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State Regulations for Buses

Minnesota

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<https://dps.mn.gov/divisions/dvs>

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Minnesota Commercial Vehicle Resource Book 2026

The Commercial Vehicle Resource Book is published annually by the
Minnesota Department of Transportation
Office of Freight and Commercial Vehicle Operations
395 John Ireland Boulevard, Mail Stop 420
St. Paul, MN 55155

If you have questions regarding the content or would like additional information added to this resource book, please email motorcarrier.dot@state.mn.us.

NOTE: This information is intended to provide you with general guidance concerning the applicable laws and rules and does not constitute legal advice. Refer to the relevant state and federal statutes and regulations for complete information.

The text is distributed for use by individuals, businesses, or other organizations seeking to review the laws and regulations regarding commercial vehicle operations in the State of Minnesota. Enforcement agencies, educational institutions, and other organizations may also use this text as a reference or educational guide. Any sale or commercial reproduction of this book is prohibited.

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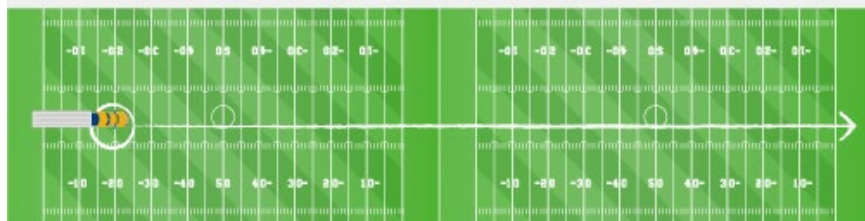
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Introduction

The Minnesota Department of Transportation's (MnDOT) Office of Freight and Commercial Vehicle Operations (OFCVO) has prepared this reference guide on motor carrier regulations for motor carriers and drivers who transport property, passengers, or hazardous materials on Minnesota highways.

OFCVO works closely with the United States Department of Transportation's (USDOT) Federal Motor Carrier Safety Administration (FMCSA) and the Minnesota State Patrol's Commercial Vehicle Enforcement section to administer and enforce motor carrier laws and regulations, and advance highway safety.

Whether you are a motor carrier of freight or passengers, hauling your own products, oversized and overweight loads, hazardous materials, or transporting the elderly and disabled or limousine customers, you are responsible for a wide variety of business operations related to vehicles, drivers and recordkeeping. MnDOT provides resources to help you understand your role and be successful in business.

Public Education and Outreach

OFCVO provides additional education and outreach resources on legally operating as a motor carrier and driver in Minnesota. The resources are available at [MnDOT CVO Online Education](https://www.dot.state.mn.us/cvo/education/index.html).¹

Safety Talks and Events

OFCVO offers safety talks on various regulations, rules and laws governing motor carriers and drivers. We can also participate in or present at a conference, convention, or workshop that you are hosting. There is no fee for these services. If you have a targeted audience with specific DOT safety subjects that you would like addressed, or an event you would like us to attend, please complete the "Safety Talk and Event Request" form on our website, [Safety Talk and Event Request Form](https://mndotforms.formstack.com/forms/safety_event_request_form).²

¹ <http://www.dot.state.mn.us/cvo/education/index.html>

² https://mndotforms.formstack.com/forms/safety_event_request_form

Quick Reference Phone List

Highway Emergencies	911
Traffic and Road Conditions (Minnesota only)	511

Minnesota Departments

Department Name	Phone
Department of Transportation (General Information)	651-296-3000
Office of Freight and Commercial Vehicle Operations	651-215-6330
Oversize/Overweight Permits	651-296-6000
Spring Load/Seasonal Restriction Information	651-366-5400
Department of Public Safety (General Information)	651-201-7000
Minnesota State Patrol (MSP)	651-350-2000
MSP Commercial Vehicle Enforcement	Option 1
MSP Mandatory Inspection Program	Option 2
Driver and Vehicle Services (DVS)	651-297-3298
Commercial Driver's License (CDL)	651-297-5029
Hazardous Materials Spill - State Duty Officer	651-649-5451
Vehicle Registration/Fuel Tax Agreement	651-205-4141
School Bus Driver's License (DVS)	651-297-5029
Department of Agriculture (General Information)	651-201-6000
Livestock Dealer Licensing	651-201-6300
Pesticide and Fertilizer Management Division	651-201-6300
Department of Revenue (General Information)	651-556-3000
Petroleum Division	651-296-0889

U.S. Government Departments

Department Name	Phone
Federal Motor Carrier Safety Administration – MN Division	651-291-6150
Licensing and Insurance - Washington D.C.	800-832-5660
Hazardous Materials Safety	800-467-4922
Internal Revenue Service – MN Division	651-312-8082
U.S. Customs - Metro (Cargo Crossing)	612-725-3689

Canadian Government

Department Name	Phone
Canadian Customs (Border Services)	204-983-3500



Section 01 - Accident Countermeasures, Accident Reporting and Safety Messages

Accident Countermeasures

Accident countermeasures must be in place in order to reduce motor carrier accidents. A preventable accident is one which occurs because the driver fails to act in a reasonably expected manner to prevent it.

Factors in Crashes

There are many reasons why crashes occur, including:

- driving too fast
- running off the road or out of traffic
- inclement weather
- failure to yield to the right of way

Safe Driving Tips

Things you can do to reduce the risk of a crash:

- Take care of yourself. Fatigue and lack of attention will increase your risk of crashes. To avoid this, get plenty of rest before driving, eat well and stay fit, and comply with the hours of service regulations.
- Maintain your vehicle. Inspect your vehicle carefully before each trip, and learn how to inspect your brakes, identify safety defects, and get them repaired.
- Be aware of your “No Zone.” Adjust mirrors. Watch for other vehicles.
- Slowdown in work zones. Stay alert and watch out for highway construction. Take your time and give yourself plenty of room.
- Keep your distance. Always leave enough room between your vehicle and the vehicle in front of you.

Accident Register and Reporting

Anyone involved in a traffic crash must stop at the crash site. Call for law enforcement and an ambulance if needed. Provide reasonable assistance to anyone who sustained injuries in the crash. All drivers

involved in the crash should exchange names, addresses and vehicle license plate numbers, and show their driver's license, if requested.

Motor carriers must assemble and maintain an accident register for each recordable accident. The Federal Motor Carrier Safety Regulations (FMCSRs) define an accident as an occurrence involving a commercial motor vehicle operating on a highway in interstate or intrastate commerce which results in:

- a fatality;
- bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident; or
- one or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicle(s) to be transported away from the scene by a tow truck or other motor vehicle.

The term accident does not include:

- an occurrence involving only boarding and alighting from a stationary motor vehicle; or
- an occurrence involving only the loading or unloading of cargo.

Information for each accident must be maintained for 3 years from the date of each accident. Information placed in the accident register must contain at least the following:

1. A list of accidents that include:
 - date of accident;
 - city or town, or most near, where the accident occurred and the state where the accident occurred;
 - driver name;
 - number of injuries;
 - number of fatalities; and
 - whether hazardous materials, other than fuel spilled from the fuel tanks of motor vehicles involved in the accident, were released.

2. Copies of all accident reports required by the state or other governmental entities or insurers.

Emergency Preparedness

Emergency preparedness is essential for managing unexpected situations and ensuring safety. In the event of an accident or breakdown, it is crucial to properly report the incident to follow established company protocols such as contingency plans and steps for handling vehicle malfunctions, accidents, or hazardous conditions.

Safety Messages

Work Zone Safety

Work zones are wherever you see workers, flaggers and surveyors in bright yellow-green or orange vests. Work zones are marked with orange cones or barrels, concrete barriers, traffic control devices or moving vehicles with flashers, and they operate day and night.



Get current road conditions at [Minnesota 511 Travel Information | MnDOT Map](https://511mn.org/)³ before leaving on your trip.

More information can be found at [Work Zones Safety Tips | FMCSA](https://www.fmcsa.dot.gov/ourroads/work-zones-safety-tips).⁴

³ <https://511mn.org/>

⁴ <https://www.fmcsa.dot.gov/ourroads/work-zones-safety-tips>

Toward Zero Deaths (TZD)

TZD uses a data-driven, interdisciplinary approach that targets areas for improvement and employs proven countermeasures, integrating application of education, enforcement, engineering, and emergency medical and trauma services (the “4Es”). A combination of strategies from different focus areas is often most effective for solving a particular problem.

Minnesota TZD is the state’s cornerstone traffic safety program, employing an interdisciplinary approach to reducing traffic crashes, injuries, and deaths on Minnesota roads. While individual disciplines have a long history of successful traffic safety programs, TZD aims to tie these together with a common vision and mission for even greater success.

The TZD program uses data to target areas for improvement and employ proven countermeasures. The TZD program team works in partnership with community and corridor groups to improve the traffic safety of a designated area. Toward Zero Deaths provides technical assistance, materials, and guidance to local groups that are committed to reducing crashes and the fatalities and severe injuries that result from them.

For more information on TZD, please visit their website at [Home | Minnesota Toward Zero Deaths](https://www.minnesotatzd.org).⁵

Human Trafficking

Human trafficking is a crime that involves the use of force, fraud, or coercion to obtain labor or a commercial sex act. All commercial sex involving a minor is legally considered human trafficking, regardless of force, fraud, or coercion.

Victims can be anyone – regardless of race, color, national origin, disability, religion, age, gender, sexual orientation, gender identity, socioeconomic status, education level, or citizenship status. Similarly, perpetrators of this crime also vary. Traffickers can be family members, partners, acquaintances, and strangers. They can act alone or as part of an organized criminal enterprise.

⁵ <https://www.minnesotatzd.org>



Language barriers and/or fear of their traffickers often keep victims from seeking help, making human trafficking a crime hidden in plain sight.

CMV professionals are on the front lines in the fight against human trafficking and might be able to spot the signs of this crime when on the job since human traffickers often use bus stations, truck stops, rest areas, and travel centers to recruit and move victims.

Be willing to take a second look, trust your instincts, and make the confidential call or text. Real-time reports help local authorities intervene quicker. Some people tend not to report over the fear of being wrong—that should never be considered.

If you see (or suspect) any indicators of human trafficking, assess the situation. Do not attempt to confront a suspected trafficker or engage with a victim. Instead, please contact local law enforcement directly.

Report to:

- 911 (if someone is in immediate danger);
- the National Human Trafficking Hotline at 888-373-7888 or text HELP or INFO to BeFree (233733); or
- your company/organization and follow their reporting policy, if applicable.

When describing the suspected human trafficking situation, describe specifically what you observed, including:

- who or what you saw (physical identifiers, nicknames overheard);
- when you saw it (date and time); and
- where it occurred (where you noticed the suspicious activity and any movement, if applicable).

For more information on human trafficking, please visit FMCSA's website at [Your Roads. Their Freedom. | FMCSA](#).⁶

Railroad Crossing – ENS signs

Rail crossings have unique identification numbers that can be found on blue and white signs at each crossing. For more information, watch the "[Find the BLUE and WHITE Emergency Notification System \(ENS\) sign](#)"⁷ video.



RAILROAD CROSSINGS
EMERGENCY NOTIFICATION SYSTEMS (ENS)

**Get
HELP!
Use the
Blue
ENS Sign**

**Keeping Railroads
and the Public Safe**

The mission of the Federal Railroad Administration is to enable the safe, reliable and efficient movement of people and goods for a strong America, now and in the future.

Please visit our website at
www.railroads.dot.gov

⁶ <https://www.fmcsa.dot.gov/stophumantrafficking>

⁷ <https://www.youtube.com/watch?v=PIPSBzxOAx4>.

Whistleblower

Drivers have the right to question the safety practices of their employer without the risk of losing their job or being subject to retaliation for stating a safety concern. The U.S. Occupational Safety and Health Administration's (OSHA) whistleblower statutes protect drivers from retaliation.



For more information on the Whistleblower Protection Program or to file a complaint, please visit OSHA website at [The Whistleblower Protection Programs | Whistleblower Protection Program](https://www.whistleblowers.gov).⁸

⁸ <https://www.whistleblowers.gov>



Section 02 - Intrastate Carrier

Types of Intrastate Carriers

Intrastate transportation is the transportation of passengers or property entirely within one state that is not interstate in nature. There are two types of intrastate carriers in Minnesota, private carriers and for-hire motor carriers.

A private carrier is a person or company that transports property or passengers by motor vehicle when:

- their primary business is not transportation; and
- the transportation is incidental to and furthers their primary business, for example, hotel shuttle buses or landscapers.

A for-hire motor carrier is a person or company engaged in the for-hire transportation of property or passengers in intrastate commerce. For-hire means for remuneration or compensation of any kind promised, paid, or given to or received by a person or company for the transportation of property or persons on the highways. The two main categories are motor carriers of property and motor carriers of passengers.

Minnesota operating authority is required for those persons engaged in for-hire transportation and certain other transportation providers within the state of Minnesota unless exempted.

Exceptions

Per [Minnesota Statutes, section 221.025](#),⁹ an intrastate for-hire motor carrier is not required to obtain operating authority when exclusively engaged in the transportation described below:

1. the transportation of students to or from school or school activities in a school bus inspected and certified under [Minn. Stat. sec. 169.451](#);¹⁰ and the transportation of children or parents to or from a Head Start facility or Head Start activity in a Head Start bus inspected and certified under [Minn. Stat. sec. 169.451](#);

⁹ <https://www.revisor.mn.gov/statutes/cite/221.025>

¹⁰ <https://www.revisor.mn.gov/statutes/cite/169.451>

2. the transportation of solid waste, as defined in [Minn. Stat. sec. 116.06, subd. 22](#)¹¹ including recyclable materials and waste tires, except that the term “hazardous waste” has the meaning given it in [Minn. Stat. sec. 221.012, subd. 18](#),¹²
3. a commuter van as defined in [Minn. Stat. sec. 221.012, subd. 9](#),¹³
4. authorized emergency vehicles as defined [Minn. Stat. sec. 169.011, subd. 3](#),¹⁴ including ambulances; and tow trucks equipped with proper and legal warning devices when picking up and transporting disabled or wrecked motor vehicles or (2) vehicles towed or transported under a towing order issued by a public employee authorized to issue a towing order;
5. the transportation of grain samples under conditions prescribed by the commissioner;
6. the delivery of agricultural lime;
7. the transportation of dirt and sod within an area having a 50-mile radius from the home post office of the person performing the transportation;
8. the transportation of sand, gravel, bituminous asphalt mix, concrete ready mix, concrete blocks or tile and the mortar mix to be used with the concrete blocks or tile, or crushed rock to or from the point of loading or a place of gathering within an area having a 50-mile radius from that person’s home post office or a 50-mile radius from the site of construction or maintenance of public roads and streets;
9. the transportation of pulpwood, cordwood, mining timber, poles, posts, decorator evergreens, wood chips, sawdust, shavings, and bark from the place where the products are produced to the point where they are to be used or shipped;
10. the transportation of fresh vegetables from farms to canneries or viner stations, from viner stations to canneries, or from canneries to canneries during the harvesting, canning, or packing season, or transporting sugar beets, wild rice, or rutabagas from the field of production to the first place of delivery or unloading, including a processing plant, warehouse, or railroad siding;
11. the transportation of unprocessed dairy products in bulk

¹¹ <https://www.revisor.mn.gov/statutes/cite/116.06>

¹² <https://www.revisor.mn.gov/statutes/cite/221.012>

¹³ <https://www.revisor.mn.gov/statutes/cite/221.012>

¹⁴ <https://www.revisor.mn.gov/statutes/cite/169.011>

- within an area having a 100-mile radius from the home post office of the person providing the transportation;
12. the transportation of agricultural, horticultural, dairy, livestock, or other farm products within an area having a 100-mile radius from the person's home post office and the carrier may transport other commodities within the 100-mile radius if the destination of each haul is a farm;
 13. the transportation of newspapers, telephone books, handbills, circulars, or pamphlets in a vehicle with a gross vehicle weight of 10,000 pounds or less; and
 14. transportation of potatoes from the field of production, or storage site owned or otherwise controlled by the producer, to the first place of processing.

Carriers in Minnesota That Require Operating Authority

Property

Motor Carrier of Property ([Minn. Stat. sec. 221.0251](#)¹⁵) is defined as a motor carrier engaged in the for-hire transportation of property, other than household goods, in Minnesota that has filed a registration statement with MnDOT.

Household Goods Mover ([Minn. Stat. sec. 221.121](#)¹⁶). "Household goods" means personal effects and property used or to be used by the owner in the owner's dwelling.

Building Mover ([Minn. Stat. sec. 221.81](#)¹⁷). "Building mover" means a person, corporation or other entity (private and for-hire motor carriers) who raises, supports off the foundation and moves buildings on or over public streets and highways. It does not include moving manufactured or modular homes, farmers moving their own farm buildings or persons moving buildings less than 16 feet wide by 20 feet long.

¹⁵ <https://www.revisor.mn.gov/statutes/cite/221.0251>

¹⁶ <https://www.revisor.mn.gov/statutes/cite/221.121>

¹⁷ <https://www.revisor.mn.gov/statutes/cite/221.81>

Passenger

1. Motor Carrier of Passengers ([Minn. Stat. sec. 221.0252](#)¹⁸) are persons engaged in the for-hire transportation of passengers in vehicles designed to transport 8 or more passengers, including the driver.
2. Limousine ([Minn. Stat. sec. 221.84](#)¹⁹ and [Minn. Rules, ch. 8880](#)²⁰). “Limousine service” means a service that:
 - is not provided on a regular route;
 - is provided in a luxury passenger automobile (see the “Definitions” section in this book) that has a seating capacity of not more than 15 persons, including the driver;
 - provides only prearranged pickup; and
 - charges more than a taxicab fare for a comparable trip.
3. Special Transportation Services ([Minn. Stat. sec. 174.29](#)²¹ and [Minn. Stat. sec. 174.30](#)²² and [Minnesota Rules, chapter 8840](#)²³). “Special transportation service” means motor vehicle transportation provided on a regular basis by a public or private entity or person that is designed exclusively or primarily to serve individuals who are elderly or disabled and who are unable to use regular means of transportation but do not require ambulance service. Special transportation service includes but is not limited to service provide by specially equipped buses, vans, taxis, and volunteers driver using private automobiles. Special transportation service also means those non-emergency medical transportation services.

¹⁸ <https://www.revisor.mn.gov/statutes/cite/221.0252>

¹⁹ <https://www.revisor.mn.gov/statutes/cite/221.84>

²⁰ <https://www.revisor.mn.gov/rules/8880/>

²¹ <https://www.revisor.mn.gov/statutes/cite/174.29>

²² <https://www.revisor.mn.gov/statutes/cite/174.30>

²³ <https://www.revisor.mn.gov/rules/8840/>

Obtaining Minnesota Intrastate Operating Authority

All carriers, including limousine service providers, are now required to obtain a USDOT number from the Federal Motor Carrier Safety Administration (FMCSA). To apply, log into the [FMCSA Registration | FMCSA](#)²⁴ website. For additional assistance, call 800-832-5660 or visit [AskFMCSA | FMCSA](#).²⁵

Note: MnDOT is a state office and does not issue USDOT numbers.

Operating authority will not be issued to an applicant with an unsatisfactory USDOT safety rating.

All carriers must provide the following forms when applying for operating authority:

- an application form specific to the carrier type,
- data privacy notice, and
- Certificate of Compliance Minnesota Workers' Compensation Law Form

Note: [Minn. Stat. sec. 176.182](#)²⁶ requires every state and local licensing agency to withhold the issuance or renewal of a license or permit to operate a business or engage in any activity in Minnesota until the applicant presents acceptable evidence of compliance with the workers' compensation insurance coverage requirements of [Minn. Stat. ch. 176](#).²⁷ The application form requires the name of the insurance company, policy number, and dates of coverage or the permit to self-insure. If the required information is not provided, or is falsely stated, a \$2,000 penalty shall be assessed by the Minnesota Department of Labor and Industry.

Forms can be found at www.mndot.gov/cvo.

²⁴ <https://www.fmcsa.dot.gov/registration>

²⁵ <https://www.fmcsa.dot.gov/registration/ask-fmcsa>

²⁶ <https://www.revisor.mn.gov/statutes/cite/176.182>

²⁷ <https://www.revisor.mn.gov/statutes/cite/176>

Additional application requirements specific to carrier types are provided in the tables below.

Table 1 - New Authority Application Forms and Fees.

Form Name and Fee, if applicable	Property	HHG	Building Mover	Pass	Limo	STS
Application	Yes \$0	Yes \$150	Yes \$150	Yes \$0	Yes \$150	Yes \$0
Vehicle Registration	No NA	Yes \$75	Yes \$10	Yes \$75	Yes \$80	Yes \$0*
Data Privacy	Yes	Yes	Yes	Yes	Yes	Yes
Driver	No	No	No	No	No	Yes

*There is no fee for the new application. A \$45 fee is assessed for each vehicle issued a decal.

Table 2 Renewal Application Forms and Fees.

Form Name and Fee, if applicable	Property	HHG	Building Mover	Pass	Limo	STS
Renewal Application	No	Yes \$0	Yes \$100	Yes \$0	Yes \$0	Yes \$0
Driver	No	No	No	No	No	Yes
Non-driver	No	No	No	No	No	Yes
Vehicle	No	Yes \$75	Yes \$10	Yes \$75	Yes \$80	Yes \$0*

*There is no fee for the renewal application. A \$45 fee is assessed for each vehicle issued a decal.

Table 3 Temporary and Floater Vehicle Identification (cab cards/decals)

Type	Building Mover	Household Goods Mover	Limousine	Passenger
Temporary	No	\$5.00	\$5.00	\$5.00
Floater	\$100.00	\$100.00	No	\$100.00

Temporary Limousine Operating Authority and Decals

For special events, an operator who does not possess an active limousine service permit but meets the requirements under [Minn. Rule 8880.0400](#),²⁸ may apply for a temporary permit. The fee for the temporary permit is \$20, plus \$5 per temporary decal issued under [Minn. Rule 8880.0700, subp. 5a](#).²⁹

The carrier must apply to request a temporary permit.

A temporary permit is valid for ten days and must not be transferred or renewed.

A temporary permit cannot be issued to an operator who has had a limousine permit revoked or suspended within the 12 months preceding the application for a temporary permit.

For special events or exceptional circumstances, operators with an active or temporary permit may apply for a temporary decal for \$5 per vehicle, valid for 10 days. The decals are not transferable. The vehicle must have been inspected within the previous 12 months pursuant to [Minn. Rule 8880.1100](#).³⁰

A limousine operator possessing an active permit that is not temporary may request a renewal of the temporary limousine identification decal for an additional ten days if exceptional circumstances extend beyond ten days. A limousine must not be operated under a temporary limousine identification decal for more than 20 consecutive days in a calendar year.

²⁸ <https://www.revisor.mn.gov/rules/8880.0400/>

²⁹ <https://www.revisor.mn.gov/rules/8880.0700/>

³⁰ <https://www.revisor.mn.gov/rules/8880.1100/>

Temporary Vehicle Identification Cards

For special or extraordinary events, a prepaid temporary vehicle identification card may be issued to a carrier that holds a valid household goods mover permit or a motor carrier of passengers certificate. The fee for a temporary card is \$5 per vehicle.

- The carrier must request the temporary identification card.
- The temporary identification card is valid for up to 10 days.
- The temporary card is not transferable.
- The vehicle(s) used must have evidence of being inspected under [Minn. Stat. sec. 221.0252, subd 3 \(a\)\(2\)](#),³¹ or under [Code of Federal Regulations, title 49, section 396.17](#)³² or [49 CFR 396.23\(a\)\(1\)](#),³³ within the previous 12 months.

Insurance Requirements

Minnesota sets specific insurance requirements for intrastate carriers that vary based on the type of carrier, the nature of the cargo, and the vehicle types used.

Intrastate carriers are:

- responsible for understanding all applicable insurance requirements for their specify authority, and
- required to keep proof of insurance on file with MnDOT.

Failure to maintain required insurance coverage will result in the cancellation of operating authority.

³¹ <https://www.revisor.mn.gov/statutes/cite/221.0252>

³² <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-396/section-396.17>

³³ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-396/section-396.23>

Insurance Requirements

Table 4 Insurance Requirements by Carrier Type.

Type of Carrier	Commodity Transported	Minimum Amount of Coverage
Building Movers	Buildings and houses	\$500,000 motor vehicle liability, \$500,000 general liability
Hazardous Materials (private and for-hire transporters)	See 49 CFR 387.9 ³⁴	See 49 CFR 387.9
Household Goods Movers	Household goods	\$100,000/\$300,000 public liability, \$50,000 property damage (Form E), \$50,000 cargo insurance (Form H)
Motor Carriers of Passengers	Passengers	\$5 million (16 or more passengers), \$1.5 million (8 to 15 passengers), Form E
Motor Carriers of Property	All freight except household goods	\$100,000/\$300,000 public liability, \$50,000 property damage (Form E)
Limousine Service	Passengers	Minimum aggregate amount of \$1.5 million per accident for each limousine covered, \$100,000 property damage (Form E)
Special Transportation Service	Elderly/disabled passengers	\$500,000 public liability

³⁴<https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-387/subpart-A/section-387.9>



Section 03 - Interstate Carriers

Applicability

Interstate operating authority is required to transport property (regulated commodities) or passengers for-hire in interstate commerce (see the "Definitions" section in this book). To obtain interstate operating authority, contact the USDOT Federal Motor Carrier Safety Administration (FMCSA) at 800-832-5660 or visit their website at <http://www.fmcsa.dot.gov>.

Unified Carrier Registration (UCR)

The UCR applies to businesses that operate a commercial motor vehicle (CMV) in interstate or international commerce. A CMV is defined under [United States Code, title 49, section 31101](#)³⁵ as a self-propelled vehicle used on the highways in commerce principally to transport passengers or cargo if the vehicle:

- has a gross vehicle weight rating (GVWR) or gross vehicle weight (GVW) of at least 10,001 pounds, whichever is greater;
- is designed to transport more than 10 passengers, including the driver;
- is used in transporting hazardous materials and transported in a quantity requiring placarding;
- holds an interstate USDOT number or an active interstate motor carrier (MC) number; or
- engages in interstate commerce but does not leave the state. (Examples include air freight, river terminals, and distribution carriers of freight coming from outside the State of Minnesota.)

³⁵https://www.govregs.com/uscode/expand/title49_subtitle8_partB_chapter311_subchapter1_section31101

Fee Brackets

The UCR requires all (private and for-hire) individuals and companies that operate commercial motor vehicles in interstate or international commerce to apply and register with the State of Minnesota, and pay an annual fee based on the size of their fleet not including trailers. The revenues generated are used for the enforcement of motor carrier safety programs.

Table 1 Fee Brackets

Bracket	Number of Vehicles	Fee per Entity
B1	0-2*	\$46.00
B2	3-5	\$138.00
B3	6-20	\$276.00
B4	21-100	\$963.00
B5	101-1,000	\$4,592.00
B6	1,001 or more	\$44,836.00

*The “0” vehicle count exists for any motor carrier who has filed an MCS-150 to obtain a USDOT number and designated themselves as an interstate carrier, but has no vehicles crossing state lines, or their vehicles do not meet the definition of a CMV; however, the motor carrier needs to retain their interstate authority. Those carriers are required to pay a flat fee of \$46.00. If motor carriers do not want to keep their interstate authority, they must contact the FMCSA to surrender their authority and update their MCS-150 (USDOT registration) to show they are interstate carriers.

Note: Agricultural carriers are not exempt from the UCR requirements. The delivery of farm products to a river or rail terminal has been determined to be interstate commerce and is subject to the UCR even if the vehicle used for the delivery did not leave the state during the course of the transportation for the delivery. Charitable and non-profit organizations operating a commercial motor vehicle in interstate commerce are not exempt from the UCR.

Private motor carriers of passengers as defined by FMCSA may be exempted. See [Passenger Carrier Guidance Fact Sheet | FMCSA](#).³⁶

³⁶ <https://www.fmcsa.dot.gov/regulations/passenger-carrier-guidance-fact-sheet>

Notices For All Freight Forwarders, Brokers and Leasing Companies

If you offer services as a freight forwarder, broker or leasing company that is NOT combined with a motor carrier entity, and you arrange for the transportation of cargo and goods in interstate or international commerce, the federal UCR applies to your business.

The UCR program does not allow for reciprocity between states. All private and for-hire carriers must register for UCR when crossing state lines.

UCR Filing Options

1. The preferred method is to register online at [UCR Registration](#)³⁷ and payments made using MasterCard, Visa or e-Check.
2. Registrations can be mailed. Complete the UCR application form (and UCR 2 form, if applicable), calculate the fees and mail or deliver the application and check to your base state.

Forms can be found at [Unified Carrier Registration Program - Commercial Vehicle Operations - MnDOT](#)³⁸.

- “Minnesota Commissioner of Transportation” to MNDOT, Office of Freight and Commercial Vehicle Operations, 395 John Ireland Blvd, MS 420, Saint Paul, MN 55155. Write the USDOT number on the check. Incomplete or incorrect applications will be returned.

UCR registration expires on December 31 of each year and must be renewed annually. Registration opens on October 1.

To learn more about UCR, go to [Home - UCR](#)³⁹ or [Unified Carrier Registration Program - Commercial Vehicle Operations - MnDOT](#).⁴⁰

³⁷ <https://www.ucr.gov/>

³⁸ <https://dot.state.mn.us/cvo/unifiedcarrier.html>

³⁹ <https://plan.ucr.gov>

⁴⁰ <https://www.dot.state.mn.us/cvo/unifiedcarrier.html>



Section 04 - Vehicle Registration and Licensing

Intrastate Registration Requirements

Per [Minnesota Statutes, section 168.013](#)⁴¹ and [Minn. Stat. sec. 168.187](#),⁴² commercial motor vehicles (CMV) traveling exclusively within Minnesota are required to display Minnesota-based license plates. Intrastate vehicles may be registered and plates obtained at any deputy registrar's office located throughout the state. Registration fees are determined by the gross vehicle weight (GVW) and model year of the vehicle. The license plate will identify the vehicle as "commercial."

A US Department of Transportation (USDOT) number is required for all intrastate motor carriers operating a truck or truck-tractor having a gross vehicle weight of more than 10,000 pounds; or is designed or used to transport more than 8 passengers (including the driver) for compensation; or is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or used to transport the types and quantities of hazardous materials (HM) requiring the vehicle to display placards.

One-ton Pickup Trucks for Non-commercial Use

Per [Minn. Stat. sec. 168.002](#),⁴³ there is a distinction in registration and license plate display between commercial and non-commercial full size one-ton pickup trucks. A person declaring "personal/non-commercial use only" can register in the "Y" non-commercial truck class for registered weights of 10,000, 12,000 and 15,000 pounds. There is no difference in the registration tax amount; it is merely a plate designed to allow the owner to declare non-commercial use which is exempt from the USDOT number requirement.

Heavy Vehicle Use Tax (HVUT)

All vehicles or combination of vehicles having a registered gross weight over 54,999 pounds and traveling more than 5,000 miles on public highways (7,500 miles for agricultural vehicles) are subject to federal HVUT (IRS Form 2290, Schedule 1). Vehicles that travel less than 5,000 miles on public highways (7,500 miles for agricultural vehicles) are still required to file IRS Form 2290, but do not have to pay the tax. Proof of payment of HVUT (electronic verification or stamped copy 2290

⁴¹ <https://www.revisor.mn.gov/statutes/cite/168.013>

⁴² <https://www.revisor.mn.gov/statutes/cite/168.187>

⁴³ <https://www.revisor.mn.gov/statutes/cite/168.002>

schedule) must be submitted when a vehicle registration is renewed. When a vehicle is newly purchased, payment of HVUT is due the last day of the month following first use of the vehicle. For additional information, contact the Minnesota Internal Revenue Service-HVUT office at 866-699-4096.

International Registration Plan (IRP)

Qualified registrants based in Minnesota who travel in the state and another IRP state or province must display IRP license plates and IRP cab card. Registrants based in another IRP jurisdiction must have IRP plates and their IRP registration cab card with the correct weight. The program allows the display of the base state-apportioned license plate. The base state collects and distributes the appropriate registration taxes for the respective states.

Each IRP registrant is required to file an annual renewal supplement application with the base jurisdiction. The application lists the vehicles to be apportioned, the fleet distance, and the declared GVW for each jurisdiction. Distance is reported from the previous July 1 through June 30 time period.

When all fees are paid, the registrant is issued a cab card and validation stickers for each vehicle. The cab card lists all IRP jurisdictions and the vehicle's gross weight for each jurisdiction.

IRP Participating States and Provinces

- Continental United States (excluding Alaska and Hawaii)
- District of Columbia (Washington D.C.)
- Canadian Provinces except Yukon, Northwest Territories, and Nunavut

Qualified Vehicles

A qualified motor vehicle means any power unit that is used or intended for use in two or more member jurisdictions and that is used for the transportation of persons for-hire, or designed, used, or maintained primarily for the transportation of property, and:

- has two axles and a GVW or a registered GVW over 26,000 pounds;

- has three or more axles regardless of weight; or
- is used in combination when the GVW of the combination exceeds 26,000 pounds.

Intrastate Operations in Other Jurisdictions

A vehicle with a GVW of 26,000 pounds or less that operates in intrastate transportation in a jurisdiction other than the base jurisdiction is subject to that jurisdiction's registration requirement.

Accordingly, a power unit, or the power unit in a combination of vehicles having a GVW of 26,000 pounds or less may be registered under the IRP at the option of the registrant.

Per [Minn. Stat. sec. 168.002](#),⁴⁴ a pickup truck or van with a manufacturer's nominal rating carrying capacity of three-fourths ton or less is considered a passenger automobile and does not qualify for Minnesota commercial registration.

Exempt Vehicles

The following vehicles are exempt from registering under the IRP:

- government-owned vehicles
- recreational vehicles
- vehicles operating under separate state reciprocity agreements

Minnesota Base State Requirements

Minnesota is the base state if the following conditions apply:

1. The registrant has an established place of business in Minnesota that meets all of the following conditions:
 - physical structure located within Minnesota (building or office) owned or leased by the registrant (no virtual office):
 - building lease agreement shall be no less than 12 months

⁴⁴ <https://www.revisor.mn.gov/statutes/cite/168.002>

- shared or virtual offices are spaces where multiple businesses or individuals share common facilities and resources, such as office space, meeting rooms, and administrative services shall not be used to qualify for an established place of business
 - street address (not a post office box)
 - the physical structure shall have clear company signage and hours of operation posted (not an independent contractor)
 - requirements at the physical structure:
 - shall be open for business and staffed at a minimum of 20 hours per week by one or more persons employed by the applicant or registrant on a permanent basis for the purpose of general management of the trucking related business and answering telephone inquiries;
 - records concerning the fleet shall be maintained at the physical structure; and
 - trucking related business encompasses several key components, such as:
 - logistics planning
 - fleet management
 - driver management
 - load handling
 - regulatory compliance
 - customer service
 - technology integration
 - vehicles accrue distance in Minnesota
2. If an applicant does not have an established place of business in any jurisdiction the applicant may designate as a base jurisdiction any member jurisdiction with the following requirements:
- when the applicant can demonstrate residence;

- where the fleet the applicant seeks to register under the plan accrues distance; and
- where the records of the fleet are maintained or can be made available.

The following must be presented to obtain IRP registration:

- Articles of business incorporation (including certificate) issued by an authorized state agency;
- Minnesota Secretary of State certificate of authority (required for foreign state/province corporations);
- ownership documents or lease agreement records associated with the physical structure (building lease agreements shall be no less than 12 months);
- written statement that the registrant has one or more permanent employees listing major truck-related job tasks;
- power of attorney is needed if the application is completed by a third-party agent; and
- DVS record keeping affidavit.

To establish residence in a member jurisdiction, an applicant must provide a resident driver's license, or a non-driver jurisdiction issued identification and demonstrate to the satisfaction of the member jurisdiction at least two of the following that reflect the declared address:

- If the applicant is a corporation, and the principal owner is a resident of that jurisdiction, a copy of the Minnesota Secretary of State Articles of Incorporation.
- The applicant's federal income tax returns have been filed from the physical address in that location.
- The applicant has paid personal income taxes to that jurisdiction.
- The applicant receives utility bills in that jurisdiction in its name.
- The applicant has a vehicle titled or currently registered in that jurisdiction in its name.

- Other factors clearly evidence the applicant’s legal residence in that jurisdiction.

Information Required for IRP Registration

- legal name
- Federal Employee Identification Number (the name assigned to the number must match exactly as the legal name provided)
- business physical address
- phone number
- actual distance traveled between July 1 and June 30 (example: for registration year 2026 the distance reporting year is July 2024 through June 2025)
- GVW for each jurisdiction
- vehicle proof of ownership for new applicants and added vehicles
- USDOT number and Federal Employee Identification Number (FEIN) for the carrier
- copy of the vehicle lease agreements for any vehicle registered to the account where the registrant is not responsible for the safety fitness of that vehicle

Display of Credentials

A valid traditional paper copy or electronic registration card, temporary credential, or trip permit must be carried in the vehicle at all times. Minnesota vehicle registrations under IRP have an expiration date on the last day of February. An IRP registered vehicle may operate with a temporary cab card for no more than 60 days without displaying a registration plate.

Electronic Image of Credentials

Carriers have the ability to carry IRP cab cards and IFTA licenses as an electronic image. Carriers are not required to carry a paper IRP cab card or IFTA license.

All member jurisdictions are required to accept electronic images of IRP cab cards and IFTA licenses. When stopped by law enforcement, credentials may be shown as an electronic image on a computer, tablet, smart phone or as a paper copy. Regardless of the format, the document must be accurate, accessible and readable by law enforcement. It is recommended to store the document as a PDF file on an electronic device in each vehicle to ensure access to documentation while in areas of no service or Wi-Fi. If unable to provide proof of credentials, you may be subject to a registration citation.

Temporary Registration and Fuel Tax Permits

A vehicle owned and currently registered by an out-of-state resident and not apportioned with Minnesota, may obtain a temporary Minnesota registration trip permit. The cost is 1/12 of the annual amount of registration tax imposed on trucks and tractors rounded to nearest whole dollar, plus a \$12.00 filing fee, and the permit is valid for 120 hours. A temporary registration trip is limited to 1 permit every 30 days per vehicle. A temporary fuel tax permit costs \$25.00 and is valid for 120 hours. There is no limit to the number of fuel permits issued on any vehicle.

Temporary Weight Increase

For currently registered vehicles, registrants may increase the weight of a vehicle for more than 80,000 pounds. For each 30-day period, the additional tax is \$4.17 per ton rounded to the nearest whole dollar. A \$12.00 filing fee is required for each request.

A temporary weight increase does not replace the requirements for an overweight permit authorized by MnDOT and/or local road authority (see the Oversize/Overweight section in this book). When operating an oversize/overweight vehicle, the registrant is responsible for contacting and obtaining approval from each local road authority.

Temporary Registration

A vehicle owned and currently registered by an out-of-state resident and not apportioned with Minnesota may obtain a 30-day registration for the time period the vehicle will be temporarily used for interstate and intrastate travel. The registration fee is 1/12 of the annual fee based on the GVW, and is available in 30-, 60-, and 90-day increments plus the \$12.00 filing fee.

International Fuel Tax Agreement (IFTA)

The IFTA is a base jurisdiction fuel tax program. The program allows carriers to file one fuel report per quarter for all participating IFTA jurisdictions.

The base jurisdiction collects the appropriate fuel tax and distributes the tax to the applicable IFTA states or Canadian provinces. Minnesota IFTA licensees are required to report based on U.S. measurements.

Qualified Vehicles

The following vehicles are required to display fuel credentials and report fuel use under the IFTA program if operating in two or more member jurisdictions. A qualified motor vehicle means a motor vehicle used, designed, or maintained for transportation of persons and property, and has a power unit that:

- has two axles and a gross vehicle weight or registered gross vehicle weight exceeding 26,000 pounds;
- has three or more axles, regardless of weight; or
- is used in combination when the weight of such combination exceeds 26,000 pounds gross vehicle weight or registered gross vehicle weight.

Recreational vehicles are exempt from IFTA fuel tax licensing and reporting.

Display of Credentials

A legible photocopy or electronic image of the IFTA license must be carried in the cab of each qualified vehicle in the fleet. A set of decals is required per vehicle. Place one decal on each side of the exterior portion of the cab. The original license should be kept with the business records. Note: The IFTA license and decal are valid for the current calendar year.

The IFTA licensee is required to maintain a listing of the IFTA decal serial number assigned to each vehicle by recording the unit number and vehicle identification number (VIN). DVS will use this data to review the licensee's accountability of the IFTA decals. The number of decals purchased will be matched to the vehicles displaying the IFTA decal.

Key dates:

- January 1 - IFTA registration begins
- December 31 – IFTA registration expires
- October 15 - annual renewal begins
- November 1 - earliest display date of license and decals for next calendar year
- December 31 - renewal filing deadline

Note: A two-month grace period (January and February) is allowed to display license and decals if renewed by December 31. To operate in IFTA registrations during this grace period, carriers must display either current valid or prior year IFTA license and decals of the jurisdiction in which they operate or a valid single-trip permit from the IFTA jurisdiction in which they are operating.

Minnesota IFTA fees for license and decals

\$28.00 annual fuel license fee

\$12.00 annual filing fee

\$2.50 per vehicle decal fee

Fuel Tax Quarterly Return

All licensees are required to file a quarterly IFTA fuel tax return with payment of fuel taxes. IFTA returns are filed as listed below:

Reporting Quarter	Filing Due Date
Quarter 1: January 1–March 31	April 30
Quarter 2: April 1–June 30	July 31
Quarter 3: July 1–September 30	October 31
Quarter 4: October 1 – December 31	January 31

Exemptions

Under certain circumstances, carriers may be exempt from obtaining an IFTA license and from filing fuel returns under the IFTA program. Carriers who qualify for an exemption must notify the DVS office in writing. Exemptions include:

- a company that has an IFTA license in another state or is leased to a carrier that reports fuel tax submitted with approved DVS IFTA Application and the license under which the carrier is exempt; or

- a company operating 2-axle vehicles having a gross registered weight of 26,000 pounds or less in each state where the company is registered.

Filing Penalties

Failing to file a fuel return, filing a late return, or underpayment of taxes include:

- a penalty of \$50.00 or 10% of the net tax liability, whichever is greater; and
- interest on delinquent fuel taxes due to each jurisdiction.

License Revocation

Operation of a qualified vehicle under revocation may result in a citation and fines. Minnesota law enforcement agencies and member IFTA jurisdictions will be notified of any revocation. There is a \$100.00 reinstatement fee to reinstate a revoked IFTA license.

The IRP and/or IFTA license may be canceled, suspended, or revoked for failure to:

1. file an IFTA quarterly tax return;
2. provide required supporting documentation in a timely manner;
3. pay delinquent IRP or IFTA taxes in any jurisdiction;
4. maintain and follow record keeping requirements;
5. pay or appeal an audit assessment within the established time period;
6. comply with all applicable provisions of the Minnesota Statutes and the IRP and IFTA Agreements; or
7. use of IRP or IFTA credentials properly

Free Zone/Reciprocity Agreements

Minnesota has entered into reciprocity agreements with border states regarding registration requirements per [Minn. Stat. sec. 168.181](#).⁴⁵ These agreements allow Minnesota intrastate plated vehicles (MN Y

⁴⁵ <https://www.revisor.mn.gov/statutes/cite/168.181>

class, farm class and buses) to travel a limited distance into a border state without an IRP or IFTA license.

Reciprocity is not extended to intrastate operation, except for Minnesota and North Dakota farm-plated vehicles, when transporting their own farm products, farm supplies or farm equipment.

Table 5 Border Reciprocity Agreements

Jurisdiction	Registration	Fuel Tax
Iowa	Farm registered vehicles* Chartered and School Buses* Dealer, Transporter, In-transit permits* State or any political subdivision vehicles*	Vehicles operated within 30 miles of the border State or any political subdivision vehicles* Buses used in pupil transportation*
South Dakota	Vehicles operated within 20 miles of the border State or any political subdivision vehicles*	No Reciprocity
North Dakota	Vehicles operated within 20 miles of the border ND farm registered vehicles may travel in the western half of MN (includes intrastate and interstate operations) MN farm registered vehicles may travel in the eastern half of ND (call for specific location) State or any political subdivision vehicles*	Vehicles operated within 20 miles of the border Farm registered vehicles* State or any political subdivision vehicles* Buses used in pupil transportation*
Wisconsin	Vehicles operated within 30 miles of the border Chartered and School Buses* In-transit, dealer, transporter, temporary operation plates and permit vehicles* State or political subdivision vehicles*	Vehicles operated within 30 miles of the border State or any political subdivision vehicles* Buses used in pupil transportation*
Manitoba	School buses* Dealer, transporter, in-transit* State or political subdivision vehicles*	No Reciprocity

* No mileage limitation.

IRP and IFTA Record Keeping Requirements

The maintenance of distance and fuel records is a requirement of the IRP and IFTA programs. Distance and fuel records are required to ensure proper tax distribution among states/provinces and the participating member jurisdictions. The carrier and driver are responsible for maintaining vehicle trip reports that record by jurisdiction, every distance driven and every volume of fuel put into the licensed power unit.

Trip Report

A “Trip Report” is the source document completed by the driver that records in detail the vehicle miles traveled, and fuel purchased. The mileage and fuel trip report must contain the following items:

- date of trip (starting and ending)
- trip origin and destination (destination is considered the furthestmost point from the trip origin)
- routes of travel
- beginning and ending odometer or hubodometer reading of the trip
- total trip distance
- distance by jurisdiction (determined by state line odometer reading or route of travel)
- unit number or VIN
- vehicle fleet number
- registrant’s name

IFTA Vehicle Trip Report Produced by a Vehicle Tracking System

The IFTA Program requires that the vehicle distance records produced by a vehicle tracking system that utilizes latitudes and longitudes be created and maintained at a minimum of every 10 minutes when the vehicle’s engine is on. The record must contain the following items:

- the VIN or vehicle unit number,
- the date and time of each system reading, and
- the latitude and longitude (to include a minimum of 4 decimal places (0.0001) of each system reading).

- The odometer reading from the engine control module (ECM) of each system reading. If no ECM odometer is available, a beginning and ending dashboard odometer or hubodometer for the trip will be acceptable.

The IRP Program requires that the vehicle distance records produced by a vehicle tracking system that utilizes latitudes and longitudes be created and maintained at a minimum of every 15 minutes when the vehicle's engine is on. The record must contain the following items:

- VIN or vehicle unit number
- date and time of each system reading
- latitude and longitude to include a minimum of 4 decimal places (0.0001) of each system reading
- odometer reading from the engine control module (ECM) of each system reading (if no ECM odometer is available, a beginning and ending dashboard odometer or hubodometer for the trip will be acceptable)

This vehicle tracking system data must be accessible in an electronic spreadsheet file format, or delimited text file format. Formats from a vehicle tracking system that provide a static image such as PDF, JPEG, PNG, or Word are not acceptable.

Note: Electronic Logging Devices (ELD) may not meet the IRP and IFTA distance record keeping requirements. Refer to this website for more information [International Registration Plan](http://www.irponline.org/)⁴⁶.

Fuel Records

To obtain credit for tax paid purchases, a receipt or invoice, credit card receipt or automated vendor-generated invoice must be kept showing evidence of fuel purchases.

For a tax paid credit, a valid retail receipt, invoice, or transaction listing receipt must contain:

⁴⁶<http://www.irponline.org/>

- date of fuel purchase
- seller's name and address
- volume of fuel purchased
- fuel type
- price per volume or total price of fuel purchased
- unit number or identification of the vehicle into which fuel was placed
- purchaser's name (in the case of a lessee/lessor agreement, receipts will be accepted in either name, provided a legal connection can be made to the reporting party)

Bulk Fuel

Report fuel withdrawn from a bulk tank when placed into the tank of the qualifying vehicle. Credit for fuel tax must be substantiated by:

- date of withdrawal
- volume of fuel
- fuel type
- unit number, license plate number, or VIN
- purchase and inventory records to substantiate that tax was paid on all bulk fuel purchases
- capacity of the tank and quarterly inventory reconciliation for the tank

Distance and Fuel Summaries (Recaps)

IRP and IFTA require each carrier to maintain a monthly and quarterly summary of distance traveled and fuel purchased for each vehicle and the fleet. Monthly totals of the following items are required for all vehicles in the fleet:

- distance driven by jurisdiction
- fuel purchased by jurisdiction
- total distance driven
- total fuel purchased

Record Retention

IFTA Retention Requirement

Records used to support the information reported on the fuel tax returns (distance and fuel purchases) must be retained for four years from the filing date of the return.

IRP Retention Requirement

Distance records used to support the information reported on the annual renewal are required to be retained for 5 1/2 years.

Audit

Carriers are audited periodically to ensure that compliant records are maintained, and payment of proper tax liability has been made. Failure to provide adequate distance and fuel documentation may result in the following audit assessments including posting a bond and denial of registration:

1. IRP registration tax penalty. The IRP Agreement mandates that the Base Jurisdiction shall impose an assessment in the amount of twenty percent (20%) of the apportionable fees paid for the registration. The second offense, the Base Jurisdiction shall impose an assessment of fifty percent (50%) of the apportionable fees paid for the registration. The third offense, and on any subsequent offenses, the Base Jurisdiction shall impose an assessment of one hundred percent (100%) of the apportionable fees paid for the registration of its fleet in the registration year to which the records pertain.
2. Fuel tax assessment. In the absence of adequate distance records, a standard vehicle MPG or 4.00 or a 1.7 KPL will be applied; or, the vehicle MPG, KPL, kWh, or any factor used to compute motor fuel consumption will be reduced by 20%.

Online IRP and IFTA Services

Secure, online services are available to motor carriers 24/7 through e-Services for Business. Access applications at [e-Services - Home](#).⁴⁷ Access is subject to [Minn. Stat. sec. 171.12, subd. 1a](#).⁴⁸

Contact Information

IRP/IFTA

Phone: 651-205-4141

IRP Website: <https://www.irponline.org/>

IFTA Website: <https://www.iftach.org/>

Training videos:

<https://dps.mn.gov/divisions/dvs/irp-ifta/Pages/training.aspx>

Deputy Registrar's Website: <https://dps.mn.gov/divisions/dvs/locations>

⁴⁷ https://onlineservices.dps.mn.gov/EServices/Business/_/

⁴⁸ <https://www.revisor.mn.gov/statutes/cite/171.12>

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Section 05 - Maximum Vehicle Dimensions and Weight Limits

Maximum Vehicle Dimensions

Per [Minnesota Statutes, section 169.80](#)⁴⁹ and [Minn. Stat. sec. 169.81](#),⁵⁰ when operating a vehicle on Minnesota highways, a special transportation permit is required if the vehicle and/or load exceeds the maximum legal vehicle dimensions and the permit, in paper or electronic format, is required to be carried in the vehicle during transit.

The following maximum dimensions may be operated on Minnesota’s highways without special permit:

- Width** 8’6” (Exclusive of side rear view mirrors or load securement devices which may extend an additional 3” on each side of vehicle.)
- Height** 13’6”
- Length** Maximum length limits, to include front and rear overhang, are listed in the following table.

Table 6 Maximum Vehicle Lengths

Vehicle Type	Maximum Length
Single motor vehicle	45’
Mobile crane	48’
Each trailer or semi-trailer of a twin trailer combination on designated routes	28’6”
Trailer of two-vehicle combination	45’
Semi-trailer of two-vehicle combination,	53’ (if greater than 48’ the distance from kingpin to center of the rear axle group cannot exceed 43’)
Truck-tractor with semi-trailer	75’
Two-vehicle combination other than a truck-tractor and semi-trailer	75’
Drive-away saddle mount Drive-away saddle mount transporter combinations	97’

⁴⁹ <https://www.revisor.mn.gov/statutes/cite/169.80>

⁵⁰ <https://www.revisor.mn.gov/statutes/cite/169.81>

Note: No more than two commercial vehicles in combination may be operated on Minnesota highways except for 28'6" twin-trailer combinations operating on designated twin-trailer routes.

Recreational Vehicles (RV) Combinations

Minnesota allows three-unit RV combinations consisting of a full size pickup truck or recreational truck- tractor towing a 5th wheel trailer and one additional trailer that is carrying only a watercraft, motorcycle, motorized bicycle, off-highway motorcycle, snowmobile, all-terrain vehicle, motorized golf cart, or equestrian equipment or supplies, if all the following conditions are met:

- the combination does not consist of more than three vehicles, and the towing rating of the pickup truck is equal to or greater than the total weight of all vehicles being towed;
- the combination does not exceed 70 feet in length;
- the operator of the combination is at least 18 years of age;
- the trailer carrying the recreational vehicle combination;
- the trailers in the combination are connected to the pickup truck and each other in conformity with [Minn. Stat. sec. 169.82](#)⁵¹ and [Minn. Stat. sec. 169.824](#),⁵² and
- the combination is not operated within the seven-county metropolitan area, as defined in [Minn. Stat. sec. 473.121](#)<https://www.revisor.mn.gov/statutes/cite/473.121>,⁵³ during the hours of 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m. Monday through Friday.

Weight Limits

Minnesota uses a number of different types of weighing equipment. These include portable scales, certified privately-owned scales, and official weigh stations along state trunk highways and interstates.

⁵¹ <https://www.revisor.mn.gov/statutes/cite/169.82>

⁵² <https://www.revisor.mn.gov/statutes/cite/169.824>

⁵³ <https://www.revisor.mn.gov/statutes/cite/473.121>

9 and 10-Ton Routes

All paved routes in Minnesota are 10-ton routes unless posted with a sign indicating a lesser axle weight limit. The 10-ton route limits are:

- any single or dual wheel - 10,000 pounds
- any single axle - 20,000 pounds
- any tandem axle group - 34,000 pounds
- any vehicle combination with five or more properly spaced axles - 80,000 pounds

All unpaved routes in Minnesota are 9-ton routes unless posted with a sign indicating a lesser axle weight limit. The 9-ton route limits are:

- any single or dual wheel - 9,000 pounds
- any single axle - 18,000 pounds
- any tandem axle group - 34,000 pounds
- any vehicle combination with five or more properly spaced axles - 80,000 pounds

Notes:

- Tandem axles mean a group of axles that measures more than 40" and not more than 96" from the center of the first axle to the center of the last axle of the group.
- All axle groups must comply with the Gross Weight Schedule ([Minn. Stat. sec. 169.824](#)⁵⁴). Gross weights in excess of 80,000 pounds require an overweight special transportation permit.

Posted Axle Weight Limits

Table 7 Posted Axle Weight Limits

Posted Axle Limit	9 Ton	8 Ton	7 Ton	6 Ton	5 Ton	4 Ton
Single Axle	18,000	16,000	14,000	12,000	10,000	8,000
Two axles, spaced within 8'0" or less	34,000	30,222	26,444	22,667	18,889	15,111
Three axles, spaced within 9'0" or less	43,000	38,222	33,444	28,667	23,889	19,111
Four axles, spaced within 14'0" or less	51,500	45,778	40,056	34,333	28,611	22,889

⁵⁴ <https://www.revisor.mn.gov/statutes/cite/169.824>

Bridges with rated capacities less than the maximum legal limit have gross weight restrictions posted. You must observe these restrictions.

Seasonal Load Restrictions

Between the dates set by the Commissioner of Transportation, the weight on any single axle shall not exceed five tons on an unpaved street or highway or ten tons on a paved street or highway. If an unpaved street or highway is restricted to more than or less than five tons per axle or a paved street is restricted to less than ten tons, signs must be posted.

Tire Load

No tire may exceed 600 pounds per inch of tire width on the foremost and rearmost steer axle, or more than 500 pounds per inch of tire width on non-steer axles.

Tire Width

Tire width is the manufacturer's tire width shown on the tire. In no instance may the manufacturer's recommended tire load-carrying limit be exceeded.

Variable Load Axles

A vehicle equipped with a variable load axle must have the pressure control preset and the means for adjusting pressure either secured or out of the driver's reach, so that the axle may not be varied by the driver while transporting a load.

Per [Minn. Stat. sec. 169.828](#),⁵⁵ there are two exceptions to this restriction:

1. Farm trucks registered for 57,000 lbs. or less prior to July 1, 1981
2. Rear-loading refuse compactors

Gross Weight Table

"Distance" as noted in the table below means number of feet between the center of the foremost and center of the rearmost axle(s).

⁵⁵ <https://www.revisor.mn.gov/statutes/cite/169.828>

Per [Minn. Stat. sec. 169.87](#),⁵⁶ the gross weights shown in this table without parentheses are allowed on unpaved streets and highways, unless posted to a lesser weight. The gross weights shown, whether within or without parentheses, are allowed on paved streets and highways, unless posted to a lesser weight. Gross weights over 80,000 pounds require an overweight permit under this chapter, unless otherwise allowed under [Minn. Stat. sec. 169.826](#).⁵⁷

Table 8 Gross Weight Table

Distance	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles
4	34,000	-	-	-	-	-	-
5	34,000	-	-	-	-	-	-
6	34,000	-	-	-	-	-	-
7	34,000	34,000	-	-	-	-	-
8	34,000	34,000	-	-	-	-	-
8+ See Note*	34,000 (38,000)	42,000	-	-	-	-	-
9	35,000 (39,000)	43,000	-	-	-	-	-
10	36,000 (40,000)	43,500	49,000	-	-	-	-
11	36,000	44,500	49,500	-	-	-	-
12	-	45,000	50,000	-	-	-	-
13	-	46,000	51,000	-	-	-	-
14	-	46,500	51,500	57,000	-	-	-
15	-	47,500	52,000	57,500	-	-	-
16	-	48,000	53,000	58,000	-	-	-
17	-	49,000	53,500	59,000	-	-	-
18	-	49,500	54,000	59,500	-	-	-
19	-	50,500	55,000	60,000	-	-	-
20	-	51,000	55,500	60,500	66,000	72,000	-
21	-	52,000	56,000	61,500	67,000	72,500	-
22	-	52,500	57,000	62,000	67,500	73,000	-
23	-	53,500	57,500	62,500	68,000	73,500	-
24	-	54,000	58,000	63,000	68,500	74,000	-
25	-	(55,000)	59,000	64,000	69,000	75,000	-
26	-	(55,500)	59,500	64,500	70,000	75,500	-
27	-	(56,500)	60,000	65,000	70,500	76,000	-
28	-	(57,000)	61,000	65,500	71,000	76,500	82,000
29	-	(58,000)	61,500	66,500	71,500	77,000	82,500
30	-	(58,500)	62,000	67,000	72,000	77,500	83,000
31	-	(59,500)	63,000	67,500	73,000	78,500	83,500
32	-	(60,000)	63,500	68,000	73,500	79,000	84,500
33	-	-	64,000	69,000	74,000	79,500	85,000
34	-	-	65,000	69,500	74,500	80,000	85,500
35	-	-	65,500	70,000	75,000	(80,500)	(86,000)
36**	-	-	66,000	70,500	76,000	(81,000)	(86,500)
37**	-	-	67,000	71,500	76,500	(81,500)	(87,000)
38**	-	-	67,500	72,000	77,000	(82,000)	(87,500)
39**	-	-	68,000	72,500	77,500	(82,500)	(88,500)

⁵⁶ <https://www.revisor.mn.gov/statutes/cite/169.87>

⁵⁷ <https://www.revisor.mn.gov/statutes/cite/169.826>

Distance	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles
40	-	-	69,000	73,000	78,000	(83,500)	(89,000)
41	-	-	69,500	74,000	79,000	(84,000)	(89,500)
42	-	-	70,000	74,500	79,500	(84,500)	(90,000)
43	-	-	71,000	75,000	80,000	(85,000)	(90,500)
44	-	-	71,500	75,500	(80,500)	(85,500)	(91,000)
45	-	-	72,000	76,500	(81,000)	(86,500)	(91,500)
46	-	-	72,500	77,000	(81,500)	(87,000)	(92,500)
47	-	-	(73,500)	77,500	(82,000)	(87,500)	(93,000)
48	-	-	(74,000)	78,000	(83,000)	(88,000)	(93,500)
49	-	-	(74,500)	79,000	(83,500)	(88,500)	(94,000)
50	-	-	(75,000)	79,500	(84,000)	(89,000)	(94,500)
51	-	-	(76,000)	80,000	(84,500)	(89,500)	(95,000)
52	-	-	(76,500)	80,000	(85,000)	(90,500)	(95,500)
53	-	-	(77,500)	81,000	(86,000)	(91,000)	(96,500)
54	-	-	(78,000)	81,500	(86,500)	(91,500)	(97,000)
55	-	-	(78,500)	82,500	(87,000)	(92,000)	(97,500)
56	-	-	(79,500)	(83,000)	(87,500)	(92,500)	(98,000)
57	-	-	(80,000)	(83,500)	(88,000)	(93,000)	(98,500)
58	-	-	-	(84,000)	(89,000)	(94,000)	(99,000)
59	-	-	-	(85,000)	(89,500)	(94,500)	(99,500)
60	-	-	-	(85,500)	(90,000)	(95,000)	(100,500)
61	-	-	-	-	-	(95,500)	(101,000)
62	-	-	-	-	-	(96,000)	(101,500)
63	-	-	-	-	-	(96,500)	(102,000)
64	-	-	-	-	-	(97,000)	(102,500)
65	-	-	-	-	-	-	(103,000)
66	-	-	-	-	-	-	(103,500)
67	-	-	-	-	-	-	(104,500)
67	-	-	-	-	-	-	(105,000)
69	-	-	-	-	-	-	(105,500)
70	-	-	-	-	-	-	(106,000)
71	-	-	-	-	-	-	(106,500)
72	-	-	-	-	-	-	(107,000)
73	-	-	-	-	-	-	(107,500)
74	-	-	-	-	-	-	(108,000)

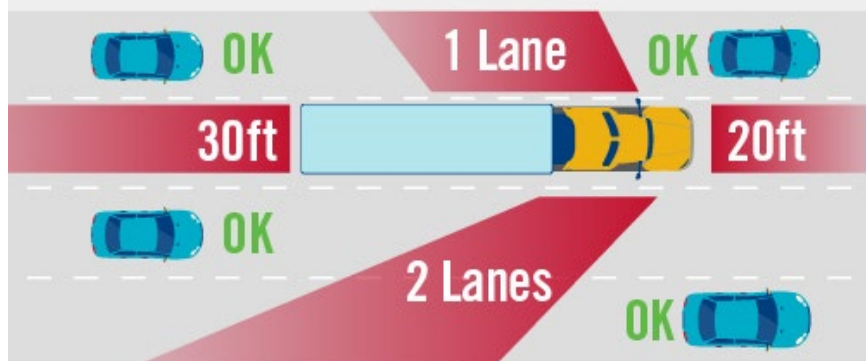
*8+ refers to any distance greater than eight feet but less than nine feet.

**For lines 36-39: Two consecutive tandems may carry a gross weight of 34,000 pounds each, and a total of 6,800 pounds together, when the centers of the first and last axle of the group are spaced 36 feet or more. “Tandem axles” in Minnesota means two consecutive axles whose centers are spaced more than 40 inches and not more than 96 inches apart. [Minn. Stat. sec. 169.822, subd. 5.](#)⁵⁸ [The Truck Weight Calculator](#)⁵⁹ is a convenient way to determine the maximum legal weight allowed on Minnesota highways. The formula was enacted by Congress to limit the weight-to-length of a vehicle crossing a bridge.

⁵⁸ <https://www.revisor.mn.gov/statutes/cite/169.822>

⁵⁹ <https://dotsc.ugpti.ndsu.edu/TWC/MNHome.aspx>

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Section 06 - Oversize/Overweight Permits

Permit Compliance and Safety

MnDOT issues oversize/overweight (OSOW) permits to ensure safe transport of loads that exceed size and weight limits prescribed under state and federal laws.

An OSOW permit serves as the official approval for transport. Permits may include specific route instructions to limit risks and prevent damage to infrastructure by avoiding obstacles such as height or weight limited bridges.

Compliance with permit terms and conditions help protect infrastructure, reduces risk of accidents and improves safety for both the driver and the public.

When permissible, single-use, seasonal and various commodity-specific annual permit types are available for operation on Minnesota trunk and U.S. highways, and interstate systems under the states permit authority.

The Minnesota General Provisions for OSOW loads is an official addendum to the conditions and requirements on the special transportation permit. Moving on an OSOW permit is an acknowledgement of the accuracy of the permit and requirements of the terms, conditions and general provisions.

Permit Holder Responsibilities

Permit holders shall comply with all terms and conditions specified in the permit and take all necessary precautions to ensure the safety of the traveling public, property owners, and infrastructure.

Permit holders operating on roads under the authority of a state-issued permit must comply with all road and bridge postings regardless of the issued permit.

Never travel off the permit route, including emergency or temporary detour routes that are not explicitly noted on the permit. If a change is necessary, contact MnDOT OSOW Permits at 651-296-6000.

Be familiar with travel restrictions and monitor local weather reports and real-time weather and road condition reports to assess conditions at [Minnesota 511](https://511mn.org/)⁶⁰.

⁶⁰ <https://511mn.org/>

Ensure compliance with the International Registration Program (IRP), International Fuel Tax Agreement (ITFA), and Unified Carrier Registration (UCR) requirements before crossing state lines.

Apply for a renewal or amendment before the original permit expires. Continued operation without a valid permit is a violation of permit conditions.

Ensure the permit vehicle(s) is/are adequately equipped to meet all state and federal vehicle and safety requirements in addition to the permit conditions and restrictions.

Legal limits

Per [Minnesota Statutes, section 169.824](#)⁶¹ and [Minn. Stat. sec. 169.826](#),⁶² to operate legally in Minnesota, OSOW vehicles and loads must adhere to the following dimensions and weight limits:

- Width Up to 8 feet 6 inches
- Height Up to 13 feet 6 inches on all roads and highways
- Length Up to 45' - 0" (single vehicles)
Up to 48' - 0" (mobile cranes)
Up to 75' - 0" (combination vehicles)
- Gross Weight: Up to 80,000 pounds

If the vehicle or load exceeds these legal dimensions or weight limits, and when allowed by state and federal law, a MnDOT OSOW permit is required to operate in Minnesota.

Minnesota State Road Network

A MnDOT permit is valid on 10-ton paved trunk highways, U.S. highways and interstates, unless postings reduce the weight limits.

MnDOT may not authorize or approve the use of county or local roads for transport. The permit holder must contact the local agencies for approval.

⁶¹ <https://www.revisor.mn.gov/statutes/cite/169.824>

⁶² <https://www.revisor.mn.gov/statutes/cite/169.826>

Application Process and Requirements

Applicants are required to provide detailed information about the load, vehicle, size/weight and proposed route. Supporting documentation such as route surveys, approvals for road usage and special conditions, may be required.

Applications are analyzed by the permit software and, case by case, reviewed by permit technicians to ensure the information provided meets permit requirements and laws. The process may involve assessing the impact of the load on infrastructure and determining if any special measures or route modifications are needed. If approved, the permit is issued with specific conditions that must be adhered to during transport. Operators must carefully review these conditions and ensure full compliance to avoid potential delays or penalties.

For heavy haul permit applications, see the Superload section below.

Permit Validity

Whether an OSOW permit is valid depends on meeting the specific terms and conditions set by the authorities and noted on the permit and its attachments. Key aspects of permit validity include:

- a valid permit date-range during which the transport has been authorized to move on;
- designated route and restrictions based on road conditions, construction zones, or other factors;
- stated maximum dimensions and weight of both a load, vehicle and axles. Any changes may necessitate a new permit; and
- compliance with specific terms and conditions related to the vehicle's equipment, escort requirements, or timing of transport

Driver Responsibilities

- By operating under the permit, the driver acknowledges and agrees to the terms and conditions specified. This includes an understanding of the permit's accuracy, and the operating conditions set forth.

- The driver must carry a paper or a legible electronic copy of the permit and any associated documentation during transport and present it upon request by law enforcement or regulatory officials.

A new permit is required when the issued permit becomes void. A permit becomes void:

- if altered or duplicated with information that is different from the authentic permit issued by the State of Minnesota;
- when the actual dimensions or axle weights exceed what is on the permit
- when off route, and,
- when the load description misrepresents the load, or the vehicle(s) is/are transporting additional commodities that create an unreasonable oversize or overweight condition.

Permit Travel Hours

In Minnesota, travel hours are generally unrestricted, except under the following conditions, or as specified on the permit.

Table 1 Permit Travel Hours and Load Restrictions

Travel Restriction	Day/Time Restriction	Load Restriction
Rush Hour	6:00 am - 8:30 am and 3:30 pm - 6:00 pm (Mon - Fri) Twin Cities and Duluth metro	When exceeding 14 feet 6 inches wide or 110 feet long.
Night Travel Required	12:00 am - 5:00 am (Mon - Fri) Twin Cities 7-county metro	When exceeding 16 feet wide or when noted on the permit.
Summer Weekends (Memorial Day to Labor Day)	4:00 pm to 8:00 pm (Fri – Sun) Statewide	When exceeding 12 feet 6 inches wide or 110 feet long.
Holidays	2:00 pm the day before the holiday to 2:00 am the day after the holiday - Statewide	When exceeding 12 feet 6 inches wide or 110 feet long.

Note: Movement is prohibited when weather or road conditions are hazardous or when conditions:

- Prevent the vehicle from staying within its travel lane; or
- When visibility is less than 500 feet and is insufficient to see persons, vehicles, or objects on the roadway.

Drivers must monitor local weather reports and real-time weather and road condition reports via [Minnesota 511](#).⁶³

Restricted Travel Dates

Table 2 Restricted Travel for Holiday and Special Event Dates

Restricted Dates	Travel Restrictions
New Years Day	Yes
Martin Luther King, Jr. Day	No
Presidents Day	No
Fishing Opener	Yes
Memorial Day	Yes
Summer Weekend	Yes
Juneteenth	No
Independence Day	Yes
Labor Day	Yes
Veterans Day	No
Thanksgiving	Yes
Christmas	Yes

Note: The Permit Office is closed on all of the dates listed above.

Requirements

Minnesota state law mandates Pilot/Escort Vehicle Operator (P/EVO) for over-dimensional loads or vehicles under [Minn. Stat. sec. 169.812](#).⁶⁴

⁶³ <https://511mn.org/>

⁶⁴ <https://www.revisor.mn.gov/statutes/cite/169.812>

P/EVO certification is required by [Minn. Stat. sec. 299D.085](#)⁶⁵ to escort over-dimensional loads and vehicles in Minnesota. Operators of vehicles escorting over-dimensional loads must be trained and certified by the Minnesota Department of Public Safety.

Minnesota has P/EVO training reciprocity agreements with these states:

- Colorado
- Florida
- North Carolina
- Oklahoma
- Utah
- Virginia
- Washington

Minnesota domiciled and out of state P/EVOs holding active certification from one of these states will not be required to obtain Minnesota certification to operate in Minnesota subject to conditions (see below). P/EVOs domiciled in Minnesota and not holding certification from a reciprocity state will be required to obtain Minnesota certification, including successful completion of the initial 8-hour training class and examination.

Conditions

Certificate holders from reciprocity states will be allowed to escort overdimensional loads in Minnesota provided the Minnesota insurance, driver, vehicle, and safety equipment requirements are met.

Minnesota certificate holders will be allowed to escort overdimensional loads in reciprocity states, provided the insurance, driver, vehicle, and safety requirements of the applicable state are met.

P/EVO certification classes are available at [Hennepin Technical College - Pilot Car](#).⁶⁶

For more information, see [Minnesota Rules, chapter 7455](#).⁶⁷

⁶⁵ <https://www.revisor.mn.gov/statutes/cite/299D.085>

⁶⁶ <https://hennepintech.edu/cts/programs-courses/pilot-car.html>

⁶⁷ <https://www.revisor.mn.gov/rules/7455>

Seasonal Load Limits

[Minn. Stat. sec. 169.87](#)⁶⁸ gives MnDOT the authority to determine and to prohibit or restrict the weight of vehicles operated on the highway under the state’s authority, effective upon notice thereof for seasonal zones boundaries, or highway, or portion of any highway affected.

MnDOT may issue permits for over legal gross vehicle weight (GVW) during spring road restrictions for travel on state trunk and U.S. highways. During spring road restrictions, though the GVW may exceed legal limits, all vehicle axle groups may not exceed legal axle group weights. See the table “Permittable Axle Group Weights for 10-ton Roads” below.

Seasonal load permit vehicles are restricted to legal tire regulations. No steer axle may exceed 600 pounds per inch width of tire. Non-steer axles are limited to 500 pounds per inch width of tire.

Table 3 Permittable Axle Group Weights for 10-ton Roads

Axle Groups	Spring Load Restrictions	Middle-Range Restrictions	Full-Summer Weights
Single	20,000	22,000	24,000
Tandem	34,000	36,000	46,000
Tridem	42,000	51,000	63,000
Spread Tridem	51,000	51,000	63,000
Quad	51,000	68,000	72,000 Annual Trip Log 80,000 Single Trip
Spread Quad	68,000	68,000	72,000 Annual Trip Log 80,000 Single Trip
Axle group limits	Not to exceed 20,000 lbs. on any one axle group (Spring Load Restrictions)	Not to exceed 22,000 lbs. on any one axle group (Middle Range)	Not to exceed 24,000 lbs. on any one axle group (Full Summer)

⁶⁸ <https://www.revisor.mn.gov/statutes/cite/169.87>

Requirements of Flags, Lights and Signs

Requirements for flagging, lights, and signage can be found in the Minnesota General Provisions for Oversize/Overweight Permit Vehicles, which is attached to issued permits that have been issued.

Flags must be:

- red or orange warning flags, 18" square and in good condition;
- displayed at the widest points and on each corner of over width loads when exceeding 9 feet wide;
- fully visible to traffic on either side; or when load extends 3 feet or more ahead of the front bumper, or 4 feet or more beyond the rear of the vehicle;
- secured at the extreme tips of front and rear overhang; and
- spaced no more than 20 feet apart along the vehicle or load when the overall length is greater than 75 feet.

Oversize Load Signs

- are mandatory on the front and rear of vehicles with loads over 12 feet 6 inches wide or 95 feet long;
- must be lighted or reflective with amber warning lights on each end;
- must be visible at least 500 feet to the front and rear, from 1/2 hour before sunset to 1/2 hour after sunrise; and
- must be pulled taut and mounted to a flat surface when made of flexible material.

Lights

- are mandatory from 1/2 hour before sunset to 1/2 hour after sunrise, or when required by law; and
- must be mounted at required flag locations and visible from 500 feet.

Heavy Haul (Superloads)

Minnesota defines superload as any vehicle or load with a dimension that exceeds 16 feet wide, or exceeds 16 feet high, or exceeds 150 feet long, or has a gross vehicle weight of more than 250,000 pounds.

Applications for permit eligibility must be submitted through the [Minnesota SUPERLOAD Permit System](#).⁶⁹

Minnesota heavy haul permit technicians assist the industry with preliminary reviews and route feasibility studies with heavy haul applications to ensure a collaborative approach that provides stakeholders with additional clarity and reduces processing time.

Physical Route Surveys

A comprehensive physical route survey is an on-the-ground route analysis and report completed by either the driver of the oversize vehicle or a Minnesota-certified P/EVO. Its purpose is to provide turn-by-turn navigation and to identify and document any specific locations along the route that may pose risks or potential for damage. MnDOT may require a physical route survey for any load size or weight when deemed necessary to protect public safety or to ensure against undue damage to the road foundations, surfaces, or structures.

Route surveys should contain details of all railroad grade crossings; power lines and cable; traffic signals and mast arms; overhead signs; roadside lights or sirens; or tree limbs overhanging the travel lines along the permitted route.

The physical route survey must be conducted no more than 14 days prior to movement.

⁶⁹ <https://mn.gotpermits.com/#!>

Surveyor Responsibilities

Responsibilities of surveyors include:

- identifying the safest and most practical route for the configuration;
- use a nonconductive, nondestructive, flexible and readily breakable height pole to set a minimum of six inches higher than the highest part of the load when surveying the route;
- acknowledgment of a minimum one-foot lateral clearance;
- acknowledgment of a minimum six inches of overhead AND under clearance for all vehicles or components;
- note on the physical route survey rail crossing emergency phone number and unique location (found at the crossings on the blue and white Emergency Notification System (ENS) sign);
- notice of the need to raise overhead cable or power lines while in transit;
- need to temporarily alter or remove state property and the specific locations; and
- document the need for special maneuvers, such as backing or non- typical turns and locations on the survey.

Rail Crossing Identification / Emergency Notification System (ENS)

Rail crossings have unique identification numbers that can be found on blue and white signs at each crossing. For more information, watch the "[Find the BLUE and WHITE Emergency Notification System \(ENS\) sign](#)"⁷⁰ video.

MnDOT provides a map of the railroad network across the state. Use this link to find information needed on the physical route survey: [Minnesota Rail Viewer Application \(MnRail\)](#).⁷¹

⁷⁰ <https://www.youtube.com/watch?v=PIPSBzxOAx4>.

⁷¹ <https://www.arcgis.com/apps/webappviewer/index.html?id=5640f575a86148039704660c29126f24&extent=-11690507.5359%2C5234420.4958%2C-9081864.6346%2C6507555.6389%2C102100>

Traffic Signal and Light Pole Structures

Permit holders are required to coordinate their move with an MnDOT approved, certified electrician to move or alter any part of the traffic signal or light. This includes the need to:

- adjust, move or swing away overhead traffic signals and masts along the permitted route; and
- retighten anchor rods or structural bolts to meet MnDOT specifications by using approved tools and equipment. This may require a contractor to supply material such as the DDI washers which cannot be reused once removed including those found in the swing away hinges.

For clarification on permit holder responsibilities visit: [Traffic Signals Manual](#).⁷²

Utility Lines and Cables

Permit holders must coordinate with power owners of any overhead power utilities (such as power lines or cables) and obtain permission before proceeding to lift, raise, or remove utilities. Coordination must be completed prior to permit issuance. The permit holder should provide sufficient notice and provide a reasonable timeline to the utility provider to allow for the scope of work and utility provider's processes.

Special Route Conditions

When the conditions or circumstances of a specialized move require a temporary road or lane closure, permit holders may be required to provide special roadway signage, including electronic message boards, and/or temporary road closure equipment or devices deemed necessary by MnDOT. The permit holder may be asked to submit a preliminary assessment as part of the physical route survey to identify locations where closures or street parking bans may be necessary.

⁷².[https://www.dot.state.mn.us/trafficeng/signals/manual.html#:~:text=Certified%20Signal%20Contractors%20\(Word\),](https://www.dot.state.mn.us/trafficeng/signals/manual.html#:~:text=Certified%20Signal%20Contractors%20(Word),)

Roadway Improvements

Superload projects that require road or turning radii improvements may require a special review from MnDOT's Environmental Stewardship Office (OES) and relevant stakeholders for approval. The OES supports MnDOT districts and other stakeholders in the areas of aquatic resources, wetland mitigation, stormwater requirements, and protected species, including federally threatened and endangered species. Permit holders should provide advanced notification to avoid delays. For more information, contact OES at [Environmental Stewardship](#).⁷³

Environmental or Right-of-Way permits may be required for roadway changes. The permit holder is responsible for returning the roadway and right-of-way to the same condition, or better, than it was prior to the move. All alteration supplies or materials must be removed from the highway and right-of-way immediately after the move.

Additional Permits Facts and Conditions

Convoying of permit vehicles

Convoying of permit vehicles is prohibited unless otherwise noted on the permit. Permit vehicles should maintain a minimum distance of 15 minutes between vehicles. P/EVOs are prohibited by law from escorting more than one overdimensional vehicle or load at the same time to reduce the number of escorts unless it is explicitly noted on the permit.

Damages

The permit holder assumes all responsibility for injury to persons or damage to public or private property, including their own, caused directly or indirectly from the transportation of vehicles or vehicles and objects authorized under this permit. Damage to the highway or its structures resulting from a willful or negligent act by the permit holder, shall be liable for the amount thereof, as set forth in [Minn. Stat. sec. 169.88](#).⁷⁴ Damages may be recovered through civil action or other remedial action defined by MnDOT. In addition, the permit holder may

⁷³ <https://www.dot.state.mn.us/environment/index.html>

⁷⁴ <https://www.revisor.mn.gov/statutes/cite/169.88>

be responsible for personal property damage or injuries caused by or in connection to the transport.

Divisible Loads

Divisible ([Minn. Stat. sec. 160.80, subd. 4](#)⁷⁵) means:

- a load, vehicle, or combination of vehicles whereas the vehicle(s) or load can be reduced or positioned in a manner so that the transportation does not exceed the size and weight limits of vehicles in state law; or
- under a special permit authorized by MnDOT for the transport of the specific vehicle/load. The permit holder is subject to proof as to the number of work hours required to dismantle the load.

Non-Divisible Loads

Per [Minn. Stat. sec. 169.11, subd. 48a](#),⁷⁶ non-divisible means any load or vehicle(s) exceeding the applicable length, width, height, or weight limits, which if separated into smaller loads or vehicles would:

- compromise the intended use of the load or vehicle,
- destroy the value of the load or vehicle, or
- require more than eight hours to dismantle using appropriate equipment. The permit holder has the burden of proof as to the number of work hours required to dismantle the load.

Rear Visibility

The operator shall have rear visibility (mirrors or electronic devices) that provides a clear view of the highway for a distance of at least 200 feet to the rear of the vehicle.

Registered Weights and Permits

The vehicle registered weight must meet or exceed the gross vehicle weight shown on the MnDOT permit. The permit holder is responsible

⁷⁵ <https://www.revisor.mn.gov/statutes/cite/169.80>

⁷⁶ <https://www.revisor.mn.gov/statutes/cite/169.11>

for registering vehicle weight with the Minnesota Department of Public Safety, Driver and Vehicle Services Prorate Office prior to movement.

Road Shoulders

Road shoulders are not authorized for contiguous travel. Shoulder means the part of a state highway that is contiguous to the regularly traveled portion of the highway and is on the same level as the highway.

Side Overhang

Although center loading is preferred, offset loading is permissible. When offset loading is necessary, a majority of the overhang should be loaded to the right side (shoulder side) of the vehicle as much as safely possible.

Tire Weight Limit

Vehicles operating under an OSOW permit are allowed up to 600 lb./in; or the manufacturer's recommended tire load, whatever is less. During spring load restrictions (SLR) steer axles may not exceed 600 lb./in. All other axles may not exceed 500 lb./in. under permit per [Minn. Stat. sec. 169.823](#).⁷⁷

Emergency Preparedness

Emergency preparedness for transporting OSOW loads is essential for managing unexpected situations and ensuring safety. In the event of an accident or breakdown, it is crucial for the permit holder to properly report the incident and follow established company protocols such as contingency plans, steps for handling vehicle malfunctions, accidents, or hazardous conditions. Additionally, the permit holder must notify the Minnesota State Patrol to prevent further roadside issues.

⁷⁷ <https://www.revisor.mn.gov/statutes/cite/169.823>

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U.S. Department of Transportation
Federal Motor Carrier Safety Administration



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SPEED
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I will
maintain a
safe speed.

TRUCK DRIVER



Section 07 – USDOT Number and Vehicle Identification

USDOT Number

Per the [Code of Federal Regulations, title 49, section 390.21⁷⁸](#) and [Minnesota Statute, section 221.031, subdivision 6⁷⁹](#) interstate and intrastate carriers subject to the vehicle identification requirements are required to mark every self-propelled commercial motor vehicle (CMV) with the carrier's USDOT number on both sides of the CMV in addition to their legal name or single trade name. The letters "USDOT" must precede the number. If the name of a person other than the operating carrier appears on the vehicle, the words "operated by" must precede the name of the operating carrier.

The markings must be displayed in letters that contrast sharply with the vehicle's background color and must be readily legible from 50 feet during daylight hours while the vehicle is stationary.

USDOT numbers are issued by the USDOT Federal Motor Carrier Safety Administration (FMCSA). Contact the FMCSA at 651-291-6150 or visit [FMCSA Getting Started with Registration⁸⁰](#).

The owner of a truck or truck tractor having a gross vehicle weight (GVW) of more than 10,000 pounds, shall report to the Commissioner of Public Safety its USDOT number at the time of registration. This requirement does not apply to a farm truck that is not used in interstate commerce, a vehicle that is not used in intrastate or interstate commerce, or a vehicle that is owned and used solely for official business by the Federal government, the state or a political subdivision (see [Minn. Stat. sec. 168.185⁸¹](#)).

⁷⁸ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-390/subpart-B/section-390.21>

⁷⁹ <https://www.revisor.mn.gov/statutes/cite/221.031>

⁸⁰ <https://www.fmcsa.dot.gov/registration/getting-started>

⁸¹ <https://www.revisor.mn.gov/statutes/cite/168.185>

Vehicle Identification Requirements

The following carriers shall comply with the requirements for marking of commercial motor vehicles as required by [49 CFR 390.21](#)⁸² and [Minn. Stat. sec. 221.031, subd. 6](#).⁸³

- interstate carriers operating vehicles with a GVW of more than 10,000 pounds;
- intrastate for-hire motor carriers, regardless of the weight of the vehicle, except this requirement does not apply to a limousine as defined in [Minn. Stat. sec. 168.002](#)⁸⁴ that is equipped with “LM” license plates;
- intrastate private carriers operating vehicles with a gross vehicle weight of more than 10,000 pounds;
- vehicles providing intrastate transportation described in [Minn. Stat. sec. 221.025](#)⁸⁵ with a gross vehicle weight of more than 10,000 pounds, except those providing transportation described in [Minn. Stat. sec. 221.025\(1\)\(3\)\(4\)](#).⁸⁶ (See Section 2 “Intrastate Carriers” in this book.)

There are several types of vehicles exempt from the vehicle identification rules. They include:

- a farm truck not used in interstate commerce;
- a vehicle not used in intrastate or interstate commerce; and
- a vehicle owned/used by a federal, state, or other government entity.

⁸² <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-390/subpart-B/section-390.21>

⁸³ <https://www.revisor.mn.gov/statutes/cite/221.031>

⁸⁴ <https://www.revisor.mn.gov/statutes/cite/168.002>

⁸⁵ <https://www.revisor.mn.gov/statutes/cite/221.025>

⁸⁶ <https://www.revisor.mn.gov/statutes/cite/221.025>



We're all going somewhere.
Let's help each other get there safely.





Section 08 - Commercial Drivers' License

Applicability

Per [Minnesota Statutes, chapter 171](#),⁸⁷ a person cannot drive a commercial motor vehicle (CMV) in Minnesota unless the driver has a valid commercial driver's license (CDL) or commercial learner's permit (CLP) or is exempted/excepted from the CDL requirements. A CMV is defined as a vehicle or combination of vehicles used to transport passengers or property in:

- a single vehicle with a gross vehicle weight (GVW)* of more than 26,000 pounds;
- a combination of vehicles with a combined GVW of more than 26,000 pounds, inclusive of a towed unit(s) with a GVW of more than 10,000 pounds;
- a vehicle designed to transport 16 or more people (including the driver); or
- a vehicle of any size that transports hazardous materials that requires the vehicle to be placarded.

*For this section, GVW is defined as the greater of:

- the unloaded weight of a vehicle (or combination) plus the weight of the load; or
- the value specified by the manufacturer as the maximum gross weight or gross vehicle weight rating.

Class Types

Class A is valid for a combination of vehicles with a combined GVW of more than 26,000 pounds inclusive of a towed unit(s) with a GVW of more than 10,000 pounds.

Class B is valid for a single unit vehicle with a GVW of more than 26,000 pounds; or a combination of vehicles with a power unit which has a GVW of more than 26,000 pounds and a towed unit with a GVW of 10,000 pounds or less.

⁸⁷ <https://www.revisor.mn.gov/statutes/cite/171>

Class C is valid for:

- a vehicle (not requiring a Class A or B license) transporting hazardous materials that requires the vehicle to be placarded; or
- a vehicle (not requiring a Class A or B license) designed to transport 16 or more passengers, including the driver.

Non-Commercial Driver's License Class D

Non-commercial driver's license Class D is valid for operating:

- all single vehicles except vehicles with a GVW of more than 26,000 pounds; vehicles designed to transport 16 passengers or more, including the driver; or vehicles that carry hazardous materials requiring placards;
- towing vehicles if the towed vehicle has:
 - a GVW of 10,000 pounds or less; or
 - a GVW of more than 10,000 pounds and the combination of vehicles has a GVW of 26,000 pounds or less;
- recreational vehicles (RV) as defined in [Minn. Stat. sec. 168.002](#),⁸⁸
- authorized emergency vehicles whether or not in excess of 26,000 pounds GVW;
- all farm trucks if the farm truck is:
 - controlled and operated by a farmer, including operation by an immediate family member or an employee of the farmer;
 - used to transport agricultural products, farm machinery, or farm supplies, including hazardous materials, to or from a farm;
 - not used in the operations of a for-hire carrier;
 - used within 150 miles of the farm; and

⁸⁸ <https://www.revisor.mn.gov/statutes/cite/168.002>

- covered farm vehicles not carrying hazardous materials of a type or quantity that requires the vehicle to be placarded. (See Section 14 – Definitions.)

Drivers Exempted from CDL Requirements.

The following drivers are not required to have a CDL:

- individuals who operate CMVs for military purposes;
- operators of a farm vehicle (See Non-Commercial Driver's License Class D above).
- firefighters and other persons who operate CMVs which are authorized emergency vehicles; or
- operators of covered farm vehicles

Endorsements

A CDL driver must obtain state-issued endorsement(s) to their CDL to operate the type(s) of motor vehicle(s) described below. CDL drivers are required to pass written and/or skills test(s) to obtain each endorsement.

CDL endorsements and the related designations:

- T Double Trailer or Triple Trailer Combinations
- P Passenger
- N Tank Vehicles
- H Hazardous Materials
- S School Bus
- X Combination of Hazardous Materials and Tank Vehicle

The only endorsements allowed on a CLP are:

- Passenger
- School Bus
- Tank Vehicle

Restrictions

A CDL driver/applicant will have restriction(s) placed on their CDL if they fail certain portions of the written test, take a skills test using a restricted vehicle, or if the driver is subject to other restrictions. A driver with a restriction appearing on their CDL must comply with the restriction while operating a CMV requiring a CDL. Restriction(s) that may be placed on the CDL include:

- L No air brake-equipped CMV
- Z No full air braked equipped CMV
- E No manual transmission equipped CMV
- O No tractor-trailer CMV
- M No Class A passenger vehicle
- N No Class A or B passenger vehicle
- V Medical variance
- K Intrastate only

Note: An Intrastate-only restriction allows a CDL driver to operate a CMV requiring a CDL, but only within the state that issued the CDL.

Medical Self-Certification

Minnesota CDL applicants must self-certify the type of driving they operate in or expect to operate in. Self-certification options include:

- Interstate – non-excepted (driver is subject to the Federal driver qualification physical qualifications);
- Interstate – excepted (driver is not subject to the Federal driver qualification physical qualifications);
- Intrastate – non-excepted (driver is subject to State driver physical qualification requirements); or
- Intrastate – excepted (driver is not subject to State driver physical qualifications requirements).

A CDL driver who self-certifies their status as interstate or intrastate non-excepted will have their medical self-certification information and their medical certification information, as received from FMSCA, posted to their driving record by the State. Any restrictions appearing on the medical certificate will be posted to the driving record.

A CDL driver who is physically qualified under a medical variance or FMCSA Skills Performance Evaluation (SPE) certificate will have those details added to their driving record. If a driver's medical certification, medical variance, or FMCSA SPE certification expires, a driver's CDL will be downgraded to a non-CDL class driver's license. Currently, Minnesota Driver Vehicle Services (DVS) allows a 30-day grace period for an expired medical certificate, medical variance, or a SPE certificate before downgrading a CDL.

A driver whose CDL status has been downgraded for more than 1 year will lose their CDL and must retake the written and skills tests to obtain a CDL. A driver who wishes to retain their CDL without maintaining current medical certification must submit an updated self-certification to the State showing the driver's status as "excepted interstate" or "excepted intrastate".

Background Checks for Drivers with CDL Hazardous Materials Endorsements

DVS cannot issue, renew, upgrade, or transfer a hazardous materials endorsement for a CDL to any individual unless the Transportation Security Administration (TSA) has determined the individual does not pose a security risk warranting denial of the endorsement. To obtain, renew, upgrade or transfer a hazardous materials endorsement for a CDL, a driver must:

- complete a security threat assessment application online at [HAZMAT Endorsement \(HME\) Threat Assessment Program \(HTAP\) | TSA Enrollment by IDEMIA](#)⁸⁹ or by calling toll-free (855) 347-8371;
- submit their fingerprints at an authorized collection site. For more information on acceptable identification documents, visit [HAZMAT Endorsement | Transportation Security Administration](#)⁹⁰;
- take and pass the hazardous materials endorsement knowledge test at a Minnesota driver's license examination station; and

⁸⁹ <https://www.tsa.gov/for-industry/hazmat-endorsement>

⁹⁰ <https://www.tsa.gov/for-industry/hazmat-endorsement>

- apply or renew their CDL at a full-service Minnesota driver's license examination station or driver's license renewal office.

Drivers renewing CDL hazardous materials endorsements must complete all of the steps listed above at least 30 days before the CDL expires in order to maintain continuous hazardous materials endorsement privileges.

Seasonal Restricted CDLs

Restricted CDL for Certain Drivers in Farm-Related Service Industries

Employees of designated farm-related service industries may qualify for a restricted Class B or Class C CDL. Designated farm-related service industries include:

- agri-chemical businesses
- custom harvesters
- farm retail outlets and suppliers
- livestock feeders

Applicants for restricted CDLs must have held a valid driver's license for at least one year. A restricted CDL will only be issued to applicants who have a good driving record. A good driving record means that an applicant:

- has not had more than one license;
- has not had any license suspended, revoked, or canceled;
- has not had any conviction for any type of motor vehicle for disqualifying offenses or serious traffic violations; and
- has not had any conviction for a traffic violation arising in connection with any traffic accident and has no record of an accident in which they were at fault.

In Minnesota, a driver with a seasonal restricted CDL may operate a CMV only during the seasonal period the driver has selected, which may not exceed 210 days in a row or three 70-day periods in any calendar year. A seasonal restricted CDL holder must update the seasonal restricted CDL before each driving season starts by filling out the seasonal CDL waiver for each of the seasonal driving periods. Restricted CDL drivers are limited to operating Class B and Class C vehicles.

Restricted CDL drivers may not drive vehicles carrying quantities of hazardous materials requiring placards except for:

- 1,000 gallons or less of diesel fuel;
- liquid fertilizers, including anhydrous ammonia, in vehicles with a total capacity of 3,000 gallons or less*; or
- solid fertilizers that are not transported with any organic substance.

*Anhydrous ammonia trailers equipped with more than one tank may meet the definition of a Class A vehicle combination and therefore cannot be operated by a driver holding a restricted CDL.

Restricted CDL holders may not hold an unrestricted CDL at the same time. Restricted CDL holders may not operate a commercial motor vehicle beyond 150 miles from the place of business or farm currently being served. A restricted seasonal CDL holder may drive non-commercial vehicles all year.

Disqualification

A driver will be disqualified from operating a CMV requiring a CDL if convicted of any of the following offenses:

- being under the influence of alcohol or controlled substances while operating any motor vehicle;
- having an alcohol concentration of .04 or greater while operating a CMV;
- leaving the scene of an accident;
- using a vehicle to commit a felony;

- driving a CMV when the driver's CDL is revoked, suspended or cancelled or the driver is disqualified;
- convictions of serious traffic violations (see Table 2 in [49 CFR 383.51](#)⁹¹);
- operating a CMV in violation of a state or local law restricting use of hand-held mobile telephone while driving;
- convictions of certain railroad-highway grade crossing offenses (see Table 3 in [49 CFR 383.51](#)⁹²);
- operating a CMV in violation of an out-of-service order; or
- causing a fatality through negligent operation of a CMV.

Convictions of certain offenses committed while operating a non-CMV can disqualify a CDL driver. Periods of disqualification vary based on the nature of the violation and whether the violation is a first or subsequent violation. For a complete list, see [49 CFR 383.51](#).⁹³

Resources

The CDL manual and additional information on CDLs is available online at [CDL forms, documents and resources | Minnesota Department of Public Safety](#).⁹⁴

⁹¹ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-383/subpart-D/section-383.51>

⁹² <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-383/subpart-D/section-383.51>

⁹³ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-383/subpart-D/section-383.51>

⁹⁴ <https://dps.mn.gov/divisions/dvs/license-and-id/cdl-cdl/cdl-forms-documents-and-resources>



***"There's a lot
I can't see
around
my bus."***

– Keith, Bus Driver

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Section 09 - Driver Qualifications

Per the [Code of Federal Regulations, title 49, part 391](#)⁹⁵ and [Minnesota Statutes, chapter 221](#),⁹⁶ driver qualification (DQ) regulations set the minimum standards for a person who drives a commercial motor vehicle (CMV) and establishes minimum duties of employers with respect to the qualification of their drivers.

Carrier Responsibilities

No carrier shall require or permit an unqualified driver to operate a CMV. Drivers and carriers operating in Minnesota are subject to the DQ regulations if they operate vehicles in:

1. interstate commerce that are:
 - Over 10,000 pounds gross vehicle weight (GVW) or gross vehicle weight rating (GVWR);
 - Designed to transport 16 or more passengers, including the driver, and are not used to transport passengers for compensation;
 - Designed or used to transport between 9 and 15 passengers, including the driver, for direct compensation; or
 - Of any size transporting hazardous materials of a type or quantity that requires the vehicle to be placarded; or
- intrastate commerce that are:
 - Over 10,000 pounds GVW or GVWR operated by an intrastate private carrier;
 - Of any size transporting property, including household goods, by an intrastate for-hire motor carrier;
 - Over 10,000 pounds GVW or GVWR while exclusively engaged in transportation described in [Minn. Stat. sec. 221.025](#),⁹⁷ except for school buses, commuter vans, authorized emergency vehicles and transportation described in [Minn. Stat. sec. 221.025\(6\)\(10\)\(11\)\(12\)](#);⁹⁸

⁹⁵ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-391>

⁹⁶ <https://www.revisor.mn.gov/statutes/cite/221>

⁹⁷ <https://www.revisor.mn.gov/statutes/cite/221.025>

⁹⁸ <https://www.revisor.mn.gov/statutes/cite/221.025>

- Designed to transport 8 or more passengers, including the driver operating for-hire; or
- Of any size transporting hazardous material of a type or quantity that requires the vehicle to be marked or placarded.

Exceptions/Exemptions:

1. For interstate commerce, the DQ rules do not apply to a driver operating a CMV engaged in custom harvesting operations or a driver operating a CMV owned and operated by a beekeeper in the seasonal transportation of bees ([49 CFR 391.2](#)⁹⁹).
2. Drivers of covered farm vehicles are not subject to the driver qualification rules pertaining to driver physical qualification and examinations. See Section 14 – Definitions.
3. Intrastate motor carriers of railroad employees must meet specific driver qualification requirements (see [Minn. Stat. sec. 221.0255](#)¹⁰⁰).

General Requirements

When subject to the DQ rules, a driver must:

1. be at least 21 years old when engaged in interstate transportation (with limited exceptions allowed) or be 21 years old if transporting certain hazardous materials in intrastate transportation or 18 years old when engaged in intrastate transportation (if subject to the DQ rules);
2. speak and read English sufficiently to converse with the general public, read and understand highway signs/signals, respond to official inquiries and make entries on reports/records;
3. be able to safely operate a CMV;
4. be physically qualified (see Physical Qualifications);
5. have a driver's license that is valid for the type of vehicle being driven;

⁹⁹ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-391/subpart-A/section-391.2>

¹⁰⁰ <https://www.revisor.mn.gov/statutes/cite/221.0255>

6. not be disqualified from driving a commercial motor vehicle (see Driver Disqualifications); and
7. successfully complete a driver's road test or present the motor carrier that employs them with a commercial driver's license (CDL) which the motor carrier has accepted as equivalent to a road test.

Motor Carriers of Passengers Criminal Background Check

An intrastate motor carrier of passengers must conduct an initial background study on commercial vehicle drivers they employ as required under [Minn. Stat. sec. 221.178](#),¹⁰¹ unless the driver holds a valid driver's license with a school bus endorsement. A subsequent background study must be conducted every 3 years. Background studies for Minnesota residents can be obtained from the [Background checks | Minnesota Department of Public Safety](#).¹⁰²

Driver Disqualifications

A driver who is disqualified cannot operate a CMV. An employer shall not require or permit a driver who is disqualified to drive a CMV.

Disqualifying offenses include:

- loss of driving privileges;
- certain criminal offenses;
- driving a CMV under the influence of alcohol (which includes driving a CMV with alcohol concentration of .04% or more, driving under the influence of alcohol as prescribed by State Law or refusal to undergo testing);
- driving under the influence of, transportation of, possession of, or unlawful use of an illegal drug;
- leaving the scene of an accident while operating a CMV;
- a felony involving the use of a CMV;
- violation of an out-of-service order;
- conviction of texting while driving a CMV; or

¹⁰¹ <https://www.revisor.mn.gov/statutes/cite/221.178>

¹⁰² <https://dps.mn.gov/divisions/bca/bca-divisions/criminal-justice-information-services/background-checks>

- conviction of using a hand-held mobile telephone while driving a CMV.

Special Training Requirements for Longer Combination Vehicle Drivers (LCV)

Longer Combination Vehicle (LCV) means any combination of a truck-tractor and two or more trailers or semi-trailers, which operate on the National System of Interstate and Defense Highways with a GVW greater than 80,000 pounds. Drivers operating LCVs must receive additional training as described in [49 CFR Part 380](#).¹⁰³ A motor carrier that employs an LCV driver must provide evidence of the drivers LCV driver training certifications when requested by an authorized the Federal Motor Carrier Safety Administration (FMCSA), State, or local official in the course of a compliance review/investigation.

Physical Qualifications for Drivers

Per [49 CFR 391.41](#),¹⁰⁴ a driver subject to DQ rules must not operate a CMV unless the driver is medically certified as physically qualified to do so. In general, a driver is physically qualified to drive a commercial motor vehicle if they:

1. have no loss or impairment of a foot, leg, hand or arm, or have been granted a Skills Performance Evaluation (SPE) certificate, or an intrastate medical waiver;
2. have no history of diabetes mellitus requiring insulin for control, or they meet the physical qualification standards for an individual with diabetes mellitus treated with insulin for control found in [49 CFR 391.46](#),¹⁰⁵ or have been issued an intrastate medical waiver;
3. have no current diagnosis of heart disease;

¹⁰³ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-380-380?toc=1>

¹⁰⁴ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-391/subpart-E/section-391.41>

¹⁰⁵ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-391/subpart-E/section-391.46>

4. have no respiratory dysfunction likely to interfere with controlling a CMV;
5. have no rheumatic, arthritic, orthopedic or muscular disease likely to interfere with controlling a CMV;
6. have no current clinical diagnosis of high blood pressure likely to interfere with controlling a CMV;
7. have no history of epilepsy or any other condition likely to cause unconsciousness;
8. have no muscular, neuromuscular, vascular, mental, or other organic or functional disease which would interfere with their ability to operate a CMV safely;
9. have a visual acuity of at least 20/40 in each eye, with or without corrective lenses, field of vision of at least 70° in the horizontal meridian and the ability to recognize the colors of traffic signals showing standard red, green and amber, or they meet the physical qualification standards for an individual who does not satisfy, with the worst eye, either the distant visual acuity standard with corrective lenses or the field of vision standard, or both as found in [49 CFR 391.44](#)¹⁰⁶, or they have been issued an intrastate medical waiver;
10. do not have hearing loss that prevents them from hearing a forced whisper from five feet or if tested by use of an audiometric device, do not have an average hearing loss in the better ear greater than 40 decibels at 500Hz, 1,000Hz and 2,000Hz, or has been issued an intrastate medical waiver;
11. do not use a Schedule 1 controlled substance, amphetamines, narcotics, or other habit-forming drugs; and
12. have no current clinical diagnosis of alcoholism.

¹⁰⁶ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-391/subpart-E/section-391.44>

The medical examination must be performed by a licensed medical examiner listed on the National Registry of Certified Medical Examiners, available at the [FMCSA National Registry](https://nationalregistry.fmcsa.dot.gov/home).¹⁰⁷ The medical examination must follow the criteria specified by the FMCSA, as listed under [49 CFR 391.43](https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-391/subpart-E/section-391.43).¹⁰⁸

A driver's medical certification may be valid for up to two years. Licensed medical examiners may certify drivers for less than a two-year period if certain medical conditions are present or need monitoring.

An applicant for a commercial learner's permit (CLP) or CDL who certifies that they are "non-excepted" (meaning they will operate or expect to operate a CMV in commerce and are required to obtain a medical examiner's certificate) must be medically examined and certified. The state will post a medical qualification status of "certified" on the driver's license record of the driver upon receiving an electronic copy of the medical examiner's certificate from FMCSA.

In order to maintain a medical certification status of "certified", a CLP or CDL holder must continue to be medically examined and certified as qualified to operate a CMV by a medical examiner. FMCSA will provide the state with an electronic copy of the medical examiner's certificate for all subsequent medical examinations in which the driver has been deemed qualified.

A driver who has a valid CDL or CLP and self-certified they are "non-excepted" and has current medical certification appearing on the driver's license record, no longer needs to have the medical examiner's certificate in possession while driving a CMV. A non-CDL licensed driver subject to DQ physical qualifications must not operate a CMV unless they have on their person a current medical examiner's certificate indicating the driver is physically qualified to operate a CMV.

Intrastate Medical Waivers

A CMV driver who cannot meet the physical qualifications for drivers due to loss or impairment of a limb, vision problem, insulin-dependent

¹⁰⁷ <https://nationalregistry.fmcsa.dot.gov/home>

¹⁰⁸ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-391/subpart-E/section-391.43>

diabetes, or hearing impairment may be granted permission to operate a CMV in intrastate commerce under MnDOT's medical waiver program for intrastate CMV drivers.

There are four types of medical waivers available to Minnesota intrastate CMV drivers:

1. Physical
2. Insulin-dependent diabetics
3. Vision
4. Hearing

A person who has a valid Interstate FMCSA Skills Performance Evaluation Certificate does not need a Minnesota intrastate medical waiver to operate a CMV in intrastate commerce.

To obtain a Minnesota intrastate medical waiver, a CMV driver must first be examined by a licensed medical examiner. After a CMV driver has been examined and found to be physically unqualified, a medical waiver application can be submitted to the Office of Freight and Commercial Vehicle Operations (OFCVO). If/when a medical waiver is granted, it will have the same expiration date as the expiration date shown on the CMV driver's medical examiner's certificate. MnDOT reserves the right to cancel, suspend, or revoke a medical waiver.

Information on the Minnesota intrastate medical waivers and applications are available on OFCVO's website at [Waivers - Commercial Vehicle Operations - MnDOT](#).¹⁰⁹

Note: MnDOT does not issue waivers for school bus drivers. For information on school bus driver's license waivers, please contact the Department of Public Safety at 651-297-5029, or visit their website at [CDL school bus endorsement | Minnesota Department of Public Safety](#).¹¹⁰

¹⁰⁹ <https://www.dot.state.mn.us/cvo/waivers.html>

¹¹⁰ <https://dps.mn.gov/divisions/dvs/license-and-id/cdl-cdl/cdl-endorsements-and-restrictions/cdl-school-bus-endorsement>

Interstate CMV Driver Medical Exemption Programs

An interstate CMV driver who does not meet the physical qualification for CMV drivers may be granted permission to operate a CMV under the FMCSA's Skills Performance Evaluation Certificate Program or CMV driver medical exemption programs.

Skills Performance Evaluation (SPE) Certificates

The SPE Certificate Program allows CMV drivers with missing or impaired limbs to drive CMVs in interstate commerce if the driver can demonstrate the ability to drive a CMV safely. A driver may be required to be fitted with a prosthetic device or have other vehicle modifications made in order to qualify for a SPE certificate. As part of the SPE certificate application process, an applicant may be required to submit to a driving test. If the applicant passes the driving test and fulfills the other requirements of the SPE Certificate Program, they will be issued a SPE certificate.

When issued, the driver's SPE certificate will indicate if any prosthetic device or vehicle modification is required while operating a CMV. A driver must be properly using any prosthetic device or vehicle modification as noted on the SPE certificate while operating a CMV.

Information on the SPE Certificate Program can be found at [Skill Performance Evaluation Certificate Program | FMCSA](#).¹¹¹ For additional information on SPE certificates, contact the FMCSA by phone at 202-366-4001 or by email FMCSAMedical@dot.gov.

Driver Exemptions

An CMV driver may apply for an exemption from the seizure and/or hearing standards of the physical qualification for CMV drivers using the FMCSA's exemption applications. FMCSA requires applicants for seizure and/or hearing exemptions to submit specific information to FMCSA for review. This information may include physical qualification examination information, medical records, employment history, driving experience,

¹¹¹ <https://www.fmcsa.dot.gov/medical/driver-medical-requirements/skill-performance-evaluation-certificate-program>

and motor vehicle records. The FMCSA will make a final decision within 180 days of receiving a completed application.

Information on driver exemptions may be found at [Driver Exemptions | FMCSA](#)¹¹² or contact the FMCSA by email at FMCSAMedical@dot.gov.

Note: FMCSA driver exemptions granted for seizure and/or hearing standards are for CMV drivers who intend to operate a CMV in interstate commerce. FMCSA driver exemptions do not permit regulatory relief from physical qualifications for those drivers who plan to operate to intrastate commerce.

Driver Qualification File

Per [49 CFR 391.51](#),¹¹³ a motor carrier must maintain a DQ file for each CMV driver it employs. The DQ file must be kept at the principal place of business for as long as the driver is employed by the carrier and for 3 years thereafter. The DQ file for each driver must include the following:

1. a completed DOT job application for employment;
2. a copy of the motor vehicle record (MVR) received from each State (if a driver held a driver's license in multiple states, during the preceding three years, an MVR from each state in which the driver held a license must be obtained);
3. the certificate of driver's road test, or a legible copy of the driver's CDL, which the motor carrier may accept in place of a road test provided the driver successfully completed the road test in the type of CMV the motor carrier intends to assign to them. (A carrier cannot accept a CDL in place of a road test if the driver will be operating a CMV requiring a double/triple trailer and/or tank vehicle endorsement for the carrier.);
4. the MVR record received from each state agency for the annual driver record inquiry;
5. documentation of the annual review of the MVR showing the date of review and who performed the review;
6. the driver's medical examiner's certificate and a note showing the verification of the medical examiner listing on the National Registry of Certified Medical Examiners*;

¹¹² <https://www.fmcsa.dot.gov/medical/driver-medical-requirements/driver-exemption-programs>

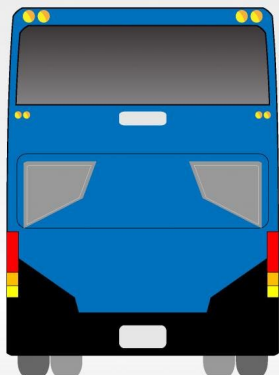
¹¹³ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-391/subpart-F/section-391.51>

7. the driver's SPE certificate, or intrastate medical waiver, if one has been granted;
8. a written record of investigation(s) of past employers (for the preceding three years) contacted to verify applicant's previous employment history;
9. for an LCV driver, a copy of the LCV driver-training certificate; and
10. for intrastate Motor Carrier of Passenger CMV drivers, a record of the completed background study.

*Exceptions: For CDL holders, if the Commercial Driver's License Information System (CDLIS) MVR contains medical certification status information, the motor carrier employer must meet this requirement by obtaining the CDLIS MVR. The MVR must be obtained from the current licensing State and be placed in the DQ file. A non-expected CDL holder without medical certification status information appearing on the CDLIS MVR is designated "not certified" to operate a CMV in commerce.

Sample driver qualification forms are available in the [Safety Planner](https://csa.fmcsa.dot.gov/safetyplanner/Default.aspx)¹¹⁴ on FMCSA's website.

¹¹⁴ <https://csa.fmcsa.dot.gov/safetyplanner/Default.aspx>



STAY ALERT

31%

of fatal crashes in
work zones involved at least
one large vehicle



www.ShareTheRoadSafely.gov

Source: FARS 2016 Final and 2017 Annual Report File, NHTSA. FARS data shown here are from the 50 States, District of Columbia, and Puerto Rico



Section 10 - Hours of Service

Applicability

Per the [Code of Federal Regulations, title 49, part 395](#)¹¹⁵ and [Minnesota Statutes, section 221.0314](#),¹¹⁶ a carrier and its Commercial Motor Vehicle (CMV) drivers are subject to the hours of service (HOS) regulations if they operate CMVs in:

1. interstate commerce, which are:
 - over 10,000 pounds GVW or GVWR or gross vehicle weight or gross combination weight (whichever is greater);
 - designed or used to transport more than 8 passengers (including the driver) for compensation;
 - designed or used to transport more than 15 passengers, including the driver, and not used to transport passengers for compensation; or
 - used in transporting hazardous materials (HM) in a quantity requiring placarding.
2. intrastate commerce as:
 - a private carrier with a vehicle with a GVW over 10,000 pounds;
 - a for-hire motor carrier with any size vehicle; or
 - a private or for-hire motor carrier in any size vehicle transporting a quantity of HM that requires the vehicle to be marked or placarded.

Exceptions

Per [49 CFR Part 395](#)¹¹⁷ and [Minn. Stat. sec. 221.031](#),¹¹⁸ a carrier and its drivers are exempt/excepted from HOS regulations if they are engaged in:

- interstate commerce and:
 - qualify for the agricultural operations exemption;
 - operate utility service vehicles;
 - are railroad signal employees;

¹¹⁵ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-395>

¹¹⁶ <https://www.revisor.mn.gov/statutes/cite/221.0314>

¹¹⁷ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-395>

¹¹⁸ <https://www.revisor.mn.gov/statutes/cite/221.031>

- operate pipeline welding trucks (see [49 CFR 390.38\(b\)](#)¹¹⁹ for definition); or
- are covered farm vehicles. See Section 14 – Definitions.
- intrastate commerce and
 - are private carriers who are:
 - operating as a covered farm vehicle;
 - public utilities as defined in [Minn. Stat. sec. 216B](#);¹²⁰
 - cooperative electric associations;
 - telephone companies; or
 - engaged in the transportation of construction materials, tools and equipment from shop to job site or job site to job site, for use by the private carrier in the new construction, remodeling or repair of buildings, structures or their appurtenances.
 - are operating pipeline welding trucks;
 - are engaged in transportation of utility construction materials within a 50-mile radius from the site of a construction or maintenance project, such as a street/highway, electrical transmission service, a telecommunications or cable communications system, a waterworks system, sanitary or storm sewer, a gas heating service line, a pipeline or a facility for other similar utility service; or
 - are private or for-hire motor carriers performing transportation described in [Minn. Stat. sec. 221.025 subd. \(1\),\(3\)-\(14\)](#)¹²¹. See Section 2 - Intrastate Carriers for exceptions to these paragraphs.

¹¹⁹ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-390/subpart-B/section-390.38>

¹²⁰ <https://www.revisor.mn.gov/statutes/cite/216B>

¹²¹ <https://www.revisor.mn.gov/statutes/cite/221.025>

Passenger Carriers

Passenger carriers may not permit or require a CMV driver to drive, and no CMV driver shall drive a passenger-carrying CMV:

- after accumulating 10 hours of driving time following 8 consecutive hours off duty;
- after being on duty 15 hours following 8 consecutive hours off duty; or
- after being on duty 60 hours in any 7 consecutive days if the carrier does not operate every day of the week or being on duty 70 hours in any 8 consecutive days if the carrier operates every day of the week.

Property Carriers

Property carriers may not permit or require a CMV driver to drive, and no CMV driver shall drive a property-carrying CMV:

- after accumulating 11 hours of driving time following 10 consecutive hours off duty;
- for any period after the end of the 14th hour after coming on-duty following 10 consecutive hours off-duty;
- after more than 8 hours of driving time have passed without a consecutive interruption in driving status of at least 30 minutes; and,
- after being on duty 60 hours in any 7 consecutive days* if the carrier does not operate every day of the week or after being on duty 70 hours in any 8 consecutive days* if the carrier operates every day of the week.

*For property carrier CMV drivers, any period of seven or eight consecutive days may end with the beginning of any off-duty period of 34 or more consecutive hours.

Duty Status

There are four duty statuses for a CMV driver:

1. "On-duty" time is all time a driver spends performing work or being ready to work, until being relieved by the carrier of all

responsibility. “On-duty” time also includes any compensated work performed by the driver for a carrier or non-motor carrier entity.

2. “Driving” time is all time spent at the driving controls of a CMV in operation.
3. “Off duty” means the driver has been relieved of all responsibilities for the vehicle and its cargo or passengers, and the driver is free to pursue activities of his/her own choosing.
4. “Sleeper berth” is all time spent resting in a sleeper berth as defined in [49 CFR 393.76](#).¹²²

Carriers subject to HOS regulations must maintain true and accurate records showing a driver’s HOS. CMV drivers who are subject to the HOS regulations must record their daily activities on a record of duty status (RODS), unless they meet all of the conditions for the Short Haul Provision or are otherwise excepted/exempted from the HOS regulations.

Electronic Logging Device (ELD)

An ELD is an electronic device that automatically records a CMV driver’s driving time and other HOS data. An ELD monitors a vehicle’s engine to capture data on whether the engine is running, whether the vehicle is moving, miles driven and the duration of engine operation (engine hours).

All carriers and CMV drivers subject to the HOS regulations must use ELDs unless exempted or excepted. Motor carriers and CMV drivers may only use ELDs that are registered on FMCSA’s [ELD - Electronic Logging Devices](#)¹²³ website. ELDs must have the capability of either telematics data transfer or local transfer.

A carrier using ELDs must ensure its CMV driver possesses onboard the CMV an ELD information packet containing the following items:

- a user’s manual for the CMV driver describing how to operate the ELD;

¹²² <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-393/subpart-G/section-393.76>

¹²³ <https://eld.fmcsa.dot.gov/>

- an instruction sheet describing the data transfer mechanisms supported by the ELD and step-by-step instructions to produce and transfer the CMV driver's HOS records to an authorized safety official;
- an instruction sheet for the CMV driver describing ELD malfunction reporting requirements and record keeping procedures during ELD malfunctions; and
- a supply of blank CMV driver's RODS sufficient to record the CMV driver's duty status and other related information for a minimum of 8 days.

The ELD user's manual, instruction sheet, and malfunction instruction sheet may be carried and maintained in electronic form.

A CMV driver must provide/input the information the ELD requires as prompted by the ELD and required by the motor carrier. A CMV driver must manually input or verify the following information on the ELD:

- CMV power unit number,
- the trailer unit number(s), if applicable,
- shipping document number or the name of the shipper and
- commodity transported, if applicable.

Exceptions to the ELD Rule

The following CMV drivers are not required to use an ELD to record their HOS. CMV drivers who:

- operate under the Short-Haul Provision;
- use paper RODS for not more than 8 days in any 30-day period;
- conduct driveaway-towaway operations in which the vehicle being driven is the commodity being delivered; or
- drive CMVs manufactured before model year 2000 as reflected in the VIN as shown in the vehicle's registration.

Short Haul Provision - 150 Air-Mile Radius Driver

Per [49 CFR 395.1\(e\)](#),¹²⁴ CMV drivers who operate within a 150 air-mile radius (172.6 statute miles) of their normal work reporting location are not required to maintain RODS if all of the following requirements are met:

- The CMV driver returns to the normal work reporting location and is released from work within 14 consecutive hours;
- A property-carrying CMV driver has at least 10 consecutive hours off-duty separating each 14 hours on duty;
- A passenger-carrying CMV driver has at least 8 consecutive hours off-duty separating each 14 hours on duty;
- A property-carrying CMV driver does not exceed 11 hours maximum driving time following 10 consecutive hours off- duty;
or,
- A passenger-carrying CMV driver does not exceed 10 hours maximum driving time following 8 consecutive hours off-duty;
and,
- The carrier maintains true and accurate time records showing the time the CMV driver starts work, is released from work, total number of hours worked, and for CMV drivers used for the first time or intermittently, the total time worked during the preceding seven days.

CMV drivers of property-carrying CMVs that do not require a CDL for operation and who operate within a 150 air- mile radius (172.6 statute miles) of their normal work reporting location are not required to maintain RODS if all of the following requirements are met:

- The CMV driver returns to the normal work reporting location at the end of each duty tour;
- The CMV driver does not drive after the 14th hour after coming on duty on 5 days of any period of 7 consecutive days;
- The CMV driver does not drive after the 16th hour after coming on duty on 2 days of any period of 7 consecutive days; and

¹²⁴ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-395/subpart-A/section-395.1>

- The employing carrier maintains true and accurate time records showing the time the CMV driver starts work, is released from work, total number of hours worked, and for CMV drivers used for the first time or intermittently, the total time worked during the preceding seven days.

CMV drivers utilizing the Short Haul Provision are not subject to the 30-minute interruption of driving requirement of [49 CFR 395.3\(a\)\(3\)](#).¹²⁵

Record Keeping

A motor carrier, subject to the HOS regulations, shall retain records of duty status and supporting documents for each of its CMV drivers for a period of not less than 6 months from the date of receipt.

Supporting document means a document, in any medium, generated or received by a motor carrier in the normal course of business as described in [49 CFR 395.11](#)¹²⁶ that can be used, as produced or with additional identifying information, by the motor carrier and enforcement officials to verify the accuracy of a driver's record of duty status. Some examples of supporting documents are bills of lading, itinerary, schedule, or equivalent documents that indicate the origin and destination of each trip, dispatch records, trip records, expense receipts, electronic mobile communication records, payroll records, settlement sheets, fuel receipts, and fuel billing statements.

A motor carrier need not retain more than eight supporting documents for an individual CMV driver's 24-hour period. If a motor carrier has more than eight supporting documents for a CMV driver's 24-hour period, the motor carrier must retain the supporting documents containing the earliest and latest time indications among the eight supporting documents retained. Notwithstanding the maximum number of documents, a motor carrier that requires a CMV driver to complete a paper RODS must also maintain toll receipts for any period when the CMV driver kept paper RODS.

¹²⁵ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-395/subpart-A/section-395.3>

¹²⁶ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-395/subpart-A/section-395.11>

For motor carriers employing CMV drivers operating under the Short Haul Provisions (150 air-mile radius drivers), the time records indicating starting and ending times and total hours worked must be maintained by the motor carrier for 6 months.





Section 11 - Controlled Substances and Alcohol Testing

Applicability

Per the [Code of Federal Regulations, title 49, part 40](#)¹²⁷ and [part 382](#),¹²⁸ controlled substances and alcohol testing regulations are designed to prevent accidents and injuries resulting from the misuse of alcohol or use of controlled substances by drivers of commercial motor vehicles (CMV). These regulations are applicable to most motor carriers and drivers of CMVs required to hold a commercial driver's license (CDL) operating in interstate and/or intrastate transportation.

For controlled substances and alcohol testing requirements, a CMV is defined as a vehicle or combination of vehicles used in interstate or intrastate commerce to transport passengers or property that:

- has a gross combination weight rating (GCWR*) or gross combination weight (GCW) of 26,001 or more pounds, whichever is greater, inclusive of a towed unit(s) with a gross vehicle weight rating (GVWR)** or gross vehicle weight (GVW)***, whichever is greater, of more than 10,000 pounds; or
- has a GVWR** or GVW***, whichever is greater, of 26,001 or more pounds; or
- is designed to transport 16 or more passengers, including the driver; or
- is of any size and is used in the transportation of hazardous materials (HM) that requires the vehicle to be placarded.

*GCWR means the value specified by the manufacturer as the loaded weight of a combination (articulated) vehicle.

**GVWR means the value specified by the manufacturer as the loaded weight of a single motor vehicle. The GVWR can typically be found on the manufacturer's VIN plate.

***GVW means the actual weight of the vehicle plus the weight of the load.

¹²⁷ <https://www.ecfr.gov/current/title-49/subtitle-A/part-40>

¹²⁸ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-382>

Employers are required to have controlled substances and alcohol testing programs and procedures in place to ensure that drivers who operate CMVs, which require a CDL to operate are tested for controlled substance use or alcohol misuse. The controlled substances and alcohol testing requirements apply to the following:

- for-hire carriers
- private carriers
- governments (Federal, State, local), political subdivisions and tribal governments
- school bus operations
- church and civic organizations

An employer who is also a CMV driver must comply with both the requirements that apply to the employer and the CMV driver.

The following drivers/carriers are not subject to the controlled substances and alcohol testing regulations:

- those required to comply with the controlled substances and alcohol regulations applicable to Transit Operations ([49 CFR Part 655](#)¹²⁹);
- those who are in a state must waive from CDL requirements*;
- those who a state may be exempt from the CDL requirements**; or
- drivers of covered farm vehicles. See Section 14 – Definitions.

*Active-duty military personnel, members of the reserves, members of National Guard, and active-duty US Coast Guard personnel.

**Operators of farm vehicles owned and controlled by a farmer hauling the farmer's products when used within 150-mile radius of the farm, and operators of Authorized Emergency Vehicles, which the State of Minnesota has exempted from the requirements of a CDL.

¹²⁹ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-VI/part-655>

Drug and Alcohol Clearinghouse

FMCSA has established the Drug and Alcohol Clearinghouse (DACH) which is a secure online database that provides employers, FMCSA, state driver licensing agencies, and law enforcement personnel real-time information about a CDL driver's drug and alcohol program violations. When a CDL driver has a violation of a FMCSA drug or alcohol regulation, the violation is reported to the DACH by either the employer, the employer's designated consortium/third-party administrator (C/TPA) or a Medical Review Officer (MRO).

A CDL driver who has a drug or alcohol violation reported to the DACH is prohibited from performing safety-sensitive functions, including operating a CMV, until he/she has completed a return-to-duty (RTD) process. A CDL driver who begins the RTD process will have milestones of the CDL driver's RTD process recorded in the DACH by the Substance Abuse Professional (SAP) or the CDL driver's employer.

Employers, or their designated C/TPA, are required to conduct DACH queries to check if current and prospective CDL drivers are prohibited from performing safety-sensitive functions, including operating a CMV, due to an unresolved FMCSA drug or alcohol violation.

A full DACH query must be conducted as part of a pre-employment check of a prospective CDL driver. The prospective CDL driver applicant must register with the DACH and provide electronic consent for the motor carrier to conduct the full query.

A limited query of the DACH must be conducted annually for all CDL drivers employed by a carrier. A carrier must obtain a CDL driver's consent prior to conducting a limited query. The CDL driver's consent for a limited query may be a signed written consent form or an electronic signed consent form. The CDL driver does not have to register and provide electronic consent in the DACH for a limited query to be conducted. If a limited query for a CDL driver returns a result showing the CDL driver had a controlled substance or alcohol violation reported to the DACH, the carrier must conduct a full query of the DACH to obtain violation and/or RTD details.

If full query results indicate the CDL driver had a drug or alcohol violation and there are no negative RTD test results entered, the CDL

driver cannot be allowed to perform safety-sensitive functions, including operating a CMV.

A CDL driver may view their own record in the DACH. A CDL driver may also select a SAP in the DACH, if needed. For more information on the DACH, see the FMCSA website at: [Drug & Alcohol Clearinghouse](https://clearinghouse.fmcsa.dot.gov/)¹³⁰.

Prohibitions

Alcohol prohibitions. A CMV driver shall not:

- report for duty or remain on duty to perform safety-sensitive functions with an alcohol concentration of 0.04 or greater;
- use alcohol while performing safety-sensitive functions;
- use alcohol during the 4 hours before performing safety-sensitive functions;
- use alcohol after being involved in a CMV crash in which the CMV driver is required to take a post-accident test for up to 8 hours after the crash or until the CMV driver undergoes a post-accident test, whichever occurs first; or
- refuse to submit to a required alcohol test.

Controlled substances prohibitions. A CMV driver shall not:

- report for duty or remain on duty to perform safety-sensitive functions when the CMV driver uses any drug* or controlled substance;
- report for duty or remain on duty to perform safety-sensitive functions if the CMV driver tests positive for controlled substances; or
- refuse to submit to a required controlled substances test.

*Except for non-schedule I prescription medications that are used in accordance with a medical practitioner's instructions and when the medical practitioner has advised the CMV driver that the medication will not adversely affect the CMV driver's ability to safely operate a CMV.

¹³⁰ <https://clearinghouse.fmcsa.dot.gov/>

Employers having first-hand actual knowledge that a CMV driver has used a controlled substance shall not permit the CMV driver to drive or perform safety-sensitive functions. Actual knowledge means knowledge by an employer that a CMV driver has used a controlled substance based on the employer's direct observation of the employee or misused alcohol in violation of the FMCSR. This includes:

- information provided by the CMV driver's previous employer(s);
- a traffic citation for driving a CMV while under the influence of alcohol or a controlled substance; or
- an employee's admission of alcohol or controlled substance use except admission in accordance with a written employer-established voluntary self-identification program or policy.

Establishing a Controlled Substance and Alcohol Testing Program

A motor carrier may administer their own controlled substance and alcohol testing program or may contract with an outside service provider and/or consortium to assist with administration of the motor carrier's controlled substance and alcohol testing program. Frequently contracted services include development of a company policy, selection of subjects for random testing, locating collection sites, and testing/analysis services. If an employer contracts with an outside service provider and/or consortium, the employer is still responsible for ensuring compliance with the controlled substance and alcohol testing regulations.

Company Policy and Educational Materials

Employers must provide a written Controlled Substance and Alcohol Testing Policy and educational materials to each CMV driver, each newly hired CMV driver, or an employee transferred into a position requiring driving of a CMV, which requires a CDL to operate. The written policy and educational materials must explain the controlled substance and alcohol testing requirements and the employer's policies and procedures.

The controlled substances and alcohol testing regulations require the following types of tests:

- pre-employment tests (controlled substances only)
- random tests
- post-accident tests
- reasonable suspicion tests
- return-to-duty tests
- follow-up tests

A CMV driver cannot self-identify alcohol or controlled substance use under an employer's established voluntary self-identification program or policy in order to avoid any testing required by the carrier's controlled substances and alcohol testing program.

A CMV driver required to submit to or chosen randomly for controlled substances and/or alcohol testing will be notified by the employer. The CMV driver will report to a designated testing site as instructed by the employer. Alcohol tests will be conducted using an evidential breath testing device or an alcohol screening device. For controlled substance testing, the CMV driver will be asked to provide a urine specimen following procedures laid out in the FMCSRs. Controlled substance tests/analysis must be conducted by laboratories certified by the Substance Abuse and Mental Health Services Administration. These laboratories are often separate from the actual collection site. A Federal Drug Testing Custody and Control Form (CCF) must be completed for every controlled substance test specimen collected. The CCF will accompany and document the test specimen's handling/transfer to the laboratory where it is tested. All controlled substance test results must be forwarded to a MRO who will verify the test results. If a controlled substance test result is positive, the MRO will attempt to contact the driver and determine if there is a legitimate medical explanation for the positive test result. The MRO will report the verified test result to the employer's Designated Employee Representative (DER) by telephone or secure electronic means. For a positive test result, the MRO's report forwarded to the DER will identify what controlled substance was found by the test.

If an alcohol test result is 0.02 or higher, the test administrator must immediately notify the employer's DER by telephone or secure electronic means.

Note: In May of 2023, the FMCSA published a final rule which would allow employers to use oral fluids testing for DOT-regulated controlled substance testing. The final rule requires the certification of at least two laboratories (a primary and a split specimen lab) by the Department of Health and Human Services (HHS) before oral fluids testing can be implemented by FMCSA regulated employers. Practical implementation of oral fluids testing depends on the laboratory certification process. As of December of 2025, there were no HHS laboratories certified to analyze DOT-regulated oral fluid specimens.

Required Training

Each employer shall ensure that all persons designated to supervise CMV drivers receive 60 minutes of training on controlled substance use and an additional 60 minutes of training on alcohol misuse. The training is used by the supervisor(s) to determine whether reasonable suspicion exists to require a CMV driver to undergo reasonable suspicion testing. Employers are required to maintain documentation relating to supervisory training. An owner/operator who is an employer and the only employee is not required to comply with the supervisory training requirements.

Consequences

A CMV driver who engages in any prohibited conduct for controlled substances or alcohol must:

- not perform, nor be permitted to perform, a safety-sensitive function, including driving a CMV that:
 - has a GVWR or GVW >10,000 pounds;
 - 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 for compensation or
 - is a vehicle of any size transporting hazardous materials that requires the vehicle to be placarded;
- be referred to an SAP who will

- make a clinical evaluation and determine what assistance is needed by the employee;
- refer the employee to an appropriate education or treatment program; and
- conduct a follow-up evaluation; and
- undergo a return-to-duty test.

Other Consequences for Alcohol-Related Conduct

A CMV driver tested for alcohol and found to have an alcohol concentration of 0.02 or greater but less than 0.04 must be removed from the performance of safety-sensitive functions until the CMV driver's next regularly scheduled duty period, but not less than 24 hours following administration of the test.

"Safety-sensitive function" means all time from the time a CMV driver begins to work or is required to be in readiness to work until the time they are relieved from work and all responsibility for performing work. Safety-sensitive functions include:

- all time spent at a carrier's or shipper's plant, terminal, facility, or other property waiting to be dispatched, unless the CMV driver has been relieved of duty by the employer;
- all time spent inspecting equipment, servicing, or conditioning any CMV at any time;
- all time spent at the driving controls of a CMV;
- all time, other than driving time, in or upon any CMV except time spent resting in a sleeper berth;
- all time loading or unloading a CMV, supervising or assisting in loading or unloading, or remaining in readiness to operate the CMV, or giving/ receiving receipts for shipments loaded or unloaded; and
- all time repairing, obtaining assistance, or remaining in attendance upon a disabled CMV.

Record Keeping

Each employer subject to controlled substances and alcohol testing requirements must maintain records of its alcohol and controlled substance testing program. The records must be kept in a secure location with controlled access. The following records related to drug and alcohol testing must be maintained for a minimum of:

Five years

- records of alcohol test results indicating an alcohol concentration of 0.02 or greater;
- records of verified positive controlled substance test results;
- documentation of refusals to take required alcohol and/or controlled substances tests;
- CMV driver evaluation and referrals;
- records related to the administration of the alcohol and controlled substances testing program; and
- a copy of each annual calendar year summary if required by [49 CFR 382.403](#).¹³¹

Three years

Records related to a carrier's queries of the DACH, including:

- a CMV driver's written consent allowing a carrier to query the DACH for any information contained in the Clearinghouse about the CMV driver; and
- a record of each query and all information received in response to each query. An employer who maintains a valid registration with the DACH will be deemed to have fulfilled this requirement.

Two years

Records related to the alcohol and controlled substances collection process including:

- documents related to the random selection process;

¹³¹ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-382/subpart-D/section-382.403>

- documents generated in connection with decisions to administer reasonable suspicion alcohol or controlled substance tests; and
- documents generated in connection with decisions on post-accident tests.

One year

Specific test results:

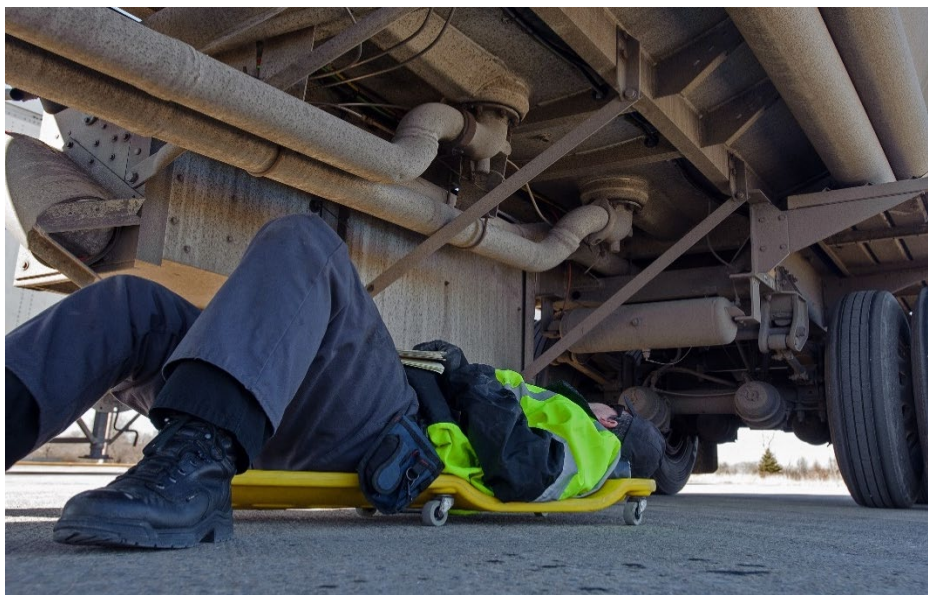
- records of negative and cancelled controlled substances test results; and
- alcohol test results with a concentration of less than 0.02.

Indefinite Period

All records related to the training and education of CMV drivers, supervisors, breath alcohol technicians, and screening technicians must be maintained by the employer while the individual performs the functions that require the training and for 2 years after ceasing to perform those functions. These records include:

- an employer's testing policy;
- a CMV driver's signed receipt for the carrier's testing program policy and educational materials; and
- proof of Supervisory Reasonable Suspicion Training.





Section 12 - Vehicle Inspection, Repair and Maintenance

Per the [Code of Federal Regulations, title 49, part 396](#)¹³² and [Minnesota Statutes, chapter 221](#),¹³³ vehicle inspection, repair and maintenance standards are critical to the safe operation of commercial motor vehicles (CMV). The systematic maintenance standards are designed to reduce accidents, injuries and fatalities resulting from unsafe vehicles operating on the highways.

Applicability

Interstate Carriers

- carriers operating CMVs that have a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) or gross vehicle weight (GVW) or gross combination weight (GCW) of 10,001 pounds or more;
- carriers operating CMVs designed or used to transport more than 8 passengers, including the driver, for compensation;
- carriers operating CMVs designed or used to transport more than 15 passengers, including the driver, and are not used to transport passengers for compensation; and
- carriers transporting HM of a type or quantity that requires the CMV to be placarded.

Intrastate Carriers

- for-hire carriers operating any size vehicle;
- private carriers operating vehicles or vehicle combinations with a gross vehicle weight over 10,000 pounds;
- carriers transporting HM of a type or quantity that requires the vehicle to be marked or placarded;
- certain passenger providers/operators*; and
- solid waste transporters.

¹³² <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-396>

¹³³ <https://www.revisor.mn.gov/statutes/cite/221>

*Special Transportation Services (STS) Providers and limousine operators should refer to the rules that govern their operation. See [Minnesota Rules, part 8840.5950](https://www.revisor.mn.gov/rules/8840.5950)¹³⁴ and [Minn. Rule 8880.0900](https://www.revisor.mn.gov/rules/8880.0900).¹³⁵

Certain intrastate carriers are not subject to the referenced vehicle inspection, repair and maintenance standards of [49 CFR Part 396](https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-396).¹³⁶

These careers include:

- private carriers engaged in intrastate commerce and operating vehicles transporting agricultural and other farm products within an area having a 50-mile radius from the business location of the carrier; and
- carriers exclusively providing transportation described in [Minn. Stat. sec. 221.025](https://www.revisor.mn.gov/statutes/cite/221.025).¹³⁷ paragraphs 1, or 3 through 14. See Section 2 - Intrastate Carriers exemptions.

General Standards

- A carrier is responsible for ensuring it properly inspects, repairs, and maintains CMV under its control.
- A carrier must establish a regular or scheduled maintenance program to inspect, repair and maintain CMVs in a safe operating condition (inspection, maintenance, or repair intervals may be fleet specific or, in some instances, vehicle specific).
- A CMV may not be operated when its mechanical condition is likely to cause an accident or breakdown.
- CMV parts and accessories must be in safe operating condition at all times.
- Push out windows, emergency doors, and emergency door marking lights in buses must be inspected at least every 90 days.

¹³⁴ <https://www.revisor.mn.gov/rules/8840.5950/>

¹³⁵ <https://www.revisor.mn.gov/rules/8880.0900/>

¹³⁶ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-396>

¹³⁷ <https://www.revisor.mn.gov/statutes/cite/221.025>

Pre-trip Inspections

Per [49 CFR Part 392](https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-392),¹³⁸ before driving a CMV, the driver shall be satisfied the CMV is in safe operating condition. No CMV shall be driven unless the following parts and accessories are in good working order:

- service brakes, including trailer brake connections
- parking (hand brake)
- steering mechanism
- lighting devices and reflectors
- tires
- horn
- windshield wiper or wipers
- rear-vision mirror(s)
- coupling devices
- wheels and rims
- emergency equipment

Before driving a CMV, the CMV driver is required to review the previous driver vehicle inspection report (DVIR), if one was prepared, and sign the DVIR to acknowledge the driver has reviewed it and verified there is a certification by the carrier or its agent the required repairs have been performed or were determined to not be necessary. The signature requirement is not required if the DVIR lists defects on a towed unit which is no longer part of the vehicle combination. See DVIR in this section for more information.

A CMV driver must be satisfied the emergency equipment is in place and ready for use. CMVs must carry the following emergency equipment:

- a fire extinguisher which is properly filled, securely mounted and readily accessible. (Minimum ratings 5B:C or two 4B:C for general commodities, or 10B:C for hazardous materials transportation);
- warning devices for stopped vehicles, preferably three red reflective triangles; and
- spare fuses (of each type and size used in the vehicle) for power units in which fuses are needed to operate any required parts and accessories.

¹³⁸ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-392>

Cargo Load Securement

Minnesota has adopted the load securement requirements of [49 CFR Part 393, subp. I.](#)¹³⁹ The regulations are applicable to all CMVs operating in interstate or intrastate transportation. For CMV drivers who are transporting hazardous materials, additional loading and unloading requirements may apply. See Section 13 - Hazardous Materials.

A CMV driver may not operate a CMV, and a motor carrier may not require or permit a CMV driver to operate a CMV unless the CMV's:

- cargo is properly distributed and secured;
- tailgate, tailboard, doors, tarps, spare tire and other equipment used in its operation, and the means for fastening the CMV's cargo are secure; and
- cargo or any other object does not:
 - obscure the driver's view ahead or to the sides;
 - interfere with the free movement of the CMV driver's arms or legs;
 - prevent the CMV driver from free and ready access to accessories required for emergencies; or
 - prevent the free and ready exit of a person from the CMV's cab or driver compartment.

CMV drivers of trucks, truck-tractors, or vehicle combinations must inspect and adjust as necessary the cargo and the devices used to secure the cargo within the first 50 miles after beginning a trip. Re-examination of the cargo and load securement devices must be made whenever the:

- CMV driver makes a change of his/her duty status;
- CMV has been driven
 - for 3 hours; or
 - for 150 miles, whichever occurs first.

The rules for inspection of cargo and load securement devices do not apply to the CMV driver of a sealed CMV who has been ordered not to

¹³⁹ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-393/subpart-I>

open it to inspect its cargo or to the CMV driver of a CMV that has been loaded in a manner that makes inspection of its cargo impracticable.

Manner of Loading

No vehicle is to be driven or moved on the highway unless it is so constructed, loaded, or the load securely covered as to prevent any of its load from dropping, sifting, leaking, blowing or otherwise escaping. For specific information, please refer to [Minn. Stat. sec. 169.81, subd. 5](#).¹⁴⁰

Driver Vehicle Inspection Report (DVIR)

Per [49 CFR 396.11](#)¹⁴¹ and [49 CFR 396.13](#),¹⁴² a motor carrier shall require its CMV drivers to report, and every CMV driver shall prepare a DVIR in writing at the completion of each day's work on each vehicle operated. CMV drivers are not required to prepare a DVIR if no defect or deficiency is discovered by or reported to the CMV driver.

The DVIR must identify the vehicle and list any defect or deficiency discovered by or reported to the CMV driver which would affect the safe operation of the vehicle or result in its mechanical breakdown. The CMV driver must sign the DVIR after completing it. If a CMV driver operates more than one CMV during the day, a DVIR must be prepared for each CMV operated. On two-driver operations, only one CMV driver needs to sign the DVIR provided both drivers agree to the defects/deficiencies.

Prior to requiring or permitting a CMV driver to operate a CMV, every motor carrier or its agent shall repair any defect/deficiency listed on the DVIR which would likely affect the safe operation of the CMV. The carrier/agent must certify on the original DVIR that the defect/deficiency has been repaired, or the repair is unnecessary before the vehicle is operated again.

For vehicles subject to the Minnesota annual inspection, a copy of the DVIR, including certifications of repairs, must be carried in the CMV at all

¹⁴⁰ <https://www.revisor.mn.gov/statutes/cite/169.81>

¹⁴¹ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-396/section-396.11>

¹⁴² <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-396/section-396.13>

times when the vehicle is operated until the next DVIR is completed. Carriers are required to maintain the DVIR including the certification of repairs and certification of the driver's review for three months from the date the DVIR was prepared.

Inspection Requirements

Minnesota Mandatory Inspection Program (MIP)

A CMV that is registered and operated in Minnesota, and self-propelled special mobile equipment, must be inspected annually by an inspector certified by the Minnesota State Patrol. For the MIP, a CMV includes:

- a vehicle with a GVW of more than 26,000 pounds (including self-propelled special mobile equipment);
- each vehicle used in a combination of more than 26,000 pounds;
- any vehicle used to transport hazardous materials of a type or quantity requiring the vehicle to display placards; or
- a bus designed to transport more than 15 passengers, including the driver.

Vehicles that pass an MIP will be issued a decal valid for 12 months after the month specified on the decal. The owner of the vehicle must keep a copy of the inspection report for 14 months at a location where the vehicle is housed or maintained.

The owner of a CMV that is not housed or maintained in Minnesota but complies with the federal periodic inspection for vehicles operating in interstate commerce may apply for a certificate of compliance. For more information, call the Minnesota State Patrol's Commercial Vehicle Section at 651-350-2000 option 2 or visit [Commercial Vehicles: Mandatory Inspection Program \(MIP\) | Minnesota Department of Public Safety](#).¹⁴³

The requirements for the MIP do not apply to CMVs operated by intrastate motor carriers of passengers where the vehicle has been inspected in accordance with [Minn. Stat. sec. 221.0252](#)¹⁴⁴ within the

¹⁴³ <https://dps.mn.gov/divisions/msp/state-patrol-dashboard/commercial-vehicles-dashboard/commercial-vehicles-mip-mip>

¹⁴⁴ <https://www.revisor.mn.gov/statutes/cite/221.0252>

previous 12 months or to a covered farm vehicle. See Section 14 – Definitions.

Federal Periodic Inspection

The following CMVs, when operated by a carrier in interstate commerce, are required to pass a federal periodic inspection annually:

- has a GVWR or GCWR or GVW or GCW of 10,001 or more;
- designed or used to transport more than 8 passengers (including the driver) for compensation;
- designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
- used to transport hazardous materials of a type or quantity that requires the CMV to be placarded.

Note: CMVs passing a Minnesota mandatory inspection will be considered to have met the requirements of a federal periodic inspection for a period of 12 months from the last day of the month in which the inspection was performed.

A carrier is prohibited from using a CMV unless the CMV has passed an inspection at least once during the preceding 12 months. The inspection must include, at a minimum, the parts and accessories set forth in [49 CFR Part 396, Appendix A](#).¹⁴⁵ Documentation of the inspection is required to be carried on the vehicle. The original or a copy of the inspection report shall be kept by the carrier for 14 months.

Carrier Responsibilities and Inspector Qualifications

A carrier is responsible for ensuring that individuals performing a federal periodic inspection are qualified. See [49 CFR 396.19](#).¹⁴⁶

¹⁴⁵ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-396/appendix-Appendix%20A%20to%20Part%20396>

¹⁴⁶ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-396/section-396.19>

Roadside Inspections

Per [49 CFR 396.9](#)¹⁴⁷ and [Minn. Stat. sec. 169.771](#),¹⁴⁸ a CMV operating in Minnesota may be subject to a roadside inspection. The driver of any CMV receiving a roadside inspection report shall deliver it to the carrier operating the vehicle upon his/her arrival at the next terminal or facility. If the CMV driver is not scheduled to arrive at a terminal or facility of the carrier within 24 hours, the CMV driver shall immediately mail, fax or otherwise transmit the report to the carrier. A carrier official must sign and date the inspection report, certifying that all violations have been corrected. A copy of the report must be kept by the carrier for 12 months from the date of inspection.

Out-Of-Service (OOS) Criteria

As the result of a roadside inspection, an inspector may place a CMV out of service if its mechanical condition or loading is likely to cause an accident or breakdown. Minnesota uses the North American Standard Out-of-Service Criteria established by the [Commercial Vehicle Safety Alliance \(CVSA\)](#)¹⁴⁹ for determining when a driver and/or CMV should be declared OOS. An “OUT OF SERVICE” sticker will be placed on the CMVs and the CMVs cannot be operated on a public roadway until the OOS defects are corrected.

A driver charged, and convicted of violating an OOS order may be disqualified for at least 90 days and fined not less than \$1,000.00. An employer may be fined up to \$10,000.00 for requiring an employee to operate a CMV while the CMV and/or CMV driver is under an OOS order. For additional information, see ([49 CFR 396.9](#)¹⁵⁰ and [Minn. Stat. sec. 221.036, subd. 3\(d\)](#)¹⁵¹).

¹⁴⁷ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-396/section-396.9>

¹⁴⁸ <https://www.revisor.mn.gov/statutes/cite/169.771>

¹⁴⁹ <https://cvsa.org/inspections/out-of-service-criteria/>

¹⁵⁰ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-396/section-396.9>

¹⁵¹ <https://www.revisor.mn.gov/statutes/cite/221.036>

Record Keeping

Per [49 CFR Part 396](#),¹⁵² carriers that own, rent, lease or operate CMVs for 30 consecutive days or more must maintain the required vehicle maintenance and inspection records

Maintenance Files

Maintenance files must be kept for a minimum of one year. The files must be kept for six months after the CMV leaves a motor carrier's control and must be stored where the CMV is housed or maintained.

The maintenance file must include:

- an identification of the CMV, including company number (if so marked), year, make, serial number, and tire size. If the CMV is leased, the person furnishing the vehicle must be identified;
- a written schedule or means to indicate the nature and due date of the various inspection and maintenance operations to be performed;
- a record of inspection, repairs, and maintenance indicating their date and nature; and
- a record of tests conducted on push-out windows, emergency doors, and emergency door marking lights on buses.

Periodic (Annual) Inspection Records/Reports

The original or a copy of either the federal periodic inspection report or the state MIP report shall be retained by a carrier for a period of fourteen months from the date of the inspection report. The original or a copy of either report must be retained where the CMV is either housed or maintained.

¹⁵² <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-396?toc=1>

Driver Vehicle Inspection Reports

Every carrier shall maintain the original driver vehicle inspection report, the certification of repairs, and the certification of the CMV driver's review for three months from the date the report was prepared.

Evidence of Inspector and/or Brake Inspector Qualifications

The carrier must retain evidence of the individual's qualifications for the period the person is employed in that capacity and 1 year thereafter.

However, carriers do not have to maintain documentation of inspector qualifications for those inspections performed as part of the MIP.

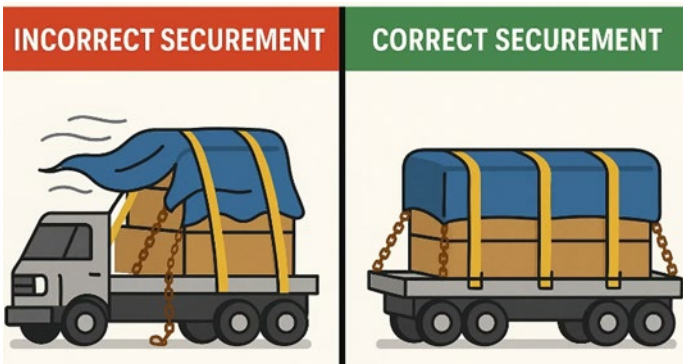
Properly Secured Cargo is Critical to Highway Safety

Roadway debris can be deadly to drivers; a 20-pound object at 55 mph has a force of 1,000 pounds at impact. [AAA Foundation for Traffic Safety](https://aaafoundation.org/the-safety-impact-of-road-debris-updated-prevalences-of-crashes-injuries-and-deaths-in-the-united-states-2018-2023/)¹⁵³ conducted research on road debris and found that road debris has contributed to over 319,000 crashes resulting in more than 32,000 injuries and 433 deaths between 2018 and 2023. On average, road debris was a factor in 53,000 crashes, 5,500 injuries, and 72 deaths annually.

Primary sources of debris from unsecured cargo/loads were furniture, mattresses, appliances, construction materials, scrap metal, pallets, and boxes falling from trucks due to poor tie-downs or missing tarps.

Road debris from unsecured loads costs taxpayers billions in cleanup costs, contributes to traffic congestion, impacts wildlife and when toxic chemicals are involved, also affects the environment. Minnesota law requires vehicles be prepared to secure loose material and prevent it from escaping by blowing or spilling as described in [Minn. Stat. sec. 169.81, subd. 5](https://www.revisor.mn.gov/statutes/cite/169.81).¹⁵⁴

See Cargo Load Securement in this section for the requirements on how to secure and inspect loads.



¹⁵³ <https://aaafoundation.org/the-safety-impact-of-road-debris-updated-prevalences-of-crashes-injuries-and-deaths-in-the-united-states-2018-2023/>

¹⁵⁴ <https://www.revisor.mn.gov/statutes/cite/169.81>



Section 13 - Hazardous Materials

The Hazardous Materials Regulations (HMR) found in the [Code of Federal Regulations, title 49, parts 171–180](#)¹⁵⁵ and [49 CFR Parts 392–397](#)¹⁵⁶ govern the transportation of hazardous materials (HM) in interstate and intrastate commerce. Minnesota has adopted the Federal Motor Carrier Safety Regulations (FMCSR) governing HM transportation under [Minnesota Statutes, section 221.033](#).¹⁵⁷

The HMR set standards for hazard classification, hazard communications, HM packaging, shipping and transporting, transportation security, incident reporting, and registration of HM shippers and transporters. The regulations also set requirements for load securement, loading and off-loading, hazard segregation, and hazmat employee training. Requirements for parking, attendance of HM vehicles, routing of HM shipments, and railroad crossings are contained in [49 CFR Part 392](#)¹⁵⁸ and [49 CFR part 397](#)¹⁵⁹

In addition, the USDOTs Pipeline and Hazardous Materials Safety Administration (PHMSA) develops and enforces regulations for shipments of HM. For questions regarding HM or hazardous waste transportation, contact PHMSA at 800-467-4922 ext. 1, or visit their website at [Office of Hazardous Materials Safety | PHMSA](#).¹⁶⁰

USDOT HM Registration Program

Per [49 CFR Part 107, subpart G](#),¹⁶¹ any person who offers for transportation, or transports in commerce, hazardous materials that require placards and/or are transported in bulk packaging* must register with PHMSA. Registration information and forms are available at [Registration Overview | PHMSA](#)¹⁶² or by contacting USDOT at 202-366-4109.

¹⁵⁵ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C>

¹⁵⁶ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B>

¹⁵⁷ <https://www.revisor.mn.gov/statutes/cite/221.033>

¹⁵⁸ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-392>

¹⁵⁹ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-397>

¹⁶⁰ <https://www.phmsa.dot.gov/about-phmsa/offices/office-hazardous-materials-safety>

¹⁶¹ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-A/part-107>

¹⁶² <https://www.phmsa.dot.gov/registration/registration-overview>

*Bulk packaging with a capacity equal to or greater than 3,500 gallons (13.248 L) for liquids or gases, or more than 468 cubic feet (13.24 cubic meters) for solid materials.

USDOT HM Safety Permits

A Hazardous Materials Safety Permit is a document issued by the FMCSA that contains a permit number and confers authority to transport in commerce certain high hazard materials. As safety permits are performance-based, carriers with high crash rates, unsatisfactory hazmat security plans, or high driver, vehicle, or hazmat out-of-service rates will not be issued a safety permit or may have an existing permit suspended or revoked. Refer to [49 CFR Part 385, subp. E](#)¹⁶³ for additional information.

To apply for a new safety permit or renew an existing one, the carrier must complete and submit Form MCS-150B to FMCSA. For full details, contact FMCSA at 651-291-6150 or visit their websites at:

- [Hazardous Materials Safety Permit Program \(HMSP\) | FMCSA](#),¹⁶⁴ and
- [Is Anhydrous Ammonia covered under the Hazardous Materials Safety Permit Program? | FMCSA](#).¹⁶⁵

HM Communications

Per [49 CFR Part 172](#),¹⁶⁶ federal standards for HM communications apply in Minnesota. They set the requirements for shipping papers, marking and labeling of packages and transport vehicles, placarding of vehicles, and providing emergency response information.

¹⁶³ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-385>

¹⁶⁴ <https://www.fmcsa.dot.gov/regulations/hazardous-materials/hazardous-materials-safety-permit-program-hmosp>

¹⁶⁵ <https://www.fmcsa.dot.gov/faq/anhydrous-ammonia-covered-under-hazardous-materials-safety-permit-program>

¹⁶⁶ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C/part-172?toc=1>

Shipping Papers and Emergency Information

Each person who ships or offers HM for transportation shall describe the HM on a shipping paper that conforms to the format requirements in the [Hazardous Materials Safety Permit Program \(HMSP\) | FMCSA](#) (see footnote #8). No carrier shall accept HM for transportation unless the shipping paper is prepared and transported in accordance with the requirements.

Marking and Labeling

Marking is the display of DOT shipping names, identification numbers, packaging specification codes, and other required information on packaging or vehicles used to transport HM. Labels are color-coded warning devices that indicate the hazard class or division of materials on packaging.

Placards

Placards are color-coded warning devices that indicate the hazard class or division of materials carried in a truck, trailer, or bulk package.

Placards must be at least 250 mm (approximately 9.84 inches) on all sides. A vehicle or freight container that contains HM of a type or quantity that requires it to be placarded must be placarded as specified in [49 CFR 172.504](#)¹⁶⁷ and [49 CFR 172.505](#).¹⁶⁸

HM Transportation Security

Safety and security plans are required for those who offer for transportation or transport HM. For information on how to develop and implement safety and security plans, visit at [49 CFR Part 17, subp. I](#).¹⁶⁹

¹⁶⁷ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C/part-172/subpart-F/section-172.504>

¹⁶⁸ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C/part-172/subpart-F/section-172.505>

¹⁶⁹ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C/part-172/subpart-I>

HM Employee Training

All HM employers shall ensure each of its HM employees are trained in accordance with the regulations found in [49 CFR 172.704](#)¹⁷⁰. If the HM employee is a driver, training must include those subjects listed in [49 CFR 177.816](#),¹⁷¹ and instruction on applicable sections of the FMCSRs.

Materials of Trade

Certain HM transported in small quantities as part of a business are subject to less regulation, because of the limited hazard they pose. These materials are known as Materials of Trade (MOT). For information on MOT, refer to [49 CFR Part 172](#).¹⁷²

Transportation of Gasoline in Fueling/Contractor Tanks

A fueling or contractor tank is a tank mounted on a truck or trailer used to fuel equipment or vehicles at job sites. Any tank used to transport gasoline must conform to United Nations standards. Specifications and special permits are regulated and issued by the USDOT. A tank must display specification markings or special permit USDOT numbers that show it is an authorized packaging. These tanks must be placarded, marked and/or labeled as required by the HMR. Small tanks or other packaging that do not display these markings are not authorized for transportation of gasoline.

Driving / Parking / Inspection During HM Transportation

Refer to:

- [Carriage by Public Highway](#)¹⁷³
- [Driving of Commercial Motor Vehicles](#)¹⁷⁴
- [Driving and Parking Rules](#)¹⁷⁵

¹⁷⁰ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C/part-172/subpart-H/section-172.704>

¹⁷¹ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C>

¹⁷² <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C/part-172>

¹⁷³ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C/part-177>

¹⁷⁴ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-392>

¹⁷⁵ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-397>

A carrier may not transport HM unless the vehicle is correctly marked and placarded. Also,

- A vehicle transporting HM that is required to be placarded must stop at railroad crossings and must make sure that no train is approaching before crossing the tracks.
- A driver operating a placarded vehicle must examine each tire at the beginning of the trip and each time the vehicle is parked. Defective tires must be replaced or repaired before the vehicle is driven.
- Marked or placarded HM vehicles shall be operated over routes that do not go through or near heavily populated areas, places where crowds assemble, tunnels, or narrow streets, except when there is no practicable alternative. Vehicles required to be marked or placarded for HM may not use the Lowry Hill tunnel on I-94 near downtown Minneapolis. A prohibited vehicle route around the tunnel is provided.
- If a motor carrier requires or permits a vehicle containing explosives in divisions 1.1, 1.2, or 1.3 to be operated, the carrier must give the driver a written route plan.
- A driver of a marked or placarded vehicle must inspect cargo and cargo securement devices to ensure cargo cannot shift or fall in or from a vehicle. A driver may not operate, and a carrier may not permit a driver to operate a CMV unless the cargo is properly distributed and secured as specified in the FMCRs and HMRS.

For additional information regarding loading and unloading of HM, refer to [49 CFR Part 177](https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C/part-177/subpart-B).¹⁷⁶

¹⁷⁶ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C/part-177/subpart-B>

Incident Reporting

HM Incident Reporting

Per [Minn. Stat. sec. 221.0341](#),¹⁷⁷ HM shippers and carriers, who detect a reportable HM incident shall **immediately** provide notice by telephone to the:

- Minnesota Duty Officer (MDO) at 800-422-0798 or 651-649-5451)
- National Response Center (NRC) at 1-800-424-8802

Reports to the State of Minnesota

Immediate telephone notification of an HM incident should be given to local emergency responders by calling 911, and the Minnesota Duty Officer (MDO). This notification will start a response by fire, police, or emergency medical services as needed.

Per [49 CFR Part 171](#),¹⁷⁸ an incident is considered:

- a reportable HM incident
- an unintentional release of HM from a package
- the discovery of an undeclared HM.

The MDO operates 24 hours a day and must be contacted at 800-422-0798 or 651-649-5451. The MDO system acts as a single point of contact for any person responsible for an incident, and for all state agencies responsible for responding to a hazmat incident.

Filing reports with the USDOT

The USDOT requires immediate notification for some HM incidents and written incident reports for all reportable incidents. Each person in physical possession of the HM at the time of the incident, including shippers, offerors and transporters, must file reportable incident reports, written and/or oral as noted below.

¹⁷⁷ <https://www.revisor.mn.gov/statutes/cite/221.0341>

¹⁷⁸ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C/part-171>

Immediate Notification for Hazmat Incidents

As soon as practical, but no later than 12 hours after the occurrence of any incident, each person in physical possession of the HM must provide notice by telephone to the [Environment Pollution Agency's National Response Center](#)¹⁷⁹. Call 1-800-424-8802 when:

- as a direct result of the HM:
 - a person is killed;
 - a person receives injuries requiring admittance to a hospital;
 - the general public is evacuated for one hour or more;
 - a major transportation artery or facility is closed for one hour or more; or
 - the operational flight pattern or routine of an aircraft is altered.
- fire, breakage, spillage or suspected radioactive contamination occurs of a radioactive material;
- fire, breakage, spillage or suspected contamination occurs involving an infectious substance other than a diagnostic specimen or regulated medical waste;
- a release of a marine pollutant occurs in a quantity exceeding 450 L/119 gal for a liquid or 400 kg/882 lbs. for a solid; and
- a situation exists of such a nature (e.g., a continuing danger to life exists at the scene of the incident) that the person in possession believes it should be reported to the NRC.

For incidents involving an infectious substance, notice may be given to the [Centers for Disease Control and Prevention](#)¹⁸⁰ at 800-232-4636 in place of notice to the NRC.

All incidents that require telephone notification to the NRC or CDCP, must also be reported to USDOT in writing.

¹⁷⁹ <https://www.epa.gov/emergency-response/national-response-center>

¹⁸⁰ <https://www.cdc.gov/index.html>

Written Incident Reports to USDOT

Per [49 CFR 171.15](#),¹⁸¹ each person in physical possession of a HM at the time that an incident occurs requiring telephone reporting to the USDOT, or at the time any of the following occurs, must submit a written HM Incident Report to the USDOT within 30 days of the discovery of the incident:

- while in transportation, an unintentional release of HM or discharge of hazardous waste occurs;
- a specification cargo tank with a capacity of 1,000 gallons or greater, containing any HM, suffers structural damage to the lading retention system or damage that requires repair to a system intended to protect the lading retention system, even if there is no release of HM. Structural damage means damage serious enough to bring into question the integrity of the tank, or to require replacement or repairs beyond cosmetic repair; and
- an undeclared HM is discovered in transportation. Written reports may be submitted electronically or as hard copies to the USDOT. Visit their website at [Pipeline and Hazardous Materials Safety Administration](#)¹⁸² for addresses and details.

A copy of the report must be maintained at the reporter's principal place of business for 2 years.

Updating the Written Incident Report

An updated HM Incident Report must be filed with the USDOT within one year of the incident whenever:

- a death results from injury caused by the HM;
- there was a misidentification of the hazmat or packaging information on the original report;
- damage, loss or related cost was not known when the initial

¹⁸¹<https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C/part-171/subpart-B/section-171.15>

¹⁸² <https://www.phmsa.dot.gov/>

report was filed; and

- damage, loss, or related cost changes by \$25,000 or more, or 10 percent of the prior total estimate.

Exceptions to Written Incident Reports

Unless a telephone incident report was filed, no written report is required for:

- release of a minimal amount of HM from:
 - a vent, for materials in which venting is authorized;
 - the routine operation of a seal, pump, valve, or compressor; and
 - connection or disconnection of loading or unloading lines, provided the release does not result in property damage.
- an unintentional release of HM when the material is properly classed as:
 - an ORM-D Consumer Commodity; or
 - a packing group III material in Class or Division 3, 4, 5, 6.1, 8, or 9 and each package has a capacity of less than 20 liters for liquids or 30 kg for solids; and the total aggregate release is less than 20 liters for liquids or 30 kg for solids; and the material is not a hazardous waste or undeclared HM or offered for transportation by aircraft.



Section 14 - Definitions

49 CFR: Code of Federal Regulations, Title 49.

Alcohol: The intoxicating agent in beverage alcohol, ethyl alcohol, or other low molecular weight alcohols, including methyl and isopropyl alcohol.

Alcohol use: The consumption of any beverage, liquid mixture, or preparation (including medication) that contains alcohol.

Annual report: A list of a motor carrier's assets, revenue, liabilities, and operating costs.

Bill of lading: A written transportation contract between shipper and carrier (or its agents). It identifies freight, recipient, place of delivery, and terms of agreement.

CDL: A commercial driver's license is a type of license needed to drive a commercial motor vehicle.

Chapter 221: Minnesota Statutes chapter that contains the Minnesota motor carrier laws.

CMV: A commercial motor vehicle as defined in Section 08 – Commercial Drivers' License.

Controlled substance: A federally scheduled drug or habit-forming medication that impairs driving (marijuana, cocaine, opioids, amphetamines, methamphetamines, phencyclidine (PCP)).

Covered farm vehicle:

1. means a straight truck or articulated vehicle that is:
 - i. registered in a State with a license plate or other designation issued by the State of registration that allows law enforcement officials to identify it as a farm vehicle;
 - ii. operated by the owner or operator of a farm or ranch, or an employee or family member of an owner or operator of a farm or ranch;
 - iii. used to transport agricultural commodities, livestock, machinery or supplies to or from a farm or ranch; and
 - iv. not used in for-hire motor carrier operations

2. meeting the requirements of the above paragraphs (1)(i) through (iv) and has a:
 - i. GVW or GVWR, whichever is greater, of 26,001 pounds or less while operating anywhere in the United States; or
 - ii. GVW or GVWR, whichever is greater, of 26,001 pounds operating anywhere in the State of registration or across State lines within 150 air-mile radius of the farm or ranch with respect to which the vehicle is being operated.

DVIR: A driver vehicle inspection report is a report that motor carriers must require their CMV drivers to report in writing at the completion of each day's work.

ELD: An electronic logging device/technology that automatically records a driver's driving time and other hours of service data that meets the requirements of the FMCSRs.

FMCSR: The Federal Motor Carrier Safety Regulations are a set of rules from the USDOT setting the minimum safety standards for CMVs. Minnesota has adopted most of the FMCSRs for intrastate transportation.

For-hire: A for-hire motor carrier provides transportation service for compensation of any kind: promised, paid, or given.

Form E: Uniform Motor Carrier Bodily Injury and Property Damage Liability Certificate of Insurance.

Form H: The certificate of insurance that provides cargo coverage and must conform to the Code of Federal Regulations, Title 49.

Form K: A type of certificate filed by the insurance company canceling a certificate of insurance.

Freight bill: A shipping document describing the freight, classification, rates charged, total amount for transportation, and any other charges made under a tariff.

GVW: Gross vehicle weight is the greater of the unloaded weight of a vehicle plus the weight of the load; or the value specified by the

manufacturer as the maximum gross weight or gross vehicle weight rating (GVWR).

GVWR: Gross vehicle weight rating is the value specified by the vehicle manufacturer as the loaded weight of a single motor vehicle.

Hazardous materials (HM): A type of substance or material capable of posing an unreasonable risk to health, safety, and property when transported in commerce, as determined by the U.S. Secretary of Transportation.

HMR: Hazardous Materials Regulations

IFTA: International Fuel Tax Agreement

Intrastate: The transportation between a place in a state and a place outside of such state, between two places in a state through another state or a place outside of the United States, or between two places in a state as part of transportation originating or terminating outside of the state or the United States.

Transportation: The transportation entirely within one state that is not interstate in Nature.

IRP: International Registration Plan

MCS 90: An endorsement for motor carrier policies of insurance for public liability.

Medical certificate: A certificate issued to a driver who has passed a USDOT- prescribed physical examination. Also known as a “health card.”

Medical waiver: A waiver issued by MnDOT to drivers who cannot meet minimum driver physical qualification standards under 49 CFR 391.

MnDOT: Department of Transportation

Motor carrier (Minnesota definition): A person engaged in intrastate for-hire transportation of property or passengers. “Motor carrier” does not include a person providing transportation described in the Minnesota Statutes.

Motor carrier (Federal definition): A for-hire or private carrier of property or passengers by motor vehicle in interstate commerce.

Operating authority: A permit or certificate issued to a carrier authorized to provide for-hire transportation service. Issued by MnDOT for intrastate transportation and USDOT for interstate transportation.

Out-of-service: A declaration by an authorized enforcement officer that a driver, commercial motor vehicle, or motor carrier operation is out of service pursuant to the North American Standard Out of Service Criteria.

Placard: A diamond-shaped sign required to be displayed on a motor vehicle hauling specific quantities of hazardous materials showing the hazard classification of the material transported.

Private carrier (Minnesota definition): A person engaged in the transportation of property or passengers by motor vehicle when: (1) the person transporting the property or passengers is engaged in a business other than transportation; and (2) the transportation is within the scope of and furthers a primary business, other than transportation, of that person. "Private carrier" does not include a person while engaged in intrastate transportation.

Record of Duty Status (RODS): This is commonly referred to as a logbook. It is a written or electronic record completed by a commercial vehicle driver to record the driver's hours of service.

Shipping paper: A document required for the shipment of hazardous materials, such as a bill of lading or other document used in connection with the movement of freight.

Skills Performance Evaluation (SPE) Certificate: A certificate issued by the Federal Motor Carrier Safety Administration allowing a person who has an impairment of or loss of a limb, but who is otherwise physically qualified, to operate a commercial motor vehicle

STS: Special Transportation Service in Minnesota generally refers to motor transportation of elderly and disabled.

Tariff: A schedule of rates a carrier charges for providing transportation services.

UCR: Unified Carrier Registration is a national program that collects fees from specific motor carriers to fund registration and safety programs.

USDOT: United States Department of Transportation

**TOWARD
ZERO**

DEATHS



Section 15 - Government Agency and Resource Directory

Minnesota Agencies

Department of Transportation

395 John Ireland Boulevard, Mail Stop 420

St. Paul, MN 55155

<https://www.dot.state.mn.us/>

- **511 Travel Information**
<https://511mn.org/>
- **Environmental Stewardship – Road and Turning Radii Improvements**
<https://www.dot.state.mn.us/environment/index.html>
- **Office of Freight and Commercial Vehicle Operations**
<http://www.mndot.gov/cvo>
 - **Credentials Unit**
Phone: 651-366-3700
Email: Credentials.dot@state.mn.us
 - **Oversize/Overweight Permits Unit**
Phone: 651-366-6000
Email: Permits.dot@state.mn.us
 - **Motor Carrier Regulations**
Phone: 651-215-6330
Email: motorcarrier.dot@state.mn.us
 - **Rail Safety – Railroad Crossings and Routes**
<https://www.arcgis.com/apps/webappviewer/index.html?id=5640f575a86148039704660c29126f24&extent=-11690507.5359%2C5234420.4958%2C-9081864.6346%2C6507555.6389%2C102100>
 - **Superload Permit System**
<https://mn.gotpermits.com/#/>
 - **Towards Zero Death**
<https://www.minnesotatzd.org/>

- **Traffic Engineering – Traffic Signals**

[https://www.dot.state.mn.us/trafficeng/signals/manual.html#:~:text=Certified%20Signal%20Contractors%20\(Word\)](https://www.dot.state.mn.us/trafficeng/signals/manual.html#:~:text=Certified%20Signal%20Contractors%20(Word))

Department of Human Services

540 Cedar Street

St. Paul, MN 55101

Phone: 651-431-2000

<https://mn.gov/dhs/>

Department of Revenue

- Petroleum Division

600 N. Robert Street, Mail Stop 3333

St. Paul, MN 55101

Phone: 651-296-0889

<https://www.revenue.state.mn.us/petroleum-tax>

- Heavy Vehicle Use Tax

866-699-4096

[Motor Vehicles | Minnesota Department of Revenue](#)

<https://www.revenue.state.mn.us/guide/motor-vehicle-guide>

Hennepin Technical College – Pilot Car

<https://hennepintech.edu/cts/programs-courses/pilot-car.html>

Minnesota Legislature

Office of the Revisor of Statutes (statutes, laws, rules, bills)

<https://www.revisor.mn.gov/statutes/>

Minnesota Truck Weight Calculator

<https://dotsc.ugpti.ndsu.edu/TWC/MNHome.aspx>

Department of Public Safety

445 Minnesota Street

St. Paul, MN 55101-5188

Phone: 651-201-7000

<https://dps.mn.gov/>

- **Bureau of Criminal Apprehension**
Phone: 651-793-7000
<https://dps.mn.gov/divisions/bca>
- **Commercial Driver's License and School Bus Waiver Program**
Phone: 651-297-5029
<https://dps.mn.gov/divisions/dvs/license-and-id/cdl-cdl>
- **Driver and Vehicle Services (DVS)**
<https://dps.mn.gov/divisions/dvs>
- **Prorate Office (IRP and IFTA)**
Phone: 651-205-4141
<https://dps.mn.gov/divisions/dvs/business/irp-and-ifta>
- **State Patrol – Commercial Vehicle Enforcement and Mandatory Inspection Program**
1110 Centre Point Curve, Suite 410
Mendota Heights, MN 55120
Phone: 651-350-2000
<https://dps.mn.gov/divisions/msp/state-patrol-dashboard/commercial-vehicles-dashboard>

Office of the Revisor of Statutes (MN Laws and Rules)

<https://www.revisor.mn.gov/>

Northstar – Minnesota State Government

<https://mn.gov/portal>

Pollution Control Agency

520 N. Lafayette Road

St. Paul, MN 55155

Phone: 651-296-6300

Emergencies: 800-422-0798

<https://www.pca.state.mn.us/>

Federal Agencies

U. S. Department of Labor

Occupational Labor and Health Administration (OSHA) - Whistleblower Protection Program

<https://www.whistleblowers.gov/>

U. S. Department of Transportation

<https://www.transportation.gov/>

- **Federal Motor Carrier Safety Administration (FMCSA)**
316 N. Robert St., Suite 244 (local federal office)
St. Paul, MN 55101
Phone: 651-291-6150
<https://www.fmcsa.dot.gov/>
 - **Drug and Alcohol Clearinghouse**
<https://clearinghouse.fmcsa.dot.gov/>
 - **Federal Motor Carrier Safety Regulations**
<https://www.fmcsa.dot.gov/regulations>
- **Hazardous Materials Safety Permit Program (HMSP)**
<https://www.fmcsa.dot.gov/regulations/hazardous-materials/hazardous-materials-safety-permit-program-hmsp>
- **Human Trafficking**
<https://www.fmcsa.dot.gov/stophumantrafficking>
- **Office of Registration (Applications, Forms, Complaints, Insurance)**
Phone: 800-832-5660
<https://www.fmcsa.dot.gov/registration>

- **Unified Carrier Registration (UCR)**
<https://plan.ucr.gov/>
- **Work Zone Safety**
<https://www.fmcsa.dot.gov/ourroads/work-zones-safety-tips>

Federal Register

<https://www.govinfo.gov/app/collection/FR/>

Internal Revenue Service - Heavy Vehicle Use Tax

Phone: 866-699-4096

<https://www.irs.gov/forms-pubs/about-form-2290>

National Highway Traffic Safety Administration (NHTSA)

<https://www.nhtsa.gov/>

Pipeline and Hazardous Materials Safety Administration (PHMSA)

Phone: 202-366-4488

<https://www.phmsa.dot.gov/>

Transportation Security Administration (TSA)

- **Hazardous Materials Endorsement (HME)**

Website: <https://www.tsa.gov/for-industry/hazmat-endorsement>

- **Threat Assessment Program (HTAP)**

Website: <https://tsaenrollmentbyidemia.tsa.dhs.gov/programs/hme>

U.S. Code

Website: <https://uscode.house.gov/>

Other Resources

Commercial Vehicle Safety Alliance (CVSA)

Website: <https://cvsa.org/inspections/out-of-service-criteria/>



MnDOT Location and Hours

Minnesota Department of Transportation
395 John Ireland Boulevard, Mail Stop 420
St. Paul, MN 55155
651-215-6330
www.mndot.gov/cvo

Lobby hours: Monday to Friday, 8:00 a.m. to 4:30 p.m.

To request this document in an alternative format, call 651-366-4720 or 1-800-657-3774 (Greater Minnesota).