatement of a permit that was revoked and

**\$5,000** for the reinstatement of a permit that was revoked and for a second or subsequent violation within the prior 24 months.

➤ **Exceptional Hauling Permit- Milk**

This permit allows a combination of vehicles carrying raw liquid milk to a processing plant that is the only load on the vehicle and is loaded from bulk liquid milk storage. **This permit is not valid for travel on the Interstate System.** There are two Categories for this type of EHP.

5 Axle Combination Milk Vehicle Specifications ;( **This type of permit will sunset in 2016**)

- Carries to a processing plant from March 1 to June 30, raw liquid milk.
- Has an axle configuration of five axles and a distance of at least 28 feet between the last axle on the tractor and the first axle on the semitrailer and comply with the following weight limits
- A maximum of 20,000lbs gross weight on a single axle.
- For any consecutive axle configuration of two or more axles on individual vehicles in the combination, the maximum gross weight specified in §24-109.
- A maximum of 88,000lbs GCW.
- Twice each year, submit to a pass a North American Standard Driver/Vehicle (NASD/V) Level 1 inspection.
- Be allowed a load limit tolerance of only 1,000lbs for GCW and 15% for axle weights.

While operating under the authority under the EHP a person shall have in the person's possession:

- The original EHP, and
- For each vehicle in the combination of vehicles a copy of a valid NASD/V Level 1 Inspection report issued within the preceding 180 days that shows no out-of-service violations.
- Fee: \$30 for each 30-day period

**Note:** Holiday Travel Restrictions Apply.

6 Axle Combination Milk Vehicle Specifications:

- Has an axle configuration of six axles and a front-to-rear centerline axle spacing or not less than 50 feet.
- A maximum of 20,000lbs gross weight on a single axle.
- For any consecutive axle configuration of two or more axles on individual vehicles in the combination, the maximum gross weight specified in the Maryland Transportation Article §24-109.
- A maximum of 95,000lbs GCW.
- Twice each year, submit to a pass a North American Standard Driver/Vehicle (NASD/V) Level 1 inspection.
- Be allowed a load limit tolerance of only 1,000lbs for GCW and 15% for axle weights.

While operating under the authority under the EHP a person shall have in the person's possession:

- The original EHP, and For each vehicle in the combination of vehicles a copy of a valid NASD/V Level 1 Inspection report issued within the preceding 180 days that shows no out-of-service violations.

Permit Fee: \$250 Annual Permit  
Or \$30 permit for 30 days.

**Note:** Holiday Travel Restrictions Apply

*For requirements to obtain the above exceptional hauling permits, please contact the Maryland State Highway Administration, Hauling Permit Unit at 410-582-5734.*

(MD Transportation Article § 24-113.2)

➤ **Vehicles Hauling Liquid Milk**

Except on interstate highways, vehicles transporting liquid milk from the producer may be granted a **5%** tolerance on the applicable registration or statutory gross weight limit. However, the tolerance may not permit the weight of the vehicle to exceed **80,000 lbs.**

(MD Transportation Article § 24-111.1 (c))

- ◆ If **more than 1** statutory weight limit tolerance applies to a vehicle being weighed, the police officer shall grant **only the greatest applicable tolerance.**

(MD Transportation Article § 24-111 (b) 3)

➤ **The following axle load limits apply in the state of Pennsylvania**

*2-Axle Truck* – 38,000 lbs.

Front Axle: not to exceed (nte) 20,000 lbs.

Rear Axle: nte 22,400 lbs.

*3-Axle Truck* – 58,400 lbs.

Front Axle: nte 20,000 lbs.

Axle 2 and 3: nte 18,000 on interstate highway

*3-Axle Combination* – 58,400 lbs.

Front Axle: nte 20,000 lbs.

Axle 2 and 3: nte 22,400 per axle

*4-Axle Truck* – 73,280 lbs.

Front Axle: nte 20,000 lbs.

Axles 2,3,and 4: nte 18,000 lbs. on interstate highway, otherwise nte 21,400 lbs. Total of rear axles nte 60,000 lbs.

*4-Axle Combination* – 73,280 lbs.

Front Axle: nte 20,000 lbs.

2<sup>nd</sup> Axle: nte 22,400 lbs.

Axles 3 and 4: nte 18,000 lbs. if center to Center distance between axles is less than 6 feet.

\*if center to center distance is 6 – 8 ft, one axle is allowed 18,000 lbs., the other 22,400 lbs. If the center to center distance

exceeds 8 ft, each axle is allowed 22, 400 lbs.

*4-Axle Combination (3 axle truck tractor)* – 73,280 lbs.

Front Axle: nte 20,000 lbs.

Axles 2 and 3: nte 18,000 lbs. per axle if the center to center distance between axles is less than 6 ft and the weight on axle 4 does not exceed 22,400 lbs.

\*If the center to center distance between Axles 2 and 3 is between 6 ft and 8 ft, one axle is allowed 18,000 lbs., the other 22,400 lbs. If the distance exceeds 8 ft, each axle is nte 22,400 lbs.

### Covering of Loads

- The beds of all vehicles transporting loose materials that include dirt, sand, gravel, wood chips, or other material that can blow, fall, or spill from a vehicle, must be fully enclosed on all sides and covered with a canvas or other type of approved cover.
- The loose material regulations of the **Transportation Article, Title 24-106 of the Annotated Code of MD**, do not apply to agricultural products in their natural state or residue developed from processing vegetable agricultural products that can be used as feed for animals and that are being transported to a farm. This provision, however, does not prevent the enforcement of any rule or regulation promulgated by the Department of the Environment for the control of air pollution.

The following vehicles, when transporting loose materials, are exempt from this law:

- a) Any **Class K** (Area K Farm Vehicle);
- b) Any **Class E** truck registered or capable of being registered under Subsection 13-917 of the Transportation Article if the vehicle manufacturer's original design specifications for bed enclosures have not been altered to increase the vehicle's load capacity;
- c) Any construction vehicles working within the confines of a public works construction site as outlined in the construction plans, provided the distance traveled does not exceed one mile or the distance specified in an extension granted;
- d) Any construction vehicle or mining equipment while crossing

a highway between construction or mining sites;

- e) All **Class G** (trailer) vehicles, provided no part of the load is higher than six inches below the top of any enclosures; and
  - f) All vehicles operating within the Port of Baltimore for a distance not to exceed 1 mile between a stockpile or storage facility and a vessel docked at the Port.
- Vehicles carrying any material that can blow, fall, or spill must transport the load in a vehicle enclosed on both sides by sideboards, in the front by a board or the cab of the vehicle, and in the rear by a tailgate or board. The vehicle must be loaded so no part of the load is in contact with the sideboards or panels that is within **6 inches** of the top of either sideboard or panel. Vehicles with securely covered loads are exempt from the **6-inch** requirement, as is any vehicle with a fully enclosed body. Flat bed or drop deck trailers are required to have a headboard or "headache rack" installed on the back of the tractor.

(MD Transportation Article § 24-106)

## USDOT and MD Motor Vehicle Identification Numbers

- In MD, every truck registered over **10,000 lbs.** capacity, truck tractor, and bus operated on highways in the state, unless specifically **exempt\***, must display either a USDOT or a MD-issued motor carrier identification number. If you are a motor carrier that is not required to have a USDOT number because your vehicles do not leave the state and you do not handle interstate cargo, you must obtain a MD specific identification number and display it on your trucks, truck tractors, and buses.

The marking must display the following information:

- The trade name of the motor carrier operating the self-propelled motor vehicle.
- The motor carrier identification number issued by the Federal Motor Carrier Safety Administration (FMCSA) preceded by the letters “USDOT”.
- If the name of any person other than the operating carrier appears on the motor vehicle, the name of the operating carrier must be followed by the information required above and preceded by the words “operated by”.

The marking must:

- Appear on both sides of the self-propelled vehicle;
- Be in letters that contrast sharply with the background on which the letters are placed;
- Be readily legible, during daylight hours, from a distance of **50 feet** while the vehicle is stationary; and

- Be kept and maintained in a manner that retains the legibility required by the previous statement.
- The marking may be painted on the motor vehicle or may consist of a removable device.

(FMCSR Part 390.21)

- The Maryland State Highway Administration’s Motor Carrier Division of the Office of Traffic and Safety has been designated as the issuing agency for the Maryland motor carrier identification numbers (MD US DOT #s).

**\*The following vehicles, if only operated intrastate, may be exempt: Farm trucks, and farm truck tractors, Area K farm vehicles, emergency vehicles, vehicles transporting money or commercial paper, vehicles owned or operated by the State or local government, and vehicles within 15 days of their purchase.**

(MD Transportation Article § 22-404.3)

**Note: Currently, USDOT Numbers are issued free of charge. Effective October 1, 2015, FMCSA will start charging a fee of \$300 for each new USDOT number issued.**

- **Safe Trailering and Transportation of Horses- University of Maryland-Fact Sheet FS-932** – With additional information inserted for clarity of purpose by the MFB

In today's world, being able to transport your horse is a necessity. Regardless if it is for a trail ride, showing, pleasure, business or health reasons, having your horse familiar with trailering will make for a successful trip.

### **TRAILER SAFETY**

There are many types of trailers to choose from when hauling horses: stock, ramp, hauler, slant, or straight load. Stability of the trailer will vary depending on the combination of the tow vehicle and type of trailer used. There are two main types of horse trailers:

- 1.) a bumper pull which is popular for shorter hauls and smaller tow vehicles and,
- 2.) a gooseneck trailer which offers more stability during adverse weather conditions and has a higher weight-carrying ability. Regardless of the type of trailer, make sure the trailer has solid flooring and secure footing for horses. Rubber mats aid in providing secure footing.

Many trailers come with dividing partitions (also known as "dividers"). Slant load trailers have become popular for transporting horses due to easy access (side doors, fold down windows) and being able to easily separate each horse by the use of partitions. There are two types of partitions used in trailers: a partial or full. Partial partitions give more room for the horse to spread its feet and balance itself while traveling. Full partitions are useful when transporting a stallion with other horses or a

mare and foal. The full partition helps avoid the foal getting under the feet of other horses. Many trailers have padding on partitions and walls of the trailer to reduce scuffs and scrapes to the horse during transportation.

There are many additional features available for trailers such as side doors, dressing rooms, sleeping quarters, and tack compartments. Talk to a trailer representative or dealer for additional trailer features. The most important decision in selecting a trailer is the comfort and safety of the animal. The more comfortable a horse feels, the less likely it is to develop bad trailering habits.

When deciding on truck and trailer options, the most important choice is selecting the type of set-up that works best for your equine activities. Having a towing vehicle with a long wheel base will provide the best stability. The general rule is the larger and heavier the trailer, the more horsepower that is required from the towing vehicle. Choose a vehicle with an adequate tow rating for your trailer.

### **PRE-TRIP SAFETY CHECKLIST**

**Tow Vehicle:** Fully inspect and check tow vehicle. Replenish engine fluids and inspect tires as towing puts extra stress on vehicle. Regularly service and maintain vehicle per specifications of manufacturer.

**Tires and Wheels:** Check the condition of tires. Look for any bulges, worn tread, or slices. Tires should be regularly balanced and rotated. Check for proper inflation pressure. Spare tire should also have proper inflation pressure. Wheel bearings should be regularly serviced (cleaned, inspected, greased, new seals). Check the tightness of lug nuts.

**Lights and Wiring:** Check all lights for proper operation in addition to making sure all the wiring is intact and secured.

**Brakes:** Inspect brake drums and wheels. Check fluid levels and lines to hydraulic brakes. Do a loaded and unloaded drive test to check the operation of brakes. Inspect emergency trailer brake battery being sure that it is fully charged.

**Hitch:** Hitches should be professionally installed and have an adequate weight rating for the trailer being towed. Is the trailer ball the correct size for the hitch? Be sure to grease the ball and coupler before hooking up. Is the hitch properly secured? Clean and oil the jack stand. Be sure the jack stand operates properly and is not bent or damaged. Inspect safety chains and electrical connections. Check the breakaway system to be sure it is operating correctly.

**Suspension:** Check levelness of hitched trailer. The trailer should not be on inclining or declining angle. Check bushings as well as axle bolts for tightness

**Floor and Body:** Check floor and ramp for soft spots, rotting, splintering, cracks or corrosion. This may involve removing floor mats for inspection. Also inspect floor mat and replace as necessary. Check the trailer body for any damage. Inspect any seals. Check and lubricate doors, locks, dividers, and windows.

**Safety Equipment:** Be sure your first aid kit is complete and in your vehicle. Is your truck and trailer safety kit complete (road side flares, fire extinguisher, flash light, etc.)? It is very important to have tire changing equipment that has the ability to handle the weight of the vehicle.

## **TRAILER DRIVING HABITS**

Practice driving and maneuvering your trailer before loading any animals. This includes driving both forward and backwards. Properly adjust and learn to use your mirrors. To maneuver a trailer in reverse, put your hand on the bottom of the steering wheel and turn it in the direction you want the trailer to go. To turn the trailer sharply, turn the wheel before you move the vehicle. For a gradual turn, turn the wheel as the vehicle is moving. If you are having trouble backing up, try slowing down.

## **Safety Check during Travel**

Any time the load weight is adjusted during the trip (unloading or loading horses), drive a short distance and check operation of brakes before traveling onto high traffic roadways. Make adjustments to the brake controller as needed. When adjusted correctly, the trailer should not push against the towing vehicle while braking. Any time while traveling that the driver exits the vehicle, walk around the trailer checking tires, lights and that the hitch is secure.

## **PREPARATIONS BEFORE TRAVELING**

Before heading out on the road, make sure you have properly prepared for the trip. Preparations before traveling include having a first aid kit for your horse(s). A basic equine first aid kit should include:

*Phenylbutazone (Bute)*  
*Non-stick bandages and gauze*  
*Bandage Scissors*  
*Alcohol*  
*Electrolytes*  
*Twitch*  
*Eye wash*  
*Thermometer*  
*Antiseptic ointment*

### *Self-sticking bandage*

These items will provide enough emergency care until a veterinarian can be contacted. Remember, the best way to control bleeding is a snug bandage. In case of emergency contact information for your horse(s) should be placed in both your tow vehicle and trailer. Information included should state your cell phone number, horse's name, horse registration information, veterinarian information, home/stable address, and vaccination records.

### **Vaccinations**

It is very important that all horses being transported are up to date on their vaccinations, especially when crossing state lines. If you are traveling to a show, additional vaccinations may be required. Vaccination recommendations vary throughout the

United States, so be sure to check with a local veterinarian in the area you will be traveling to ask for which vaccinations are recommended. All in and out of state health requirements must be met. Throughout the United States, transporters are required to have a negative coggins (equine infectious anemia) test and health certification for each horse being transported. Do your homework before you travel – you do not want to be stranded at a checkpoint or port of entry for hours due to insufficient paperwork.

### **Overnight Accommodations**

When traveling long distance, be sure to make overnight stabling arrangements before traveling. Have the contact information on hand for your overnight arrangements in case traffic delays your arrival or other unexpected events occur.

### **Bedding**

Under normal circumstances, bedding in the trailer is not necessary but may offer extra

cushioning and comfort, especially if transporting an injured animal. Bedding can be a great help in soaking up urine and manure during the trip.

### **TRAVELING WITH HORSES**

Horses are designed to have the ability to stand for long periods of time. Nevertheless, while traveling they will need periods of rest approximately every 3-4 hours. The time it takes to fuel your vehicle offers an adequate rest period. If you will be traveling longer than 18 hours, prior arrangements should be made so that both you and your horse may have a prolonged rest period that includes unloading from the trailer and stalling the horse for the night.

**Loading Your Animal** Before loading a horse, be sure the horse is wearing a correct fitting halter that will not slip off or break while loading. Lead the horse up to the trailer and encourage the horse to walk in. NEVER wrap your hand around the leadline. If the horse were to spook the handler could be injured. Once the horse has stepped up into the trailer and is standing, secure it with a quick release trailer tie or a slip knot with the leadline. Being able to release a horse quickly is crucial during an emergency situation. Be sure to carry a pocketknife in the emergency that the tie rope would need to be cut. It is important to always be aware of the animal while inside the trailer due to being in tight confinement with them. If the horse were to become scared or panicky, be sure there is a quick exit from the trailer to avoid injury.

### **Avoiding Injury while on the Road**

Shipping boots and leg wraps offer additional protection to a horse's legs during transportation. Most shipping boots extend up from the coronary band to the knees and hocks. Make sure the horse is used to wearing shipping boots or leg wraps before

hauling. Many horses will stomp or kick the first time boots or wraps are placed on them. If using shipping boots or leg wraps, be sure they are securely fastened, wrapped snug so they do not slip off during transportation. A loose shipping boot can cause the horse to slip and fall in the trailer.

When hauling several horses, it is recommended that the horses be familiar with each other. Horses have a social hierarchy within their herd which will continue inside the trailer. Be mindful which order horses are loaded. Avoid placing the most dominant horse next to the most timid. The use of dividing partitions can be especially helpful when separating horses.

**Feeding and Watering** Feeding and watering on the road is just as important as when the animal is at home. When possible, take all needed feed and hay for the entire trip, making sure that you have enough for all the horses you are transporting. When offering free-choice hay during transportation, secure the hay net high and tight to avoid your horse becoming entangled during trailering.

Take buckets from home so the horse can eat and drink out of familiar containers. This also reduces disease transfer from other horses. Water should be offered every 3-4 hours. Some horses will not drink while traveling but should still be offered water. A few gulps of water can help avoid colic or impaction troubles during the trip.

### **Ventilation**

Having good ventilation is a must! Not only does good ventilation help keep horses cool in the trailer, but it also provides fresh air during the trip. Opening ceiling vents and/or windows can ensure good ventilation. When opening side windows, be sure to keep screens and window bars closed while traveling on roadways. It is exceptionally dangerous for a horse to have its head

outside of a moving trailer traveling at high speeds in traffic.

### **Unloading Your Animal**

Before unloading your horse, park the trailer in a location where the horse(s) can be unloaded onto secure footing, such as grass or gravel. Be sure to unload in a safe area away from roadways and traffic. Even experienced, seasoned horses can spook away from their handler when arriving at a new location. It is not recommended to unload horses on pavement as horses are prone to slipping on asphalt.

Just as with loading, practice makes perfect when unloading your horse. Be sure your horse will calmly back out of the trailer. Make sure you have a hold on the lead line to guide your horse out of the trailer. NEVER wrap your hand around the lead rope. You may be injured if the horse were to pull back quickly or tries to turn around in the trailer.

### **SAFE TRAVELING**

The weekend trail rider may have a different hauling set-up than a show jumper who travels up and down the East Coast months at a time. Proper preparation and practice for trailering your animal will avoid many problems while traveling. Once you have unpacked from the trip don't forget to clean and disinfect your trailer. Not only does this reduce any disease concerns but your trailer will be clean for your next trip.

### **Safety Issues**

#### ➤ *Lighted Lamp Requirements*

Every vehicle on a highway in MD, at any time, when due to insufficient light or inclement weather, persons and vehicles on the highway are not clearly discernible at a distance of **1,000 feet** ahead, shall display lighted lamps and illuminating devices as

respectively required for different classes of vehicles, and further that stoplights, turn signals, and other signaling devices shall be lighted as prescribed for the use of these devices.

(MD Transportation Article § 22-201.1)

➤ Lamps on Farm Tractors and Farm Equipment

**2** single-beam or multiple-beam headlamps and at least **2** red lamps visible when lighted from a distance of no less than **1,000 feet** to the rear; And at least **2** red reflectors visible from all distances within **600 feet** to **100 feet** to the rear when directly in front of lawful upper beams of headlamps.

Every combination of farm tractor and towed farm equipment shall be equipped with lamps as provided below:

- a) The farm tractor towing the equipment shall be equipped as established above.
- b) The towed unit of equipment shall be equipped on the rear with two red lamps visible when lighted from a distance of no less than **1,000 feet** and **2** red reflectors visible to the rear from all distances within **600 feet** to **100 feet** when directly in front of the lawful upper beams of headlights.
- c) The combination also shall be equipped with a lamp displaying a white or amber light visible when lighted from a distance of no less than **1,000 feet** to the front. This lamp shall be positioned to indicate the extreme left of the combination.

(MD Transportation Article § 22-215)

➤ Reflective Material

retroreflective sheeting or reflex reflectors must be retrofitted to the sides and rears of

semitrailers and trailers, including agricultural trailers that travel **interstate** and **intrastate**. This federal regulation applies to semitrailers and trailers with an overall width of **80 inches** and a **GVW of 10,001 lbs.** or more. The reflective material is intended to help prevent nighttime and low-light condition side and rear impact collisions.

(FMCSR, Part 393.11)

(FMCSR, Part 393.13)

➤ Slow Moving Vehicle (SMV) Emblem

An SMV emblem is **required** to be displayed when operating on a highway any vehicle or combination of vehicles that is designed to be and is driven at a speed of **25 mph or less**. The emblem is to be mounted on the rear of the vehicle, base down, at a height of not less than **3** and no more than **5 feet** from ground to base. Any other vehicle or combination of vehicles when driven 25 mph or less may display the emblem.

In MD, new farm equipment designed or intended by the manufacturer to be driven or moved at speeds of 25 mph or less may not be sold unless equipped with an SMV emblem.

Unauthorized display of the SMV emblem is prohibited under State law.

(MD Annotated Code, Transportation § 21-805)

The National Safety Council estimates that over **42,000** accidents occur in the United States each year between farm vehicles and motorists. Half of these accidents occur during September and October alone. SMV emblems on vehicles indicate that this vehicle is not to exceed **25 mph**. An effective SMV emblem should be visible from **600 feet** at anytime, day or night. Using SMV emblems for any other purpose other than slow moving vehicles severely diminishes the effective warning it is intended to give and thus puts the driver and

the vehicle at greater risk from others. An example of misuse would be placing SMV emblems at the end of driveways as markers.

➤ Safety Suggestions for Farm Vehicle Road Use:

- Clean SMV emblems each time before entering a road. Dust and dirt severely decrease the emblem's reflective properties.
- Before driving at night, clean headlights and taillights as well as flashers. Make sure they are working and turned on before entering a roadway.
- Ask someone to escort you and your machinery by having them drive a car/truck with its flashers on.

➤ Preventive Maintenance Program

Maryland's Preventive Maintenance Program applies to vehicles over **10,000 lbs.** registered as Class E, Class G freight trailer or freight semitrailer, F, P, and M. Class E trucks registered as Farm Trucks, Class F truck Tractor registered as a farm tractor and Class K Farm Area vehicles do not have to adhere to the program, but MD Farm Bureau recommends farmers do so voluntarily for safety reasons.

(MD Transportation Article § 23-301)

- Owners must have the vehicles inspected, maintained, and repaired at least every **25,000 miles** or every **12 months**, whichever occurs first. A file containing the records is required and shall be retained where the vehicle is either housed or maintained for a period of **2 years** and for **6 months** after the vehicle leaves the owner's control.

(MD Transportation Article § 23-302)

➤ Towed Vehicles

Safety Chains

Every trailer and semitrailer equipped with a tow bar and any special equipment being towed shall be coupled directly to the frame of the towing vehicle with 1 or more safety, or "stay" chains or cables. Attachment to the pintle hook does not meet this requirement.

- No more slack may be left in these chains or cables than is needed for proper turning.
- The chains/cables shall be connected to the towed vehicle and to the tow bar to prevent the tow bar from dropping to the ground if it fails.

(MD Transportation Article § 24-107)

➤ Display of Warning Flag

While one vehicle is towing another and the connection is a chain, rope, or cable, a white, red, or orange-fluorescent warning flag or cloth at least **18 inches** square shall be displayed on the connection.

(MD Transportation Article § 24-107(f))

International Fuel Tax Agreement

- The International Fuel Tax Agreement (IFTA) is an agreement among states and Canadian provinces to simplify the reporting of fuel used by interstate/inter-jurisdictional motor carriers. As of Jan. 1, 1998, the IFTA member jurisdictions include all states and Canadian provinces **except** the District of Columbia, Alaska, Hawaii, the Northwest Territory, Yukon Territory, and Nunavut Territory. Maryland is your base jurisdiction for IFTA licensing and reporting if you:

- Have one or more qualified motor vehicles based in MD;
  - Have an established place of business in MD for which motor carrier inspections are required;
  - Maintain operational control and operations records for qualified vehicles in MD;
  - Have one or more motor vehicles actually travel on MD highways; and
  - Operate in at least one other IFTA jurisdiction.
  - A Maryland registered vehicle that always stays within the boundaries of Maryland and DC is not required to display IFTA decals.
- ❖ To request an IFTA license contact:

Comptroller of the Treasury  
 Motor Fuel Tax Division  
 IFTA Program  
 P.O. Box 1751  
 Annapolis, MD 21404-1751  
 Telephone (410-) 260-7215

### **International Registration Plan**

- The International Registration plan, known as IRP, is a registration reciprocity agreement among states of the United States and provinces of Canada providing payment of license fees on the bases of total distance operated in all jurisdictions. The unique feature of this Plan is that, even though license fees are paid to the various jurisdictions in which fleet vehicles are operated, only one license plate and one cab card is issued for each fleet vehicle when registered under the plan.

- Maryland is currently not a member of the IRP Today, the 48 contiguous US States, the District of Columbia and ten Canadian provinces, Alberta, British Columbia, Manitoba, New Brunswick, Ontario, Prince Edward Island, Newfoundland and Labrador, Nova Scotia, Quebec and Saskatchewan are all members of IRP and participate in the Plan, which authorizes registration of over 2 million commercial vehicles. In addition, the repository continues to have an open dialogue with Mexico on entering the IRP.

Who must obtain apportioned registration:

Apportion registration must be obtained by any vehicle, which operates or intends to operate in two or more member jurisdictions that allocate or proportionally register vehicles. These vehicles are used for the transportation of persons for hire or designed, used or maintained primarily for the transportation of property and:

- is a power unit having two axles and a gross vehicle weight or registered weight in excess of 26,000 pounds, or 11,793.401 kilograms; or
- is a power unit having three or more axles, regardless of weight; or
- Is used in combination when the weight of such combination exceeds 26,000 pounds or 11,793.410 kilograms gross vehicle weight.

Exemptions:

These vehicles do not need to be licensed with apportioned registration:

- Government owned vehicles
- Vehicles used for pickup and delivery within cities
- Buses used to transport chartered groups and/or school buses engaged in school related activities.

- Recreational vehicles, (defined as a vehicle used for personal pleasure or travel by an individual or his family)
- Trailers or semi-trailers
- Vehicles displaying a restricted plate. (FT, RV, State/County/City owned, Dealer plates used to transport vehicles for resale, Antique plates, transport plates i.e. mobile/modular homes towed behind a tractor)

### Emergency Telephone Numbers

- To report emergency situations (including disabled vehicles) from a cellular phone dial **#77**.
- MD Department of the Environment Hazardous Material Spill and Oil Spill Response (24 hrs)  
**1-866-633-4686**  
- Div. Of Radiation Control  
7:30AM – 5:00PM, M-F  
**410-537-3300**  
4:30PM – 8:30AM, M-F/weekends/holidays  
**1-866-633-4686**
- MD Transportation Authority Police (MDTAP monitor CB Channel 3)  
**1-888-754-0185**
- MD State Police HQ/State Fire Marshal (State Police monitor CB Channel 9)  
**410-486-3101**  
State Police Toll Free Emergency:  
**1-800-525-5555**
- Natl. Information Reporting & Response Center (USDOT)  
**1-800-424-8802**
- CHEMTREC – **1-800-424-9300**
- CSX Railroad Crossing Emergency  
**1-800-232-0144**
- Norfolk Southern Crossing Emergency  
**1-800-453-2530**

### Routine Calls and Websites

- *Motor Vehicle Administration*  
<http://www.mva.maryland.gov/>  
General Info:

1-800-492-4575  
410-768-7000

Recorded information and answers to common questions available 24 hrs/day:  
**410-768-7000**

### Motor Carrier Services Section **410-787-2971**

- Federal Motor Carrier Safety Administration

Pertaining to:

- USDOT Identification #
- Carrier Safety Profile
- Other Federal Safety Info  
**1-800-832-5660**

- MD State Police  
Commercial Vehicle Enforcement Division  
(Compliance Reviews and PM's)  
**410-694-6100**

- MD State Highway Admin.  
Motor Carrier Division  
**1-800-543-4564**  
**410-582-5734**

Maryland Department of Transportation  
<http://www.mdot.maryland.gov/>

Maryland Motor Carrier Handbook (Online)  
<http://www.roads.maryland.gov/OOTS/motorcarrierhandbook.pdf>

To apply for a US DOT Number (Online)  
[www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)

To apply for a MD USDOT Number  
<http://www.roads.maryland.gov/Index.aspx?PageId=544>

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