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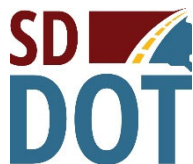
State Regulations for Buses

South Dakota

The following document was obtained from the State of **South Dakota**. This document may have been updated since it was obtained. For the most current version, please refer to the State's website at:

<https://dps.sd.gov>

This document is provided as a courtesy by TESCO and is not legal advice. State regulations may have changed since we last researched your state, or there may be regulations of which we are not aware. Please contact your state's bureau of motor vehicles or appropriate regulatory agency to obtain the most current information.



South Dakota
Ag Unity



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



2022 *South Dakota*

Commercial & Agricultural Vehicle Handbook



<https://sdtruckinfo.sd.gov>



AGC SOUTH DAKOTA
HIGHWAY-HEAVY UTILITIES CHAPTER
"THE CONSTRUCTION ASSOCIATION"



OFFICE OF THE GOVERNOR

Dear Friends,

Commercial and agricultural trucking is vitally important to South Dakotans. Most of what we produce and consume makes at least part of its journey by truck.

I want to highlight some of the ways our state emphasizes customer service in every aspect of motor carrier regulation:

- We have significantly expanded our Longer Combination Vehicle routes.
- To reduce your delay, we operate electronic screening systems at the ports of entry on I-29 near Elk Point and Sisseton, on I-90 near Tilford and Valley Springs, on SD79 south of Rapid City, and at the junction of US14/US83 east of Pierre.
- We continually invest in our Interstate and other highways to make your travel as safe and productive as possible.

You'll notice this 2022 edition of the Commercial and Agricultural Vehicle Handbook bears the logos of several state and industry organizations. Our collaboration on this handbook is just one of the many ways South Dakota state government partners with industry to help you succeed in our state.

I trust you'll notice a difference operating in South Dakota. I wish you a safe and profitable journey.

Sincerely,

A handwritten signature in black ink, which appears to read "Kristi Noem".

Kristi Noem, Governor

Motor Carriers and Ag Operators,

Thank you for using the 2022 edition of the Commercial and Agricultural Vehicle Handbook. One of our priorities is to provide the information you need to operate safely and legally in South Dakota. The safety of our highways is critical, and commercial and agricultural haulers are paramount to that success. We want your travel to be safe, legal, and uncomplicated.



A safe, properly equipped vehicle combined with an alert, professional, educated, buckled-up, and conscientious driver make a winning team. We want all residents and visitors to South Dakota to have smooth highways and crash-free travel no matter what vehicle they drive.

A partnership between industry and enforcement agencies has led to the lowest fatal commercial vehicle crash rates in decades. While this is a step in the right direction, any loss of life from a crash is preventable and unnecessary. The best way to reduce traffic crash severity is to always wear your seatbelt.

We want to continue our partnership by giving you the best customer service possible. We provide electronic screening at the Jefferson, Sisseton, Sioux Falls, and Tilford Ports of Entry and the inspection sites near Blunt and southern Rapid City to help make your trip as easy as possible. Our information and services are available online at <https://sdtruckinfo.sd.gov>, linking you to all the regulatory agencies in the state.

Whether on the phone, in person, or over the Internet we promise to meet your motor carrier needs with professional, courteous, and dedicated service.

A handwritten signature in blue ink, appearing to read "Rick Miller".

Colonel Rick Miller
Superintendent

FOREWORD

The **2022 South Dakota Commercial and Agricultural Vehicle Handbook** contains guidelines for operating commercial and agricultural vehicles in South Dakota. It is current as of December 1, 2021.

The information in the Handbook addresses the regulations most commonly applicable to heavy vehicles, but it is not intended to be all-inclusive. It is the responsibility of the motor vehicle operator to know and comply with the laws and rules regulating commercial or agricultural vehicle operation.

Current South Dakota Codified Laws (SDCL) can be found at:

https://sdlegislature.gov/Statutes/Codified_Laws

Current Administrative Rules of South Dakota (ARSD) can be found at:

<https://sdlegislature.gov/Rules/Administrative>

For further information, please contact the appropriate agency listed in the **South Dakota State Government Agencies** section on page 5.

The South Dakota Department of Transportation provides services without regard to race, color, gender, religion, national origin, age or disability, according to the provisions contained in SDCL 20-13, Title VI of the Civil Rights Act of 1964, the Rehabilitation Act of 1973, as amended, the Americans With Disabilities Act of 1990 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994. Any person who has questions concerning this policy or who believes he or she has been discriminated against should contact the Department's Civil Rights Office at 605.773.3540.

The South Dakota Department of Transportation printed 15,000 copies of this document at a cost of \$1.18 each.

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CHAPTER 2: CONTACT INFORMATION

Sponsoring Organizations

This handbook was developed by industry and government organizations dedicated to improving truck safety and efficiency. Those organizations and their roles in trucking follow.

South Dakota Department of Public Safety – Highway Patrol and Motor Carrier Services

Motor Carrier Services comprises District Four of the South Dakota Highway Patrol. Four permanent Ports of Entry on the Interstate highway system provide carriers entering South Dakota permits and information needed to travel through the State. In addition to the



Ports of Entry, South Dakota operates mobile wheel load scale systems throughout the state. Find the Highway Patrol and Motor Carrier Services at <https://dps.sd.gov/safety-enforcement/highway-patrol/motor-carrier> (605) 773-4578.

South Dakota Department of Revenue – Motor Vehicle Division



Responsibilities of the Motor Vehicle Division include motor vehicle excise tax; title and registration; motor fuel tax; special fuel tax; interstate fuel tax; prorate and commercial licensing; Unified Carrier Registration System; and dealer licensing. Contact the Motor Vehicle Division at <https://dor.sd.gov/businesses/motor-vehicle/motor-carrier-services> or (605) 773-3314.

South Dakota Department of Transportation (SDDOT)



The South Dakota Department of Transportation works to provide a safe and effective transportation system for passenger and freight traffic. In addition to building and maintaining state highways used by commercial vehicles, SDDOT provides the SD511 traveler information system and assists issuance of oversize/overweight permits. Find SDDOT at <https://dot.sd.gov> (605) 773-3265.

Federal Motor Carrier Safety Administration (FMCSA)



U.S. Department
of Transportation

**Federal Motor
Carrier Safety
Administration**

The Federal Motor Carrier Safety Administration (FMCSA) was designated a separate administration within the U.S. Department of Transportation on January 1, 2000, pursuant to the Motor Carrier Safety Improvement Act of 1999. Its primary mission is to reduce crashes, injuries, and fatalities involving large trucks and buses. Headquartered in Washington, DC, FMCSA employs more than 1,000 individuals in all 50 States and the District of Columbia dedicated to improving bus and truck safety and to saving lives. Find FMCSA at <https://www.fmcsa.dot.gov> (605) 224-8202.

South Dakota Trucking Association



The South Dakota Trucking Association's mission is to represent and promote the interests of the trucking industry; to positively influence government and regulatory agencies; to positively promote the industry's image; to assist member companies in managing change and enhancing profitability; to provide education through seminars and conferences; and to promote highway and driver safety. Find SDTA at <https://southdakotatrucking.com> (605) 334-8871.

South Dakota Agri-Business Association



The South Dakota Agri-Business Association is an organization of crop input professionals that promotes safe and economical crop production. The Association is South Dakota's unified voice for the promotion of environmental stewardship and educational information for the crop input industry. The South Dakota Agri-Business Association can be found at <https://www.sdaba.org> (605) 224-2445.

South Dakota Petroleum & Propane Marketers Association



The South Dakota Petroleum and Propane Marketers Association represents the petroleum and propane industry in the state of South Dakota. The association focuses on petroleum, propane, safety, and hazardous material issues for its members who transport fuels. Find this association at <https://sdp2ma.com> (605) 224-8606.

South Dakota Association of Cooperatives



The South Dakota Association of Cooperatives is a statewide organization that welds all types of cooperatives into a united force. SDAC's mission is to organize, coordinate, develop, and promote programs and policies resulting in a favorable political, public, administrative, and economic environment for South Dakota's cooperatives and their members. SDAC can be found at <https://www.sdac.coop> (605) 945-2548.

Associated General Contractors of South Dakota



The Associated General Contractors of South Dakota, Highway-Heavy-Utilities Chapter, and its

300 member firms, work together to ensure effective legislative action, coordinate beneficial policies and programs with government and industry partners, create a quality work force, encourage safety on the job site, and maintain a positive image for the state's highway construction industry. Find the AGC at <https://www.sdagc.org> (605) 274-8689.

South Dakota Ag Unity

South Dakota
Ag Unity

Ag Unity supports agriculture through a unified coalition to provide information and education to its members; find and articulate common ground on issues impacting agriculture; and provide information and education to elected officials and the general public. Contact Ag Unity at (605) 945-2548.

South Dakota State Government Agencies

Agency	Information		
SD Highway Patrol	SD Permit Center & Ports of Entry I-29 Sisseton I-29 Jefferson I-90 Sioux Falls I-90 Tilford	Phone	(605) 224-SEMI (7364)
Motor Carrier Services	Pierre Headquarters	Phone	(605) 773-4578
(Motor Carrier Regulations & Enforcement)	Department of Public Safety Motor Carrier Services Web Site	Fax	(605) 773-7144
			https://dps.sd.gov/safety-enforcement/highway-patrol/motor-carrier
SD Department of Revenue	Commercial Vehicle Licensing, Prorate (IRP)	Phone	(605) 773-3314
	Special Fuel Taxes (IFTA)		
	Unified Carrier Registry	Fax	(605) 773-8416
	Motor Vehicle Division Web Site		https://dor.sd.gov/motor_vehicles
SD Driver Licensing Program	Commercial Driver Licensing	Phone	(605) 773-6883
		Fax	(605) 773-3018
		Web Site	https://dps.sd.gov/driver-licensing
SD Department of Transportation	Administrative Rules on Oversize/Overweight Vehicles	Phone	(605) 773-3571
		Fax	(605) 773-2804
		Web Site	https://www.dot.sd.gov
	SD511 Traveler Information	Phone	
		Mobile App	SDDOT511 (Apple & Android)
		Web Site	https://www.sd511.org/
SD Public Utilities Commission	Grain Dealers	Phone	(605) 773-5280
		Fax	(605) 773-3225
		Web Site	https://puc.sd.gov/
SD Dept. of Agriculture and Natural Resources	Transportation of Hazardous Waste	Phone	(605) 773-3153
		Fax	(605) 773-6035
		Web Site	https://danr.sd.gov/
SD Brand Board	Brand Board	Phone	(605) 773-3324
		Fax	(605) 773-7122
		Web Site	https://sdbrandboard.sd.gov/
SD Office of Emergency Management	Hazardous Materials Incidents	Phone	(605) 773-3231
		Fax	(605) 773-3580
		Web Site	https://dps.sd.gov/emergency-services/emergency-management

Federal and Neighboring State Agencies

Agency	Information		
Federal Motor Carrier Safety Administration	Federal Regulations	Phone	(605) 224-8202
		Fax	(605) 224-1766
		Web Site	https://www.fmcsa.dot.gov
	Field Office Directory	Web Site	https://www.fmcsa.dot.gov/mission/field-offices
	Safety Regulations	Web Site	https://www.fmcsa.dot.gov/regulations
	Hazardous Materials	Web Site	https://www.fmcsa.dot.gov/regulations/hazardous-materials
	USDOT Numbers	Web Site	https://www.fmcsa.dot.gov/registration
	Motor Carrier Safety Profiles	Web Site	https://safer.fmcsa.dot.gov
	Reporting Violations	Web Site	https://www.fmcsa.dot.gov/consumer-protection/report-safety-violations
	Starting a Trucking Business, Changing Business Name and Address	Web Site	https://www.fmcsa.dot.gov/registration/getting-started
	Filing Forms and Paying Fees	Web Site	https://www.fmcsa.dot.gov/registration/forms
	Safety Programs	Web Site	https://www.fmcsa.dot.gov/safety
	Household Goods Moving	Web Site	https://www.fmcsa.dot.gov/protect-your-move
	Compliance, Safety Accountability (CSA) Information	Web Site	https://csa.fmcsa.dot.gov
Iowa		Phone	(515) 237-3264
		Fax	(515) 237-3257
		Web Site	https://iowadot.gov/mve
Minnesota		Phone	(651) 296-6000
		Fax	(651) 215-9677
		Web Site	https://www.dot.state.mn.us/cvo
Montana		Phone	(406) 444-6130
		Fax	(406) 444-9263
		Web Site	https://www.mdt.mt.gov/business/mcs
Nebraska		Phone	(402) 471-4435
		Fax	(402) 471-4024
		Web Site	https://dmv.nebraska.gov/mc/index
North Dakota		Phone	(701) 328-2621
		Fax	(701) 328-1642
		Web Site	https://www.nd.gov/ndhp/motor-carrier-operations
Wyoming		Phone	(307) 777-4319
		Fax	(307) 777-4282
		Web Site	https://dot.state.wy.us/home/trucking-commercial_vehicles.html

SD City and County Permit Contacts

City	Phone
Sioux Falls City Engineer	(605) 367-8601
Watertown Street Superintendent	(605) 882-6207
Yankton Public Works Office	(605) 668-5251

County	Phone	County	Phone
Aurora	(605) 942-7166	Hyde	(605) 852-2518
Beadle	(605) 353-8441	Jackson	(605) 837-2410
Bennett	(605) 685-6727	Jerauld	(605) 539-9671
Bon Homme	(605) 589-4216	Jones	(605) 669-7102
Brookings	(605) 696-8270	Kingsbury	(605) 854-3491
Brown	(605) 626-7118	Lake	(605) 256-7607
Brule	(605) 778-6259	Lawrence	(605) 578-2183
Buffalo	(605) 293-3263	Lincoln	(605) 764-5841
Butte	(605) 892-4414	Lyman	(605) 869-2261
Campbell	(605) 955-3575	McCook	(605) 425-2731
Charles Mix	(605) 487-7161	McPherson	(605) 439-3667
Clark	(605) 532-3667	Marshall	(605) 448-2301
Clay	(605) 677-7149	Meade	(605) 347-4565
Codington	(605) 882-6271	Mellette	(605) 259-3291
Corson	(605) 273-4481	Miner	(605) 772-4721
Custer	(605) 673-5678	Minnehaha	(605) 367-4316
Davison	(605) 995-8625	Moody	(605) 997-2832
Day	(605) 345-4658	Oglala Lakota	(605) 288-1866
Deuel	(605) 874-2751	Pennington	(605) 394-2166
Dewey	(605) 865-3531	Perkins	(605) 244-5629
Douglas	(605) 724-2707	Potter	(605) 765-9669
Edmunds	(605) 426-6761	Roberts	(605) 698-3905
Fall River	(605) 745-5137	Sanborn	(605) 796-4517
Faulk	(605) 598-6233	Spink	(605) 472-5008
Grant	(605) 432-5861	Stanley	(605) 223-7796
Gregory	(605) 775-2677	Sully	(605) 258-2235
Haakon	(605) 859-2472	Todd	(605) 856-4594
Hamlin	(605) 783-3626	Tripp	(605) 842-3661
Hand	(605) 853-3292	Turner	(605) 297-3404
Hanson	(605) 239-4423	Union	(605) 356-2351
Harding	(605) 375-3248	Walworth	(605) 649-7982
Hughes	(605) 773-7486	Yankton	(605) 260-4473
Hutchinson	(605) 387-5337	Ziebach	(605) 365-5169

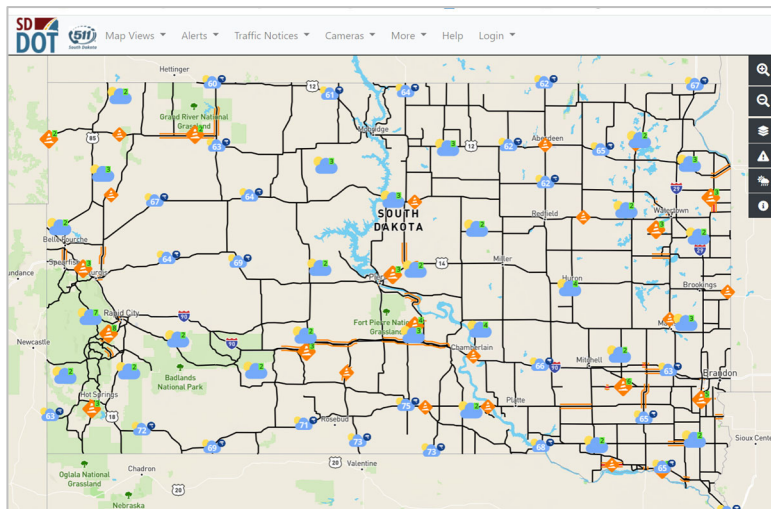


South Dakota Trucking Web Site

<https://sdtruckinfo.sd.gov> is South Dakota State Government's online portal for information about commercial and agricultural vehicle regulations. Visit the site for:

- agricultural hauling
- commercial driver license (CDL)
- commercial license plates
- custom harvesting
- electronic screening
- International Fuel Tax Agreement (IFTA)
- International Registration Plan (IRP)
- laws & rules
- motor carrier training
- operating authority & insurance
- permits and permitting by internet
- safety regulations
- size & weight rules
- traveler information
- Unified Carrier Registration
- useful links to other web sites

South Dakota SD511 Traveler Information



The South Dakota Department of Transportation strives to provide convenient, reliable, and accurate information so motor carriers and other motorists can travel as safely as possible all year long, especially in winter. Information is available through:

- toll-free phone numbers with voice recognition (511 in South Dakota or 866-697-3511 outside the state)
- a full-featured website at <https://www.sd511.org>
- free **SDDOT511** mobile apps for Android and Apple iOS phones and tablets
- free text or e-mail notifications for individuals' specified routes and times

Information includes:

- road and weather conditions
- commercial vehicle restrictions
- weather and wind warnings
- no travel advisories
- roadside camera images from more than 100 locations
- road closures
- work zones
- traffic incidents
- rest areas
- traffic speeds
- emergencies

Useful Definitions

Term	Definition
Booster Axle	A unit comprising a frame, suspension system, and axles attached to the rear of a vehicle by a coupling device that transmits load to the unit's axles. The coupling device may pivot to allow the unit to trail the vehicle through turns. If the coupling device does not pivot, the unit must have self-steering axles. Booster axles are not titled or licensed in South Dakota.
Commercial Vehicle	A motor vehicle used to transport persons or property for hire, for interstate service or transportation, compensation, or profit. See Vehicle Registration (page 11), Commercial Motor Vehicle Definition (page 68), and CDL Classifications, Endorsements, Restrictions & Exemptions (page 72).
Divisible Loads	Loads that can be reduced to legal weight and dimensions within an 8-hour period.
Gross Combination Weight Rating (GCWR)	The value specified by the manufacturer as the loaded weight of a combination (articulated) motor vehicle. In the absence of a value specified by the manufacturer, GCWR is determined by adding the GVWR of the power unit and the actual total weight of the towed unit and load.
Gross Vehicle Weight (GVW)	The actual gross weight of the vehicle or vehicle combination, including the load.
Gross Vehicle Weight Rating (GVWR)	The value specified by the manufacturer as the maximum loaded weight of a single motor vehicle.
Interstate Commerce	Trade, traffic, or transportation: • between a place in a State and a place outside of that State or outside the United States; • between two places in a State through another State or through a place outside of the United States; or • between two places in a State as part of trade, traffic, or transportation originating or terminating outside of the State or the United States.
Interstate Highway System	The Dwight D. Eisenhower National System of Interstate and Defense Highways—in South Dakota, I-29, I-90, I-190, I-229.
Intrastate Operation	Vehicle movement entirely within a single State.
Single Axle	One or more consecutive axles spaced within 40 inches or less.
State Highway System	All highways, except those on the Interstate Highway System, administered and maintained by the South Dakota Department of Transportation.
State Trunk Highway System	All highways administered and maintained by the South Dakota Department of Transportation, including SD, US, and Interstate highways.
Steering Axle	Any axle at the front of a motor vehicle that is activated by the operator to steer the vehicle.
Tandem Axle	Two or more consecutive axles spaced more than 40 inches but not more than 96 inches apart.

CHAPTER 3: NOPERATING CREDENTIALS

Table 1 lists the credentials that are required for operation of commercial and agricultural vehicles in South Dakota:

Table 1: Required Operating Credentials

Credential	Required by	Page
Vehicle Registration	All Operators	11
Proof of Vehicle Insurance	All Operators	14
International Fuel Tax Agreement (IFTA)	Interstate Operators	14
Interstate Operating Authority	Interstate Operators	15
Unified Carrier Registration	Interstate Operators	17

Vehicle Registration

All vehicles traveling in South Dakota must be registered each year. There are two forms of licensing:

- non-commercial, for in-state non-commercial use; and
- commercial, for-hire and hauling over 500 pounds of business property unless specifically exempted by law.

Out-of-state operators who plan little travel in South Dakota may choose to obtain a trip permit instead of annual registration (See 30-Day Temporary Commercial Vehicle Permit and Single-Trip Commercial Vehicle Permit on page 52).

Cab Cards

Motor carriers receive a cab card documenting each vehicle's registration in South Dakota. This card must be carried in the vehicle whenever it is operating.

Non-Commercial Vehicle Registration Fees

License fees are assessed based upon the weight and the age of the vehicle. The schedule of fees listed in Table 2 is for non-commercial vehicles except automobiles, pickup trucks, or vans. Fees are determined by the maximum operational weight, which is the total weight of the chassis, body, equipment, and maximum load of every motor vehicle, trailer, and semitrailer used in combination. The license fee is reduced 30 percent if the vehicle is more than 10 model years old.

Table 2: Non-Commercial Vehicle Registration Fees

Maximum Operational Weight	Fee
Eight thousand pounds or less, inclusive	\$120
For each additional 2,000 pounds or major fraction thereof from 8,001 to 20,000 pounds, inclusive	\$12
For vehicles heavier than 20,000 pounds, the total license fee is 80% of the license fee for commercial vehicles of equivalent weight, pursuant to SDCL 32-9-15.	

In lieu of annual registration, non-commercial motor vehicles may be registered for a period of three to eight months for a monthly fee of one-twelfth the annual fee or a minimum of fifteen dollars. An additional administrative fee of ten dollars is charged if the vehicle is registered more than once in the same year.

Commercial Vehicle Registration Fees

South Dakota's commercial vehicle registration fee is based on gross vehicle weight (GVW). Gross vehicle weight includes the power unit, trailers, and load. Because there are fines for hauling overweight, operators should declare the maximum weight at which they expect to operate when registering.

Table 3: Commercial Vehicle Registration Fees

Gross Vehicle Weight (GVW) Pounds	Annual Registration Fee	30-Day Registration Fee
Under 4000	\$85	\$9
4001 – 6000	\$100	\$11
6001 – 8000	\$115	\$13
8001 – 10,000	\$130	\$15
10,001 – 12,000	\$150	\$18
12,001 – 14,000	\$175	\$21
14,001 – 16,000	\$200	\$24
16,001 – 18,000	\$225	\$27
18,001 to 20,000	\$250	\$30
20,001 to 78,000	\$40 for each 2,000 lbs or major fraction thereof	\$7 for each 2,000 lbs or major fraction thereof
78,001 and over	\$7 in addition to fees above	

(Table 20 on page 53 lists calculated fee amounts for GVW up to 50 tons)

The license fee is reduced 10 percent if the vehicle is more than 10 model years old. Trailers can be licensed by purchasing a trailer identification plate for \$10.00.

Prorated Registration—International Registration Plan

Interstate carriers pay South Dakota's registration fee based on miles traveled in South Dakota. The percentage of miles traveled in South Dakota during the year is multiplied by South Dakota's registration fee. This is called prorated or apportioned registration.

Carriers can apportion their travel in South Dakota and other jurisdictions (states and provinces) through the International Registration Plan (IRP). Fees are charged according to the fee structure and mileage percentage traveled in each jurisdiction.

Carriers registered under the IRP are licensed on a staggered quarter basis. Fees are billed based on the month of expiration set up for the carrier's fleet. Carriers having multiple fleets must use the same expiration month for all fleets. The expiration choices are February 28, May 31, August 31, and November 30.

South Dakota does not have IRP licensing agreements with Alaska, Hawaii, Yukon Territory, or Mexico. A single-trip permit may be needed to meet licensing requirements in these jurisdictions.

Electronic copies of IRP registration cards are acceptable.

Credentials Required at Registration

A bill of sale and vehicle title to prove vehicle ownership and proof of Heavy Vehicle Use Tax (HVUT) payment to the Internal Revenue Service (IRS) are required at the time of registration.

Heavy Vehicle Use Tax

Federal law requires owners of vehicles with a gross vehicle weight of 55,000 pounds or more to produce proof of payment of the Federal Heavy Vehicle Use Tax (IRS Form 2290) before issuance of registration plates or renewal stickers. The form is available at <https://www.irs.gov/forms-instructions>. Federal, state, and local government vehicles are exempt from this law.

For more information, call a local Internal Revenue Service office listed at <https://www.irs.gov/help/contact-your-local-irs-office>.

Motor Vehicle Excise Tax

The Motor Vehicle Excise Tax—4 percent of the vehicle purchase price—must be paid when purchased vehicles are first registered. Like registration fees, this tax is apportioned based on the percent of miles traveled in South Dakota.

Proof of Vehicle Insurance

Operators must have a copy of the South Dakota Evidence of Motor Vehicle Liability Insurance card issued by an insurance company authorized to do business in the State of South Dakota. The card must show the registrant's name and the Vehicle Identification Number (VIN) or the words "Fleet Insured".

International Fuel Tax Agreement (IFTA)

South Dakota is a member of the International Fuel Tax Agreement (IFTA). Motor carriers must either have an IFTA license or purchase a temporary single-trip permit to operate an IFTA-qualified vehicle in South Dakota.

International Fuel Tax Agreement

IFTA is an agreement among member jurisdictions to simplify the reporting of fuel taxes by interstate motor carriers. A carrier opens a fuel tax account for all IFTA members with its base jurisdiction. The carrier registers its fleet as a unit, not as individual vehicles. If a carrier chooses, it may divide its vehicles into more than one fleet and base these fleets in appropriate IFTA jurisdictions.

IFTA covers operation of IFTA-qualified interstate commercial vehicles and combinations, which include vehicles:

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

IFTA Licensing in South Dakota

Carriers may license their vehicles through South Dakota if they:

- are a South Dakota-based interstate motor carrier;

- keep operational control and records for their vehicles or can make their records available in South Dakota; and
- operate IFTA-qualified motor vehicles other than recreational vehicles.

When a carrier's application with IFTA has been approved, the base jurisdiction assigns the fleet an account number and issues the carrier an IFTA license. A copy of the license must be carried in the cab of each vehicle in the fleet and serves as the IFTA cab card. The base jurisdiction also issues an external fuel decal, which is reissued annually. A photocopy of a valid tax license is acceptable in South Dakota.

For more details about an IFTA license or to obtain a license application, please contact the Motor Fuel Section of the Motor Vehicle Division at (605) 773-3314, https://dor.sd.gov/motor_vehicles/, or an MVD office.

Dyed Motor Fuel

Fuel intended for non-highway use, including that for farm and mining equipment, is dyed red to indicate that it is exempt from state and federal taxes. Except in special mobile equipment, it is illegal to use dyed fuel on the highway to avoid paying these taxes.

The South Dakota Highway Patrol may stop and inspect vehicles that are using or transporting dyed fuel to determine whether all taxes have been paid. The penalty for using dyed (untaxed) diesel fuel in a licensed vehicle is \$500 for IFTA-qualified vehicles and \$250 for unqualified vehicles. The Internal Revenue Service may also assess a federal penalty.

For more details about South Dakota's dyed fuel laws and fines, contact the Motor Fuel Section of the Motor Vehicle Division at (605) 773-3314, the MVD website https://dor.sd.gov/motor_vehicles/, or an MVD office.

Interstate Operating Authority

USDOT Number

Motor carriers engaged in interstate commerce must have a United States Department of Transportation (USDOT) identification number. Carriers apply for the number through the Federal Motor

Carrier Safety Administration (FMCSA). The number is for more than just identification. The information entered on the application is used to track safety performance, to assess nationwide safety trends, and to evaluate the effectiveness of federal motor carrier programs.

New Entrant Interstate Motor Carriers

All new entrant interstate motor carriers—both private and for-hire carriers—must complete an application package consisting of an MCS-150 form. This application may be completed online at <https://fmcsa.dot.gov> or by contacting FMCSA at (800) 832-5660 and requesting an application by mail. For-hire motor carriers must complete an OP-1 or OP-1(P) and the BOC-3 forms and pay a \$300.00 filing fee. Private and exempt for-hire carriers are not required to pay any fee.

When the application package is completed, the carrier is granted new entrant registration with a USDOT number. The carrier is notified by US Mail of the USDOT number and given a telephone number to call within 30 days to schedule a New Entrant Safety Audit. Failure to do so results in the revocation of the carrier's registration.

After being issued a new entrant registration, the carrier is subject to an 18-month safety monitoring period. During this period, the carrier receives a safety audit and has its roadside crash and inspection information carefully evaluated. The carrier must demonstrate that it has systems in place to ensure basic safety management controls. Failure to demonstrate basic safety management controls may result in the carrier having its new entrant registration revoked.

The carrier is notified in writing that the “new entrant” designation will be lifted from its registration at the end of the 18-month safety monitoring period, if the carrier meets the following requirements:

- the new entrant passes a safety audit or has not been deemed “unfit” following a compliance review
- the new entrant has no outstanding civil penalties

Safety audits are usually conducted off-site over the phone or online, but some may be conducted on-site at the carrier's place of

business. A State or Federal Auditor reviews the carrier's safety management system, including:

- driver qualifications;
- driver duty status;
- vehicle maintenance;
- accident register;
- insurance requirements; and
- controlled substance and alcohol use and testing requirements.

FMCSA Contact

The FMCSA division office in South Dakota can assist with applications for USDOT numbers. Contact FMCSA at:

Federal Motor Carrier Administration
1410 East Highway 14 Suite B
Pierre, South Dakota 57501
(605) 224-8202
(605) 224-1766 fax
<https://www.fmcsa.dot.gov>

Unified Carrier Registration

The federal Unified Carrier Registration (UCR) Program requires individuals and companies, including private carriers, that operate commercial motor vehicles in interstate or international commerce to register their business and pay an annual fee based on the size of their fleet.

A "Commercial Motor Vehicle" is defined as a self-propelled or towed vehicle used on the highways in commerce principally to transport passengers or cargo, if the vehicle:

- has a gross vehicle weight of 10,001 pounds or more;
- is designed to transport 11 or more passengers (including the driver); or
- is used to transport hazardous materials in a quantity requiring placarding.

The license year for the UCR runs from January 1 through December 31. UCR fees for 2021 are listed in Table 4, but they can change every year. Fees for later years may be obtained from the Motor Vehicle Division website https://dor.sd.gov/motor_vehicles/ or by contacting the MVD office at (605) 773-3314.

Table 4: UCR Fee Tiers (2021 – 2022)

Tier	Fleet Size (including trailers)	Company Fee
1	0 – 2	\$59.00
2	3 – 5	\$176.00
3	6 – 20	\$351.00
4	21 – 100	\$1224.00
5	101 – 1000	\$5835.00
6	1001 and up	\$56,977.00

Carriers can apply online at <https://www.ucr.gov>. Payments are accepted by MasterCard, Visa, or e-Check. Credit card fees are applied when registering through the website. The fees listed in Table 5 approximate what carriers are charged when paying by credit card.

Table 5: Estimated UCR Website Fees (2021)

Tier	Fleet Size	Credit Card Fee	e-Check Fee
1	0 – 2	\$1.62	\$1.00
2	3 – 5	\$4.84	\$1.00
3	6 – 20	\$9.65	\$1.00
4	21 – 100	\$33.66	\$1.00
5	101 – 1000	\$160.44	\$1.00
6	1001 and up	\$1566.87	\$1.00
Example: A motor carrier operating 4 tractors and 9 straight trucks has a fleet of 13 commercial motor vehicles (Tier 3). Paying by credit card, the carrier owes \$360.65. Paying by e -Check, the operator owes \$352.00.			

CHAPTER 4: AGRICULTURAL REQUIREMENTS

This chapter explains requirements for licensing and operation of vehicles used exclusively in agriculture.

Licensing

Non-Commercial Vehicles

License fees are based upon the weight and the age of the vehicle. Fees for vehicles more than 10 model years old are reduced 30%.

The schedule of fees listed in Table 6 is for non-commercial vehicles except automobiles, pickup trucks, or vans. Fees are determined by the maximum operational weight, which is the total weight of the chassis, body, equipment, and maximum load of each motor vehicle, trailer, and semitrailer used in combination. It is a Class 2 misdemeanor for a person to operate a motor vehicle at a gross weight greater than its licensed gross weight.

Table 6: Non-Commercial Vehicle License Fee Schedule

Maximum Operational Weight	Fee
Eight thousand pounds or less, inclusive	\$120
For each additional 2,000 pounds or major fraction thereof from 8,001 to 20,000 pounds, inclusive	\$12
For vehicles exceeding 20,000 pounds, the total license fee is 80% of the total license fee established for commercial vehicles of equivalent weight, pursuant to SDCL 32-9-15.	

For vehicles with a gross vehicle weight of 55,000 pounds or more, the applicant must provide proof of payment of the Heavy Vehicle Use Tax (HVUT). See Heavy Vehicle Use Tax, page 13.

All-Terrain Vehicles

Three or four-wheeled all-terrain vehicles using a highway ditch or crossing a highway to get to and from a field or pasture during farm or ranch labor are exempt from licensing. However, these units must be titled.

Self-Propelled Application Equipment

Self-propelled fertilizer or pesticide applicators, if for a farmer's own farming operation, are exempt from licensing and titling.

However, units used by a commercial entity must be titled and licensed under the non-commercial vehicle fee schedule listed in Table 6. Licensed fertilizer or pesticide applicators may use dyed (untaxed) diesel fuel. All other licensed vehicles are prohibited under South Dakota law from using dyed diesel fuel.

Fuel Tax

A person doing interstate movement with a qualified vehicle must either license under the International Fuel Tax Agreement (IFTA) or purchase a temporary Single-Trip fuel permit.

A qualified motor vehicle is a motor vehicle used, designed, or maintained for transportation of persons or property:

- with two axles and a gross weight or registered gross vehicle weight exceeding 26,000 pounds;
- with three or more axles regardless of weight; or
- used in a combination exceeding 26,000 pounds gross vehicle weight.

Dyed Fuel

The penalty for using dyed (untaxed) diesel fuel in a licensed vehicle is \$500 for IFTA-qualified vehicles and \$250 for unqualified vehicles. The Internal Revenue Service may also assess a federal penalty.

Federal Motor Carrier Safety Regulations

South Dakota farm vehicles or combinations of vehicles are exempt from parts of the Federal Motor Carrier Safety Regulations, if the vehicle:

- is operated by a farm or ranch owner or operator, including employees and family members;
- is used to transport agricultural commodities, livestock, or machinery or supplies to a farm or ranch; and
- is not transporting hazardous materials in a quantity requiring placards.

The power unit must be equipped with a license plate that designates the vehicle as a “FARM” vehicle (Covered Farm

Vehicle or CFV), or the operator must possess a completed “Designation as a South Dakota Farm Vehicle” form that can be downloaded at <https://sdtruckinfo.sd.gov>.

If the vehicle combination GVWR is 26,001 pounds or less, carriers may use the exemption anywhere they are operating in the U.S.

If the vehicle combination GVWR is greater than 26,001 pounds, carriers may use the exemption anywhere within:

- the State in which the vehicle is registered; and
- a 150 air-mile radius of the farm or ranch.

Operators of a Covered Farm Vehicle operated within their authorized area are exempt from:

- 49 CFR Part 383: Commercial Driver’s License Standards; Requirements and Penalties;
- 49 CFR Part 382: Controlled Substances and Alcohol Use and Testing;
- 49 CFR Part 391 Subpart E: Physical Qualification and Examinations;
- 49 CFR Part 395: Hours of Service; and
- 49 CFR Part 396: Inspection, Repair and Maintenance documentation.

Driver License Requirements

All farmers are required to have a valid Driver License for the vehicle they are driving. If a vehicle requires the driver to hold a Commercial Driver License (CDL), the driver (including farmers) must have a CDL with the proper class and endorsements attached. However, farmers who operate a Covered Farm Vehicle within the size and geographic limitations are not required to have a CDL. Chapter 8: COMMERCIAL DRIVER LICENSE (page 72) provides complete information on CDL requirements.

Seasonal CDL

Drivers who are seasonal employees of a farm-related service industry—such as custom harvesters, farm retail outlet suppliers, agrichemical business, and livestock feeders—are eligible for a Restricted Commercial Driver License. Applicants for the Restricted CDL must have a good driving record for the two most recent years and must have held a valid Driver License (not including instruction permits or restricted permits) for one year. If these requirements are met, all knowledge and skill testing to obtain this Restricted CDL are waived. A Restricted CDL allows operation of only Class B and C Commercial vehicles within 150 miles of the place of business or farm being served. Operators may not drive vehicles carrying placarded quantities of hazardous materials, except for:

- liquid fertilizers or plant nutrients in vehicles or implements of husbandry with total capacities of 3,000 gallons or less;
- solid fertilizers or plant nutrients not transported with any organic substance; and
- diesel fuel in quantities of 1,000 gallons or less.

A Restricted CDL is valid for one 180-day period or two 90-day periods within the calendar year.

International Driver Licenses

Custom harvesters' employees from foreign jurisdictions who operate commercial motor vehicles must have a valid CDL issued from a jurisdiction within the United States, Canada, or Mexico. International driver licenses are not honored as valid CDLs. To obtain a Commercial Driver License in South Dakota, foreign drivers must present a passport, visa, social security card, proof of South Dakota residence, and completed driver license application form (available at the driver exam station) to the driver license examiner.

Operational Requirements

Vehicle Weight Regulations

Agricultural vehicles are subject to the vehicle weight laws listed in Chapter 5: Size & Weight Regulations beginning on page 25.

Oversize Vehicles

Motor vehicles owned by farmers used to transport their own farm commodities or implements are exempt from width and height limitations on State Highways. However, all oversize movements on the Interstate highway system require oversize vehicle permits.

Movement of Overwidth Vehicles at Night

No person may operate upon any State or Interstate highway any farm machinery or implement exceeding 102 inches (8'6") wide between one-half hour after sunset and one-half hour before sunrise. However, over-dimension farm implements may be moved on all other (county and township) roads at night, if they have flashing or rotating white or amber warning lights placed at each side of the equipment's widest extremity. The lights must be clearly visible to motorists approaching from the front and rear.

Hazardous Materials

All operators, including farmers, are subject to the requirements for transporting hazardous materials, explained in the section entitled Hazardous Material Transportation (page 61).

Slow Moving Vehicles

All farm machinery, including animal-drawn vehicles, designed for travel at speeds of 25 mph or less on a public highway must display a slow-moving vehicle emblem. The emblem must be in good condition and be mounted in a clearly visible location on the rear of the vehicle. Slow-moving vehicles traveling on a public road must be driven as close to the right-hand edge or curb of the road as possible, except when overtaking and passing another vehicle.

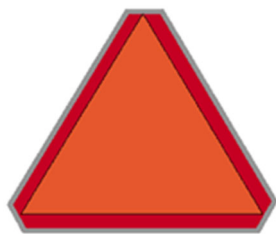


Figure 1: Slow-Moving Vehicle Emblem

Any vehicle requiring the slow-moving vehicle sign is prohibited from operating on public roads between one-half hour after sunset and one-half hour before sunrise unless it has a flashing or rotating warning light clearly visible to vehicles approaching from the rear.

Safety Chain Requirements

Every trailer towed on a public highway at a speed more than 20 mph must be coupled to the towing vehicle by a safety chain, chains, cables, or equivalent device of sufficient strength and with enough slack to allow the vehicle to complete proper turning. Safety chains must be connected to the towing vehicle and to the drawbar of the towed vehicle to prevent the drawbar from dropping to the ground in the event of a failure.

Number of Farm Vehicles in Tow

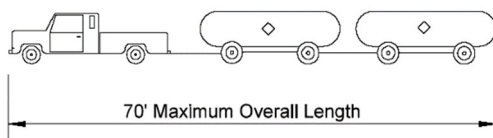
A farm tractor or other farm power unit may draw up to two other vehicles or implements of husbandry upon the public highways, if the vehicle is being used exclusively for agricultural purposes related to the operation and maintenance of the farmer's own farm.

Lighting Requirements

Farm vehicles being drawn at the end of a train of vehicles may be equipped with two (2) four-inch reflectors in lieu of lighted lamps. The reflectors must be visible 500 feet to the rear.

Anhydrous Ammonia Trailers

The maximum overall length for a combination of a towing vehicle (including farm tractors) and two anhydrous ammonia fertilizer tank trailers is 70 feet.



This combination may travel on public highways only during daylight hours and may not exceed 25 miles per hour. Each trailer must display a slow-moving vehicle sign. The towing vehicle must have a GVWR of at least 11,000 pounds.

CHAPTER 5: SIZE & WEIGHT REGULATIONS

This handbook addresses requirements for commercial vehicles on South Dakota's State Trunk Highway System. City and county authorities may impose additional requirements for oversize or overweight vehicles on their roads. Local government phone numbers are found in the SD City and County Permit Contacts section on page 7 of this handbook.

Vehicle Size Regulations

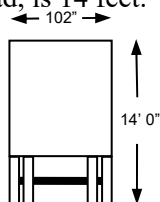
Operators of oversize vehicles are responsible for all clearances and are financially responsible for damage to highway structures caused by oversize vehicles and loads. Issuance of a permit does not relieve the operator of financial responsibility.

Height Limitations

The maximum height for any vehicle, including load, is 14 feet.

Exceptions:

1. *A vehicle with a load of baled hay may be 15 feet high*
2. *Farm Machinery and Fire Equipment: No height limit, except on Interstate highways*



The South Dakota Department of Transportation publishes a list of locations on the State Highway System where overhead structures restrict vehicle height below the normal limit. The list of locations and maximum heights, ordered by highway number and mileage reference marker, is at <https://sdtruckinfo.sd.gov/height-restrictions>.

Width Limitations

The maximum width of any vehicle is 102 inches (8 feet 6 inches).

Exception:

Farm Machinery Operated by a Farmer: No width limit during daylight hours, except on Interstate highways

Length Limitations

Length limitations are illustrated in Table 7. Unless specifically addressed, length limits shown only apply to the vehicle, and not

to the load carried on it. Length limitations are exclusive of load overhang, retractable extensions used to support loads, and safety or energy conservation devices such as mirrors, turn signal lamps, hand holds, flexible fender extensions, and mud flaps. Retractable extensions must be retracted when not supporting overhanging loads.

Table 7: Length Limitations

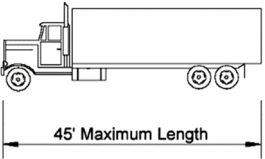
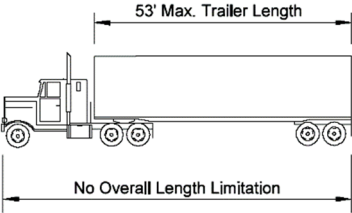
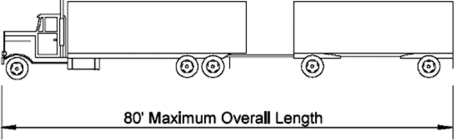
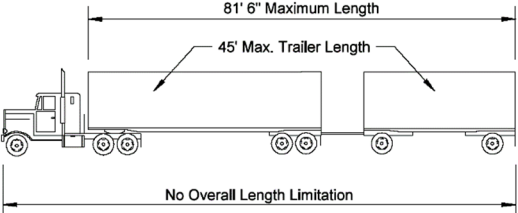
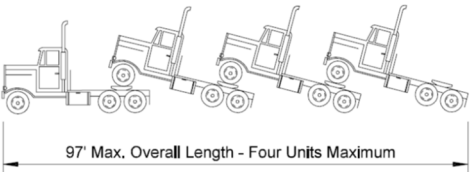
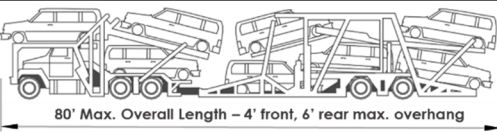
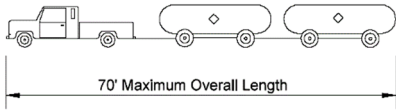
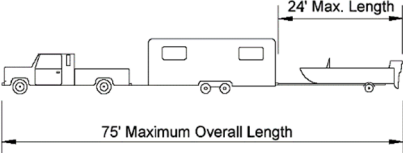
Single Truck or Bus	 45' Maximum Length
Truck Tractor-Semitrailer	 53' Max. Trailer Length No Overall Length Limitation
Straight Truck-Trailer Combination	 80' Maximum Overall Length
Truck Tractor-Semitrailer-Semitrailer or Truck Tractor-Semitrailer-Trailer Combination	 81' 6" Maximum Length 45' Max. Trailer Length No Overall Length Limitation
Saddlemount Combination	 97' Max. Overall Length - Four Units Maximum
Stinger-Steered Auto Transporter	 80' Max. Overall Length - 4' front, 6' rear max. overhang

Table 7: Length Limitations (continued)

Towing Vehicle & Two Anhydrous Ammonia Fertilizer Tank Trailers	
Towing Vehicle & Two-Trailer Combinations	
Light & Medium Duty Trailer Delivery	

Overhang

Loads or retractable extensions on any vehicle may not extend more than 4 feet beyond the rear bumper, bed, or body, or more than 3 feet beyond the front bumper, bed, or body of the vehicle carrying the load.

Vehicle Weight Regulations

A vehicle's maximum allowable weight depends upon the number and spacing of its axles and the number and size of its tires. An online legal weight calculator at <https://sdaps.sd.gov/sdaps> can help operators determine the maximum legal weight for specific configurations.

Tire Limitations

The weight supported on a tire may not exceed 600 pounds per inch width of tire if the tire is:

- mounted on a steering axle;
- mounted on an axle equipped with dual tires;
- mounted on a trailer towed by a vehicle with a GVWR of 11,000 pounds or less; or
- a wide-base super-single tire at least 445 millimeters (17.5 inches) wide operated on a highway listed in Table 8.

Table 8: Highways Allowing 600 Pounds per Inch of Tire Width for Wide-Base Super-Single Tires

Highway
US12 from Interstate 29 to Aberdeen
SD37 from Interstate 90 to Huron
US83 from Interstate 90 to Pierre
SD79 from Interstate 90 to the Nebraska border
US85 from Interstate 90 to Belle Fourche
SD50 from Interstate 29 to Yankton
The Interstate highway system: I-29, I-90, I-229
Any locally designated highway within the corporate limits of any municipality adjacent to the interstate highway system

The weight supported by tires mounted on any other axle may not exceed 500 pounds per inch width of tire. Table 9 shows the weight allowed for various tire sizes.

Table 9: Allowable Weight (in pounds) by Tire Size

Manufacturer's Tire Size	Inch Width	500 lb/inch	600 lb/inch
8.00 inches	8.00 inches	4000	4800
8.25 inches	8.25 inches	4125	4950
215 millimeters	8.47 inches	4235	5082
8.75 inches	8.75 inches	4375	5250
225 millimeters	8.86 inches	4430	5316
9.00 inches	9.00 inches	4500	5400
235 millimeters	9.25 inches	4625	5550
238 millimeters	9.37 inches	4685	5622
9.5 inches	9.50 inches	4750	5700
245 millimeters	9.64 inches	4820	5784
10.00 inches	10.00 inches	5000	6000
255 millimeters	10.04 inches	5020	6024
265 millimeters	10.43 inches	5215	6258
275 millimeters	10.83 inches	5415	6498
11.00 inches	11.00 inches	5500	6600
285 millimeters	11.22 inches	5610	6732
295 millimeters	11.62 inches	5810	6972
12.00 inches	12.00 inches	6000	7200
315 millimeters	12.40 inches	6200	7440
365 millimeters	14.37 inches	7185	8622
385 millimeters	15.16 inches	7580	9096
425 millimeters	16.73 inches	8365	10,038
445 millimeters	17.52 inches	8760	10,512
455 millimeters	17.91 inches	8955	10,746
18.00 inches	18.00 inches	9000	10,800

Axle Group Limitations

The maximum allowable weight for all individual axles and axle groups is limited by statute (Table 10).

Table 10: Axle Group Weight Limits

Group Type	Maximum Allowable Weight
Single Axles	20,000 pounds
Tandem Axles	34,000 pounds
Other Axle Groups	based upon the Bridge Weight Formula

Bridge Weight Formula

The maximum weight on any group of consecutive axles is limited by the Bridge Weight Formula:

$$W = 500 \left[\frac{L \times N}{N - 1} + 12N + 36 \right]$$

where:

W = Maximum Weight, rounded to the nearest 500 pounds

L = Distance in feet between the extreme axles of a group
(this distance is called the “bridge” distance)

N = Number of axles in a group

Bridge Weight Formula Table

The Bridge Weight Formula Table (Table 11) shows the maximum allowable weight for various axle groupings and spacings. To use the table, round axle spacings to the nearest whole foot (for example, round 15'-5" to 15', 15'6" to 16').

Table 11: Bridge Weight Formula Table

Axle Spacing	Number of Axles											
	2	3	4	5	6	7	8	9	10	11	12	
Feet	Maximum Weight – Pounds											
≤96"	34 000											
>96"	38 000	42 000										
9	39 000	43 000										
10	40 000	43 500	48 500									
11	40 000	44 500	49 500									
12	40 000	45 000	50 000									
13	40 000	46 000	50 500									
14	40 000	46 500	51 500	57 000								
15	40 000	47 500	52 000	57 500								
16	40 000	48 000	52 500	58 000								
17	40 000	49 000	53 500	58 500	64 000							
18	40 000	49 500	54 000	59 500	65 000							
19	40 000	50 500	54 500	60 000	65 500							
20	40 000	51 000	55 500	60 500	66 000	71 500						
21	40 000	52 000	56 000	61 000	66 500	72 500						
22	40 000	52 500	56 500	62 000	67 000	73 000						
23	40 000	53 500	57 500	62 500	68 000	73 500						
24	40 000	54 000	58 000	63 000	68 500	74 000	79 500					
25	40 000	55 000	58 500	63 500	69 000	74 500	80 500					
26	40 000	55 500	59 500	64 500	69 500	75 000	81 000					
27	40 000	56 500	60 000	65 000	70 000	76 000	81 500	87 000				
28	40 000	57 000	60 500	65 500	71 000	76 500	82 000	88 000				
29	40 000	58 000	61 500	66 000	71 500	77 000	82 500	88 500				
30	40 000	58 500	62 000	67 000	72 000	77 500	83 000	89 000	94 500			
31	40 000	59 500	62 500	67 500	72 500	78 000	83 500	89 500	95 000			
32	40 000	60 000	63 500	68 000	73 000	78 500	84 500	90 000	96 000			
33	40 000	60 000	64 000	68 500	74 000	79 500	85 000	90 500	96 500			
34	40 000	60 000	64 500	69 500	74 500	80 000	85 500	91 000	97 000	102 500		
35	40 000	60 000	65 500	70 000	75 000	80 500	86 000	91 500	97 500	103 500		
36 *	40 000	60 000	66 000 *	70 500	75 500	81 000	86 500	92 500	98 000	104 000		
37 *	40 000	60 000	66 500 *	71 000	76 000	81 500	87 000	93 000	98 500	104 500	110 000	
38 *	40 000	60 000	67 500 *	72 000	77 000	82 000	87 500	93 500	99 000	105 000	110 500	
39	60 000	68 000	72 500	77 500	83 000	88 500	94 000	99 500	105 500	111 500		
*Two consecutive sets of tandem axles may carry a load of 34,000 pounds each if the overall distance between the first and last axles is 36 feet or more.												
The values in this table reflect the Federal Highway Administration's policy of rounding down when calculated weights fall exactly halfway between 500-pound increments. Because the Bridge Formula is designed to protect highway infrastructure, FHWA has determined that this conservative policy is consistent with the statutory mandate.												

Axle Spacing Feet	Table 11: Bridge Weight Formula Table (continued)										
	Number of Axles										
	3	4	5	6	7	8	9	10	11	12	13
	Maximum Weight – Pounds										
40	60 000	68 500	73 000	78 000	83 500	89 000	94 500	100 000	106 000	112 000	117 500
41	60 000	69 500	73 500	78 500	84 000	89 500	95 000	101 000	106 500	112 500	118 000
42	60 000	70 000	74 500	79 000	84 500	90 000	95 500	101 500	107 000	113 000	119 000
43	60 000	70 500	75 000	80 000	85 000	90 500	96 000	102 000	107 500	113 500	119 500
44	60 000	71 500	75 500	80 500	85 500	91 000	97 000	102 500	108 000	114 000	120 000
45	60 000	72 000	76 000	81 000	86 500	91 500	97 500	103 000	109 000	114 500	120 500
46	60 000	72 500	77 000	81 500	87 000	92 500	98 000	103 500	109 500	115 000	121 000
47	60 000	73 500	77 500	82 000	87 500	93 000	98 500	104 000	110 000	115 500	121 500
48	60 000	74 000	78 000	83 000	88 000	93 500	99 000	104 500	110 500	116 000	122 000
49	60 000	74 500	78 500	83 500	88 500	94 000	99 500	105 000	111 000	116 500	122 500
50	60 000	75 500	79 500	84 000	89 000	94 500	100 000	106 000	111 500	117 500	123 000
51	60 000	76 000	80 000	84 500	90 000	95 000	100 500	106 500	112 000	118 000	123 500
52	60 000	76 500	80 500	85 000	90 500	95 500	101 500	107 000	112 500	118 500	124 000
53	60 000	77 500	81 000	86 000	91 000	96 500	102 000	107 500	113 000	119 000	124 500
54	60 000	78 000	82 000	86 500	91 500	97 000	102 500	108 000	113 500	119 500	125 500
55	60 000	78 500	82 500	87 000	92 000	97 500	103 000	108 500	114 500	120 000	126 000
56	60 000	79 500	83 000	87 500	92 500	98 000	103 500	109 000	115 000	120 500	126 500
57	60 000	80 000	83 500	88 000	93 500	98 500	104 000	109 500	115 500	121 000	127 000
58	60 000	80 000	84 500	89 000	94 000	99 000	104 500	110 000	116 000	121 500	127 500
59	60 000	80 000	85 000	89 500	94 500	99 500	105 000	111 000	116 500	122 000	128 000
60	60 000	80 000	85 500	90 000	95 000	100 500	106 000	111 500	117 000	122 500	128 500
61	60 000	80 000	86 000	90 500	95 500	101 000	106 500	112 000	117 500	123 500	129 000
62	60 000	80 000	87 000	91 000	96 000	101 500	107 000	112 500	118 000	124 000	129 500
63	60 000	80 000	87 500	92 000	97 000	102 000	107 500	113 000	118 500	124 500	130 000
64	60 000	80 000	88 000	92 500	97 500	102 500	108 000	113 500	119 000	125 000	130 500
65	60 000	80 000	88 500	93 000	98 000	103 000	108 500	114 000	120 000	125 500	131 000
66	60 000	80 000	89 500	93 500	98 500	103 500	109 000	114 500	120 500	126 000	132 000
67	60 000	80 000	90 000	94 000	99 000	104 500	109 500	115 000	121 000	126 500	132 500
68	60 000	80 000	90 500	95 000	99 500	105 000	110 500	116 000	121 500	127 000	133 000
69	60 000	80 000	91 000	95 500	100 500	105 500	111 000	116 500	122 000	127 500	133 500
70	60 000	80 000	92 000	96 000	101 000	106 000	111 500	117 000	122 500	128 000	134 000
71	60 000	80 000	92 500	96 500	101 500	106 500	112 000	117 500	123 000	128 500	134 500
72	60 000	80 000	93 000	97 000	102 000	107 000	112 500	118 000	123 500	129 500	135 000
73	60 000	80 000	93 500	98 000	102 500	107 500	113 000	118 500	124 000	130 000	135 500
74	60 000	80 000	94 500	98 500	103 000	108 500	113 500	119 000	124 500	130 500	136 000
75	60 000	80 000	95 000	99 000	104 000	109 000	114 000	119 500	125 500	131 000	136 500
76	60 000	80 000	95 500	99 500	104 500	109 500	115 000	120 000	126 000	131 500	137 000
77	60 000	80 000	96 000	100 000	105 000	110 000	115 500	121 000	126 500	132 000	137 500
78	60 000	80 000	97 000	101 000	105 500	110 500	116 000	121 500	127 000	132 500	138 500
79	60 000	80 000	97 500	101 500	106 000	111 000	116 500	122 000	127 500	133 000	139 000
80	60 000	80 000	98 000	102 000	106 500	111 500	117 000	122 500	128 000	133 500	139 500
81	60 000	80 000	98 500	102 500	107 500	112 500	117 500	123 000	128 500	134 000	140 000
82	60 000	80 000	99 500	103 000	108 000	113 000	118 000	123 500	129 000	134 500	140 500

Axle Spacing	Table 11: Bridge Weight Formula Table (continued)										
	Number of Axles										
	3	4	5	6	7	8	9	10	11	12	13
Feet	Maximum Weight – Pounds										
83	60 000	80 000	100 000	104 000	108 500	113 500	118 500	124 000	129 500	135 500	141 000
84	60 000	80 000	100 000	104 500	109 000	114 000	119 500	124 500	130 000	136 000	141 500
85	60 000	80 000	100 000	105 000	109 500	114 500	120 000	125 000	131 000	136 500	142 000
86	60 000	80 000	100 000	105 500	110 000	115 000	120 500	126 000	131 500	137 000	142 500
87	60 000	80 000	100 000	106 000	111 000	115 500	121 000	126 500	132 000	137 500	143 000
88	60 000	80 000	100 000	107 000	111 500	116 500	121 500	127 000	132 500	138 000	143 500
89	60 000	80 000	100 000	107 500	112 000	117 000	122 000	127 500	133 000	138 500	144 000
90	60 000	80 000	100 000	108 000	112 500	117 500	122 500	128 000	133 500	139 000	145 000
91	60 000	80 000	100 000	108 500	113 000	118 000	123 000	128 500	134 000	139 500	145 500
92	60 000	80 000	100 000	109 000	113 500	118 500	124 000	129 000	134 500	140 000	146 000
93	60 000	80 000	100 000	110 000	114 500	119 000	124 500	129 500	135 000	140 500	146 500
94	60 000	80 000	100 000	110 500	115 000	119 500	125 000	130 000	135 500	141 500	147 000
95	60 000	80 000	100 000	111 000	115 500	120 500	125 500	131 000	136 500	142 000	147 500
96	60 000	80 000	100 000	111 500	116 000	121 000	126 000	131 500	137 000	142 500	148 000
97	60 000	80 000	100 000	112 000	116 500	121 500	126 500	132 000	137 500	143 000	148 500
98	60 000	80 000	100 000	113 000	117 000	122 000	127 000	132 500	138 000	143 500	149 000
99	60 000	80 000	100 000	113 500	118 000	122 500	127 500	133 000	138 500	144 000	149 500
100	60 000	80 000	100 000	114 000	118 500	123 000	128 500	133 500	139 000	144 500	150 000
101	60 000	80 000	100 000	114 500	119 000	123 500	129 000	134 000	139 500	145 000	150 500
102	60 000	80 000	100 000	115 000	119 500	124 500	129 500	134 500	140 000	145 500	151 500
103	60 000	80 000	100 000	116 000	120 000	125 000	130 000	135 000	140 500	146 000	152 000
104	60 000	80 000	100 000	116 500	120 500	125 500	130 500	136 000	141 000	146 500	152 500
105	60 000	80 000	100 000	117 000	121 500	126 000	131 000	136 500	142 000	147 500	153 000
106	60 000	80 000	100 000	117 500	122 000	126 500	131 500	137 000	142 500	148 000	153 500

Legal Weight Calculation Examples

Table 12 shows the allowable legal weight for several common truck configurations. The tire size, number of axles, and axle spacing all affect the allowable legal weight. Smaller tire sizes, fewer axles, and closer axle spacing reduce the legal weight.

Table 13 and Table 14 illustrate how to calculate legal weights for any truck configuration. The worksheet of Table 15 can be used to calculate the legal load of truck with up to seven axles. An online interactive legal weight calculator at <https://sdaps.sd.gov/sdaps> can help operators determine the maximum allowable weight for any specific truck configurations.

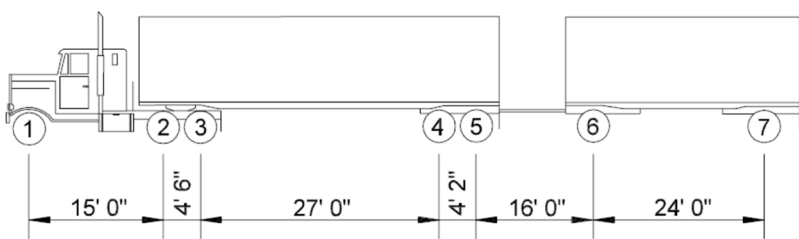
Table 12: Legal Weight Examples

Vehicle Description	Allowable Weights
Single Unit, 2-axle Truck	
Single Unit, Tandem Axle Truck	
Single Unit, Tridem Axle Truck	
4-axle Tractor-Semitrailer	
5-axle Tractor-Semitrailer	
6-axle Tractor-Semitrailer	
7-axle Tractor-Semitrailer	
Tractor-Semitrailer-Trailer Combination	

Table 13: Legal Weight Calculation Example 1

Axle No:	1	2	3	4	5	6	7
Axle Spacing:	16' 0"	4' 6"	4' 6"	32' 0"	4' 6"	4' 6"	
Tires:	2@11:00	2@11:00	4@11:00	4@11:00	2@12:00	2@12:00	2@12:00
Maximum Axle Wt: ¹	13,200	11,000	20,000	20,000	12,000	12,000	12,000
Group Description:							
4 axles in 25'	56,200	-----					
7 axles in 96'	92,200 ³	-----					
2 axles in 5'		31,000 ²	-----				
3 axles in 9'		43,000	-----				
6 axles in 50'		79,900	-----				
2 axles in 5'			34,000 ²	-----			
2 axles in 5'					24,000 ²	-----	
3 axles in 9'					36,000	-----	
2 axles in 5'						24,000 ²	-----
¹ Maximum weight on a single axle is limited to 20,000 pounds or the allowed weight per inch width per tire as defined in statute. In this configuration, the steering axle and axles equipped with dual tires are limited to 600 pounds per inch width of tire, while the remaining tires on axles 2, 5, 6, and 7 are limited to 500 pounds per inch width of tire.							
² Maximum weight on a two-axle group with axles spaced 96 inches or less apart is 34,000 pounds. Axles spaced 40 inches or less apart are considered a single axle.							
³ The maximum gross vehicle weight on Interstate Highways is limited to 80,000 pounds unless an annual Over 80,000 Pounds on Interstate Permit (page 48) has been issued to the vehicle. The Gross Vehicle Weight of this configuration is limited to 92,200 pounds.							

Table 14: Legal Weight Calculation Example 2

							
Axle No:	1	2	3	4	5	6	7
Axle Spacing:	15' 0"	4' 6"	27' 0"	4' 2"	16' 0"	24' 0"	
Tires:	2@12.00	4@11.00	4@11.00	4@11.00	4@11.00	4@11.00	4@11.00
Maximum Axle Wt: ¹	14,400	20,000	20,000	20,000	20,000	20,000	20,000
Group Description:							
3 axles in 20'	48,400	-----					
5 axles in 51'	80,000	-----					
6 axles in 67'	94,000	-----					
7 axles in 91'	113,000 ⁴	-----					
2 axles in 5'		34,000 ²	-----				
4 axles in 36'		68,000 ³	-----				
5 axles in 52'		80,500	-----				
6 axles in 76'		99,500	-----				
2 axles in 4'				34,000 ²	-----		
3 axles in 20'				51,000	-----		
4 axles in 44'				71,500	-----		
2 axles in 24'						40,000	-----

¹ Maximum weight on a single axle is limited to 20,000 pounds or the allowed weight per inch width per tire as defined in statute.

² Maximum weight on a two-axle group with axles spaced 96 inches or less apart is 34,000 pounds. Axles spaced 40 inches or less apart are considered a single axle.

³ Two consecutive sets of tandems may carry a gross load of 68,000 pounds (34,000 per tandem) provided the overall distance between the first and last axles of such consecutive sets of tandems is 36 feet or more.

⁴ The maximum gross vehicle weight on Interstate Highways is limited to 80,000 pounds unless an annual **Over 80,000 Pounds on Interstate Permit** (page 48) has been issued to the vehicle. The Gross Vehicle Weight of this configuration is limited to 113,000 pounds.

Table 15: Legal Weight Calculation Worksheet

Sketch your own vehicle here

Axle No:	1	2	3	4	5	6	7
Axle Spacing:							
Tires:	@	@	@	@	@	@	@
Maximum Axle Wt.:							
Group Description:							
_ axles in __'							
_ axles in __'							
_ axles in __'							
_ axles in __'							
_ axles in __'							
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_ axles in __'							
_ axles in __'							
_ axles in __'							

Notes:

Tolerances and Penalties

Tolerance for Hauling from Point of Harvest

Vehicles hauling agricultural products from a harvesting combine to the point of first unloading are granted a tolerance of 10 percent more than the legal limits if operating within a range of 50 miles of the harvested field. The fine or penalty applies only to that portion of the load more than 10 percent above the legal limit. This tolerance is not permitted on the Interstate Highway System.

Tolerance for Hauling from a Farm

Vehicles hauling agricultural products from farm storage or livestock from a farm are given a tolerance of 5 percent more than the legal limits if operating within a range of 50 miles of the loading site. Such vehicles may not exceed any posted weight of any bridge or road. This tolerance does not apply during spring load restrictions and is not permitted on the Interstate Highway System. The fine or penalty applies to the portion of the load more than five percent above the legal limit.

Overweight Penalties

A vehicle that is overweight on a tire, wheel, axle, or axle group is not allowed to proceed until it is made legal by either shifting the load or unloading part of the load. An overweight violation is a Class 2 misdemeanor punishable by up to a \$500 fine or 30 days in jail, or both. In addition, a civil penalty in the following amount is charged:

Table 16: Overweight Penalty Schedule

Pounds Overweight	Civil Penalty
1,001 pounds to 3,000 pounds	5 cents/pound
3,001 pounds to 4,000 pounds	15 cents/pound
4,001 pounds to 5,000 pounds	22.5 cents/pound
5,001 pounds to 10,000 pounds	37.5 cents/pound
Over 10,000 pounds	75 cents/pound

The civil penalty is assessed at a single rate according to the cents per pound penalty for the highest weight violation. For example, the penalty for a vehicle 4,200 pounds overweight is $\$0.225 \times 4200 = \945.00 .

Routes with Special Restrictions

Restrictions During the Sturgis Motorcycle Rally

Certain large loads are restricted on state, US, and Interstate highways in the Black Hills area (Custer, Fall River, Lawrence, Meade, and Pennington counties) during the Sturgis Motorcycle Rally period from the Thursday before the first Friday in August through the Sunday after the second Friday of August.

Single-Trip permits require approval from the South Dakota Department of Transportation's Rapid City Region Engineer or designee if any of the following conditions exist:

- an escort vehicle is required
- the permit vehicle is unable to maintain a speed within 10 mph of the posted speed limit
- the permit vehicle length exceeds 110 feet
- the permit vehicle width exceeds the values for the highways shown in Table 17

Table 17: Sturgis Rally Width Restrictions

County	Location	Highway				All Other Highways
		I-90	SD44	SD79	US212	
Custer	all locations			14'		10'
Fall River	all locations					14'
Lawrence	all locations	10'		10'		10'
Meade	all locations	10'		10'	14'	10'
Pennington	east of Rapid City	14'	14'			10'
	south of Rapid City			14'		10'
	all other locations	10'	10'	10'		10'

Individual trips by annual permit holders require similar approval if any of the following conditions exist:

- an escort vehicle is required
- the permit vehicle is unable to maintain a speed within 10 mph of the posted speed limit
- the permit vehicle length exceeds 110 feet
- the permit vehicle width exceeds 14 feet
- the permit vehicle width exceeds 10 feet on any highway except US18 and highways south of US18

Travel must occur between one half hour before sunrise and 10:00 am. The Rapid City Region Engineer can be contacted during regular business hours at (605) 394-2244.

Black Hills Tunnels and Roads

Tunnels with limited height and width exist at several locations in the Black Hills. Commercial traffic should not use these sections of SD87 and US16A as through routes.

Table 18: South Dakota Tunnel Locations

Route	Tunnel Name	Milepost	Location	Width	Height
SD87	Iron Creek	66.85	6 mi SE of Sylvan Lake	9'-0"	11'-4"
	Needles Eye	71.97	2 mi SE of Sylvan Lake	8'-4"	11'-3"
	Hood	74.64	1 mi N of Sylvan Lake	10'-6"	9'-10"
US16A	Scovel Johnson	50.49	6.5 mi S of Keystone	13'-2"	12'-4"
	C. C. Gideon	53.01	4 mi S of Keystone	13'-0"	11'-0"
	Doane Robinson	53.65	3 mi S of Keystone	13'-2"	12'-2"
	Miners Gateway	57.48	1 mi N of Keystone	41'-10"	15'-8"

Posted Weight Restrictions

Vehicle weights are restricted on some bridges on the State Highway System and on many county, township, and other local bridges and roads. The South Dakota Department of Transportation publishes a list of load-restricted bridges on the State Highway System, ordered by highway number and mileage reference marker, at <https://sdtruckinfo.sd.gov/posted-structures>. Signs are posted at the restricted locations.

Restrictions on gross weight and axle weight are signed to show the applicable limits in tons as shown in Figure 2.



Figure 2: Gross and Axle Weight Limit Signs

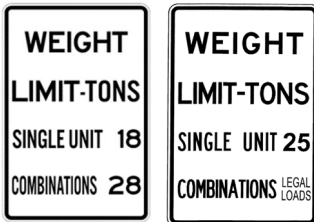


Figure 3: Single Unit and Combination Weight Limit Signs

Restrictions may apply to single-unit vehicles, combination vehicles, or both, as shown in Figure 3.

Structures restricted for heavy emergency vehicles such as fire trucks and towing equipment are signed as shown in Figure 4. A list of restricted structures on the State Highway System resides at <https://sdtruckinfo.sd.gov/ev-posted-structures/>.

EMERGENCY VEHICLE WEIGHT LIMIT	EMERGENCY VEHICLES
SINGLE AXLE xxT	SINGLE AXLE xxT
TANDEM xxT	TANDEM xxT
GROSS xxT	GROSS xxT

Figure 4: Emergency Vehicle Weight Limit Signs

Seasonal Load Restrictions

Certain highways are subject to spring load limits during the period of February 15 to April 30. Limited overweight permits are issued while spring load limits are in effect. Information on spring load limits may be obtained from the Department of Transportation at (605) 773-3704 or at <https://sdtruckinfo.sd.gov/spring-load-restrictions>.

Winter Weather Restrictions

Studded Tire/Chain Law

South Dakota allows vehicles to use studded tires from October 1 through April 30. Some highways, particularly in the Black Hills region, may require motor vehicles equipped with chains, studded tires, or snow tires. Travel restrictions are conspicuously signed.

Enforced Road Closures

South Dakota may close or restrict the use of any state trunk highway for the protection and safety of the public due to inclement weather. Closures and restrictions may be announced by erection of suitable barriers to restrict or prohibit travel; notice in generally available media outlets; signing or warning devices on the highway; or flagpersons to direct traffic. Closures and restrictions are announced on South Dakota's SD511 Traveler Information Service (page 9).

Persons who fail to observe the restriction or occupy a closed highway may be subject to a penalty of up to \$1,000 plus the actual cost to rescue the violator, any passengers, and the vehicle in an amount not to exceed \$10,000.

CHAPTER 6: COMMERCIAL & AGRICULTURAL VEHICLE PERMITS

Under certain conditions, commercial vehicle operators may need permits to operate trucks that exceed South Dakota's vehicle size and weight limits. Permits may be issued for specific size and weight vehicles and combinations, for specific loads, on specific roads, and for specific time periods.

The following permits may be required:

- temporary trip permits
- hazardous material permits
- oversize and overweight permits

All oversize and overweight permits must be purchased before entering the state with the load.

Permit Application

An application for a permit does not guarantee permit approval. An oversize or overweight permit is issued only if the travel route provides the necessary clearances and load capacity to allow the safe passage of the load. Unless specifically stated in the permit rules or on the permit, the permit vehicle must comply with all of South Dakota's motor vehicle laws.

Permits may be obtained online using the South Dakota Automated Permitting System website at <https://sdtruckinfo.sd.gov>, which allows motor carriers to apply for South Dakota permits and to pay permit fees via credit card or escrow account.

Permits may also be obtained from the SDHP Permit Center by telephone at (605) 224-SEMI (7364) between 7:00 am and 7:00 pm Monday through Friday. They may also be acquired by letter or in person from any Highway Patrol District Office, Highway Patrol Trooper, or Motor Carrier Inspector. Books of permits may be purchased only from the South Dakota Highway Patrol, Motor Carrier Services, 118 W. Capitol Avenue, Pierre, SD 57501.

Operating Requirements for Permitted Vehicles

Permits must be carried in the permitted vehicle and must be presented to any law enforcement official upon demand. Self-issued or telephonic permits must be completely filled out by the permittee. A permit is void if a permittee violates the terms of the permit or fails to properly fill out the permit. A voided permit is the same as not having a permit.

Liability Insurance

Permitted vehicles must be covered by liability insurance in the minimum amounts of \$100,000 per person, \$300,000 per accident, and \$100,000 property damage. The issuance of a permit does not relieve the permit holder from liability for damages caused to any person or property.

Warning Flags & Signs for Oversize Movement

Red or orange warning flags at least 18" by 18" in size must be displayed on all oversize vehicles or loads. Flags must be attached to all corners of vehicles on loads wider than 8' 6". Flags must be attached to all corners of any load that extends beyond the width of the hauling vehicle.

Warning signs must be displayed on all vehicles issued an oversize permit if they exceed 95 feet in length or 12 feet in width or if they will operate during nighttime hours. Nighttime operation requires reflectorized or lighted signs. Acceptable sign text includes "OVERSIZE LOAD", "OVERSIZED LOAD", "WIDE LOAD", and "LONG LOAD". One sign must be mounted on the front of the vehicle and be visible to oncoming traffic. Another sign must be mounted on the rear and be visible to traffic approaching from the rear. Signs must be at least 18" high by 84" wide and legible at 500 feet.

Escort Vehicles

Escort vehicles are required for:

- vehicles wider than 16 feet traveling on the Interstate Highway System; and
- vehicles wider than 20 feet traveling on the State Highway System.

Escort vehicles must travel in front of the oversize vehicle on undivided highways and behind it on divided highways. Escort vehicles may also be required because of route limitations, traffic conditions, or unusual vehicle configurations.

Escort vehicles must:

- be licensed motor vehicles but not motorcycles;
- display a revolving amber light or two-way flashing amber lights at least 4" in diameter; and
- carry signs with wording such as "WIDE LOAD AHEAD" or "WIDE LONG LOAD" in letters at least 12" high. The sign "WIDE LOAD AHEAD" must be mounted on the front of the leading escort vehicle. The sign "WIDE LONG LOAD" must be mounted on the back of the trailing escort vehicle. Bright red or orange flags at least 12" square must be mounted on brackets or standards on each side of the signs. Signs must be covered or removed when not actually escorting a load.

Multiple escorts and flagpersons are required if the load extends more than 2 feet into the adjacent driving or passing lane or if the width of the vehicle does not allow other traffic to pass without the vehicle or the other traffic driving on the shoulder. The permit issuing authority may also require additional escorts and flagpersons.

Nighttime Operation

Oversize vehicles may move at night in limited circumstances. When they do, they must meet the requirements for Warning Flags & Signs for Oversize Movement (page 42) and the following special lighting requirements:

- If the transported load projects more than 4 inches beyond the width of the vehicle, it must be marked with:
 - one or more amber lamps and reflectors visible from the front and side, marking the load's foremost edges at their outermost extremity;
 - one or more red lamps and reflectors visible from the rear and side, marking the load's rearmost edges at their outermost extremity; and

- one or more amber lamps and reflectors visible from front, side, and rear marking any portion of the of the load extending beyond its foremost and rearmost edges.
- If the transported load overhangs the rear of the vehicle by more than 4 feet, it must be marked with:
 - one or more red lamps and reflectors visible from the rear and both sides, marking the rear of the load overhang, if the overhang is 2 feet wide or less; and
 - one or more red lamps and reflectors visible from the rear and side, marking each rear corner of the load overhang, if the overhang is wider than 2 feet.
- If transported load overhangs the front of the vehicle by more than 3 feet, it must be marked with:
 - one or more amber lamps and reflectors visible from the front and both sides, marking the front of the overhang, if the overhang is 2 feet wide or less; and
 - one or more amber lamps and reflectors visible from the front and side, marking each front corner of the load overhang, if the overhang is wider than 2 feet.

Each lamp must be visible at all distances between 50 and 500 feet under clear atmospheric conditions. Each reflector must be visible at all distances between 50 and 500 feet under clear atmospheric conditions when lit by lawfully lighted headlamps.

Interstate Highways

Oversize vehicles, including vehicles with permits for more than 80,000 pounds on Interstate Highways and Longer Combination Vehicles, may move at night on Interstate Highways unless:

- an escort is required;
- vehicle width exceeds 10 feet;
- vehicle height exceeds 14 feet 6 inches;
- the vehicle is a single unit more than 45 feet long;
- the vehicle is a combination more than 110 feet long;
- the vehicle is a 2-unit combination with an individual unit more than 60 feet long; or

- the vehicle is a combination of 3 or more units with any individual unit more than 48 feet long.

Other Highways

Overweight permit vehicles may move at night provided they do not require an escort. No movement of oversize vehicles at night is allowed without permits issued for overlength Longer Combination Vehicles, emergency movement, or interests of national defense.

Agriculture-Specific Permits

Baled Feed, Straw or Solid Waste Permit

An Extended Period permit may be purchased to haul overwidth baled feed, flax straw, or solid waste on a truck. The load may not exceed a width of 12 feet. The permit fee is \$60.

Custom Harvest Fleet Permit

Permits are required for custom harvesters to operate a fleet of overwidth or overheight vehicles on the State Trunk Highway System. Under this permit, vehicles may not delay other vehicles more than five minutes. Vehicles traveling in convoys must maintain at least 500 feet of separation between vehicles. Signs, signposts, bridge clearance markers, or any other highway feature restricting the width of the traveled way may not be removed or deformed to allow the vehicle to pass. Repair to damage of these features is the responsibility of the custom harvester. A copy of the permit must be kept in the permitted vehicle. The permit fee is \$60. This permit should not be confused with the Harvest Permit (page 46) issued for individual vehicles.

Stack Mover Permit

Permits are required for the movement of baled or loose-stacked livestock feed on oversize truck-mounted or tractor-towed stack movers on State Trunk Highways. This permit allows the vehicle to move oversize when empty or loaded. No movement is allowed on the Interstate Highway System unless no parallel route is available.

Table 19: Stack Mover Maximum Dimensions

Dimension	Maximum Value
Length	60 feet
Height	18 feet
Width Loaded	20 feet
Width Empty	Stack movers built <u>before</u> July 1, 1991 may move empty up to 17 feet wide
	Stack movers built <u>after</u> June 30, 1991 may move empty up to 16 feet wide

This permit allows for the lifting of lift axles to make turns and for slow movement on Interstate Highways. An amber strobe or revolving light is required. Flags are required on the left front and rear of the stack mover's bed. An "OVERSIZED LOAD" sign is required for movement on Interstate Highways. The permit fee is \$60.

Farm Implement Dealer Permit

An Extended Period permit may be issued to a farm implement dealer or a commercial operator of farm machinery for moving oversize vehicles or equipment over state highways. This permit is valid for overwidth loads up to 16 feet wide on Interstate Highways and up to 20 feet wide on other state highways. Loads exceeding these widths require a Single-Trip permit to allow a dealer to road-deliver a self-propelled farm implement instead of hauling it. The permit also allows some tolerance for units that are overweight on an axle or tire, provided certain conditions can be met. The permit fee is \$60.

Harvest Permit

Residents

South Dakota residents engaged in custom harvesting must comply with commercial licensing laws. Vehicles licensed commercially must display on each power unit a license sufficient for the total gross weight of the vehicle and its load plus any trailer and its load.

South Dakota commercially licensed vehicles are not required to purchase trip permits, temporary commercial license, or harvest permits. Resident vehicles that are licensed non-commercially and

used to commercially harvest in South Dakota must display a temporary commercial license or a harvest permit.

Pickups and service trucks carrying over 500 pounds of harvest equipment, tools, or fuel supplies must display some form of commercial license (trip permit, South Dakota commercial license plates, temporary commercial license, or a harvest permit). Passenger vehicles, mobile homes, and camper vehicles are exempt from commercial licensing.

Farmers temporarily engaged in custom harvesting are treated like any other custom harvester. However, farmers harvesting their own fields are exempt from commercial licensing.

A temporary commercial license used for harvest purposes should be displayed in the lower passenger side of the windshield, to allow for easier and quicker identification by law enforcement officers.

Nonresidents

Nonresidents engaged in custom harvesting in South Dakota must purchase harvest permits for each grain-hauling truck, tractor, and trailer.

Passenger vehicles, empty trucks and empty pickups pulling mobile homes or camper trailers are not required to pay additional license fees. Pickups and service trucks carrying over 500 pounds of harvest equipment, tools or fuel supplies will be required to display some form of commercial license (trip permits, South Dakota commercial license plates, temporary commercial license, or a harvest permit).

Trucks loaded with or pulling combines or other harvest equipment are treated like any other loaded truck and considered according to the base license of the vehicle. Vehicles displaying a valid harvest permit are not required to purchase a trip permit for their travel into or through the state.

General Information

Any motor vehicle or trailer owned and operated by a resident, provided it is not commercially licensed, or by a non-resident harvesting agricultural products may be operated upon highways,

roads, and streets of this state upon payment of a \$75 fee for a harvest permit.

Harvest permits are required for vehicles used to haul agricultural products or service harvesting equipment. They are available to both foreign and South Dakota licensed harvesters. A permit is required for each truck or tractor and for each grain-hauling trailer. The harvest permit must be displayed in the lower center of the windshield.

Harvest permits may be obtained from any County Treasurer, Port of Entry, South Dakota Highway Patrol District Office, Highway Patrol Trooper, or Motor Carrier Inspector. Permits may also be obtained online at <https://sdtruckinfo.sd.gov> or by sending a check or money order along with a copy of the current registration for each vehicle to be permitted to Motor Carrier Services, South Dakota Highway Patrol, 118 W. Capitol Avenue, Pierre, SD 57501.

Interstate-Specific Permits

Only Single-Trip permits are issued for movement of overweight vehicles on Interstate Highways.

Over 80,000 Pounds on Interstate Permit

A permit is available to allow a motor vehicle to exceed 80,000 pounds on Interstate Highways. The permit does not allow a motor vehicle to exceed its legal axle weight, legal tire weight, the weight allowed by the Bridge Weight Formula, or its commercial motor vehicle licensed weight. Except straight trucks or tractor-semitrailer combinations, vehicles may not exceed a speed of 65 miles per hour. The fee for an annual permit is \$60. A \$25 Single-Trip permit may be purchased in lieu of an annual permit.

Slow Movement on Interstate Permit

An Extended Period permit is available to allow the movement of a vehicle that cannot maintain a speed of 40 miles per hour on Interstate Highways. The vehicle must display flashing warning lights and must be driven as far to the right as possible. The permit is valid only when no parallel route is available. The fee for the Extended Period permit is \$60. A \$25 Single-Trip permit may be purchased in lieu of an Extended Period permit.

Extended Period Permits

Electric Utility Permit

An Extended Period permit may be issued to an electric utility company for the movement of overlength utility poles up to 85 feet long on a vehicle consisting of a straight-truck-trailer combination or a tractor-semitrailer combination. Poles over 85 feet long require a Single-Trip Oversize/Overweight Permit (page 53).

Vehicle movement must meet warning sign requirements for oversize loads (page 42), as well as special flagging and lighting requirements of ARSD 70:03:01:108 and rear escort requirements of ARSD 70:03:01:109. Utilities should contact South Dakota Highway Patrol, Motor Carrier Services, 118 W. Capitol Avenue, Pierre, SD 57501, (605) 773-4578 for more information.

The Extended Period electric utility permit is assigned to the utility company. The utility company must make a copy of the permit for each permitted vehicle, fill in the blanks for “Make of Truck”, “State”, “License No.”, and “Serial No.”, and place the copy of the permit in the vehicle. The permit fee is \$60. Violation of the terms of the permit may result in revocation without a refund.

Oversize Permit—Non-divisible Loads

An Extended Period permit is available for the movement of a non-divisible oversize (but not overweight) load being hauled on a single unit or combination of two units. The loaded vehicle may not exceed a width of 14 feet 6 inches, and its side overhang may not exceed 3 feet 3 inches. Total combined front and rear overhang may not exceed 30 feet. Total length of a single unit vehicle is limited to 60 feet, including load overhang. Total length for a two-unit combination is limited to 85 feet, including load overhang, and the second unit’s wheelbase may not exceed 43 feet. Additional rear overhang limitations apply based on wheelbase. The permit fee is \$60.

Oversize Trailer Permit

An Extended Period permit is available for the movement of a vehicle consisting of a truck-tractor pulling a unit or components of a unit designed to haul oversize or overweight loads. The vehicle may be up to 10 feet wide and 110 feet long. Nighttime movement is allowed if the unit is only overlength. The unit must be properly signed and must not carry a load that exceeds the width of the unit in its narrowest configuration. The permit fee is \$60.

Self-Propelled Equipment Permit

An Extended Period permit is available to allow the daytime movement of self-propelled equipment up to 10 feet wide and 55 feet long. The permit fee is \$60.

Booster Axle Permit

This Extended Period permit allows legal movement of overweight straight trucks using a booster axle. The weight supported on any tire mounted on the booster axle cannot exceed 600 pounds per inch of tire width. The permit fee is \$60.

Lift Axle or Variable Load Axle Permit

An Extended Period permit is available to allow a motor vehicle to be overweight due to the lifting of a lift axle or variable load axle while making a turn. The permit allows lifting only one axle up to 100 feet before the turn, and the axle must be lowered within 100 feet after completing the turn. The permit fee is \$60 and is available from any permit issuing authority. It is not valid on Interstate Highways.

A South Dakota registered motor vehicle equipped with a lift axle or variable load axle must have the pressure control, which adjusts the weight carried on the lift axle, mounted outside the driver's compartment, beyond the reach of anyone in the vehicle. The control to fully raise or lower the lift axle may be accessible to the driver only if it does not also function as the pressure control device.

Manufactured Home Permit

An Extended Period permit may be obtained for the movement of a manufactured home up to 16 feet wide, 15 feet high, and 80 feet long. The fee for the Extended Period permit is \$60 per truck. A Single-Trip permit may be obtained to move a manufactured home that exceeds the size limits for an annual permit fee of \$25.

Manufactured homes 8 to 10 feet wide require a 6,000 GVW tow vehicle. Those over 10 feet but 12 feet or less wide require an 8,000 GVW tow vehicle. Those more than 12 feet but less than 18 feet wide require a 9,000 GVW tow vehicle. Manufactured homes may not be moved when winds exceed 25 miles per hour.

Multiple-Trip Construction Equipment Permit

A multiple-trip permit allows movement of oversize/overweight construction equipment on state highways within an area defined as a base county and counties bordering the base county. The permit is not valid on Interstate Highways.

An additional overweight fee is charged for the overweight permits. The fee is 50 cents per month for each designated county for each ton or fraction of a ton that the unit's gross weight is over the legal weight limit. Route verification with the SDHP Permit Center is required every 30 days if the permit is used for overweight loads.

The permit fee, excluding additional overweight fees, is \$5 per county per month but no more than \$20 per month for all the counties in the area. The minimum total fee for the permit, including additional overweight fees, is \$25.

Municipal Sludge Vehicle Permit

A permit issuing authority may issue an Extended Period oversize/overweight permit for a sludge vehicle owned and operated by a municipality. The permit is only available for vehicles purchased before July 1, 1984 and is subject to route approval by the Department of Transportation. There is no charge for the permit.

Overlength Semitrailer Permit

An Extended Period permit may be purchased to move a semitrailer over 53 feet long but not longer than 60 feet. The overall length of the tractor and semitrailer may not exceed 80 feet. Reflective tape must be applied along each side and across the rear of the trailer. Rear under-ride protection must be provided under certain conditions. Off-tracking and semitrailer rear overhang are restricted. The Extended Period permit may be purchased for a fee of \$60. A Single-Trip permit may be purchased for \$25.

Oversize Permits for Governmental Entities

There is no charge for permits issued to government entities including state agencies, local government subdivisions of South Dakota, foreign states and their local subdivisions, and the US Government and its agencies, departments, and divisions. Any special operating restrictions are stated on the permit.

Single-Trip Permits

30-Day Temporary Commercial Vehicle Permit and Single-Trip Commercial Vehicle Permit

A 30-day temporary commercial license permit or a Single-Trip permit may be purchased to obtain temporary commercial authority or to increase allowable Gross Vehicle Weight. Some other form of vehicle license must be attached to the vehicle before either permit is valid.

30-day temporary permits may be purchased from a County Treasurer's Office, Port of Entry, online, or from any other permit issuing authority designated by the Department of Revenue. Fees vary according to vehicle weight as shown in Table 18.

Single-Trip permits are available from any permit issuing authority, except the County Treasurer's Office, at a cost of \$15. For more information, contact the Department of Revenue at (605) 773-3541 or the South Dakota Highway Patrol Permit Center at (605) 773-SEMI (7364).

Table 20: Temporary Commercial License Fee Schedule

Licensed Weight		Permit Type		Licensed Weight		Permit Type	
Pounds	Tons	30-Day	Annual*	Pounds	Tons	30-Day	Annual*
				52,000	26	\$142	\$890
4,000	2	\$9	\$85	54,000	27	\$149	\$930
6,000	3	\$11	\$100	56,000	28	\$156	\$970
8,000	4	\$13	\$115	58,000	29	\$163	\$1,010
10,000	5	\$15	\$130	60,000	30	\$170	\$1,050
12,000	6	\$18	\$150	62,000	31	\$177	\$1,090
14,000	7	\$21	\$175	64,000	32	\$184	\$1,130
16,000	8	\$24	\$200	66,000	33	\$191	\$1,170
18,000	9	\$27	\$225	68,000	34	\$198	\$1,210
20,000	10	\$30	\$250	70,000	35	\$205	\$1,250
22,000	11	\$37	\$290	72,000	36	\$212	\$1,290
24,000	12	\$44	\$330	74,000	37	\$219	\$1,330
26,000	13	\$51	\$370	76,000	38	\$226	\$1,370
28,000	14	\$58	\$410	78,000	39	\$233	\$1,410
30,000	15	\$65	\$450	80,000	40	\$240	\$1,457
32,000	16	\$72	\$490	82,000	41	\$247	\$1,497
34,000	17	\$79	\$530	84,000	42	\$254	\$1,537
36,000	18	\$86	\$570	86,000	43	\$261	\$1,577
38,000	19	\$93	\$610	88,000	44	\$268	\$1,617
40,000	20	\$100	\$650	90,000	45	\$275	\$1,657
42,000	21	\$107	\$690	92,000	46	\$282	\$1,697
44,000	22	\$114	\$730	94,000	47	\$289	\$1,737
46,000	23	\$121	\$770	96,000	48	\$296	\$1,777
48,000	24	\$128	\$810	98,000	49	\$303	\$1,817
50,000	25	\$135	\$850	100,000	50	\$310	\$1,857
Over 50 tons, 30-day commercial fees are \$7 for each ton or major fraction thereof							
Over 50 tons, annual commercial fees are \$40 for each ton or major fraction thereof							
*Vehicles 10 years old or older pay 90% of the annual fee							

Single-Trip Oversize/Overweight Permit

A Single-Trip permit is available for movement of a non-divisible load that is oversize or overweight. A Single-Trip permit may also be purchased in place of any annual permit. Special restrictions—such as routing, escort requirements, speed restrictions, driving down centerline of a bridge, etc.—may be placed on oversize/overweight movements.

No permit may be issued to allow 2-, 3-, or 4-axle motor vehicles hauling non-divisible loads to exceed 10 percent overweight. Permits may be issued to 2-, 3-, or 4-axle self-propelled or tow-away equipment to be more than 10 percent overweight.

No permits may be issued for an overwidth load that exceeds the width of the narrowest axle on the trailer carrying the load by more than three times. Loads exceeding this width must be hauled on a trailer with extra-width axles or multiple line axle groups.

Movement of earthmoving equipment individually or in convoy requires a front escort vehicle. Rubber-tired road construction equipment may not exceed a speed of 20 miles per hour and if the unit bounces the speed must be reduced further. Units moving in a convoy may not be spaced closer than 500 feet or farther than 3,000 feet apart.

Oversize/overweight permits must be secured before moving the combination or entering the state. Single-Trip permits may be purchased individually or in books of ten for \$25 per permit. If the vehicle exceeds 40,000 pounds on two axles, 60,000 pounds on three axles, 80,000 pounds on four axles, 85,000 pounds on five axles, 90,000 pounds on six axles, and 95,000 or more pounds on seven or more axles, an additional overweight fee is charged at a rate of two cents per ton-mile for the excess weight.

Travel at night is restricted (see Nighttime Operation on page 43 for exceptions).

Depending on the vehicle size and weight and the requested route, some permit applications require review by the Department of Transportation or the Highway Patrol. The review typically takes up to two working days, but loads that exceed 200,000 pounds, loads that are overweight and wider than 12 feet, and loads more than 16 feet high may take longer. Please allow adequate time to process the permit request.

Permit to Move to Weigh Scale

A Single-Trip permit is available to allow a motor vehicle to move to the nearest available public or private scale to determine whether the load is properly placed on the motor vehicle. Before a Single-Trip permit is requested, the operator must obtain approval from the private scale operator to weigh the vehicle and its load. A motor vehicle operator issued a permit to move to a weigh scale may not leave the scale site unless the load conforms to all legal weight limits or an overweight permit is obtained. The fee for a permit to move to a weigh scale is \$25.

Emergency Declaration Permit

An Extended Period permit may be issued to a vehicle or a fleet of vehicles upon declaration of an emergency by the Governor. The vehicle may consist of one or more units that exceed size limitations and are transporting commodities to alleviate the emergency. The permit may allow movement of vehicles that are oversize but not overweight at certain times of day. Conditions and limitations depend on the type of emergency and may differ for each emergency. The permit will stipulate the conditions and duration. Emergency declaration permits are issued at no cost.

Emergency Single-Trip Oversize/Overweight Permit

A Single-Trip permit is available to allow movement of a non-divisible oversize or overweight load on any State Trunk Highway to locations of emergencies. The term “locations of emergencies” is defined as any location within the State of South Dakota where:

- the Governor of South Dakota has declared an emergency;
- conditions jeopardize the health, safety, or welfare of the residents of South Dakota;
- a hazardous material emergency exists;
- a national defense emergency exists; or
- a train derailment has occurred.

The approval of an emergency Single-Trip oversize/overweight permit is subject to all the conditions of a normal Single-Trip oversize/overweight permit except that:

- Approval is available any time during the day or night.
- To expedite the permit issuance process, permit applicants may ask the Department of Transportation to perform a special pre-trip analysis of the desired routes for known vehicle configurations. Permit applicants should contact the Department of Transportation at (605) 773-3704 for further information.
- Permit applicants requesting a special pre-trip route analysis may also request a variance from the Department of Transportation to allow the permit vehicle to operate

during the spring load limit period up to the maximum axle weights normally allowed.

- An oversize permit vehicle normally restricted to movement during daylight hours may be allowed to move at night if, in addition to meeting the lighting requirements of Nighttime Operation (page 43), it is equipped with additional warning lights consisting of at least one, but not more than three flashing yellow or amber lights mounted above the roof or cab line of the permit vehicle. The lights must be visible for 500 feet in all directions. When moving at night, the permit vehicle must be accompanied by front and rear escort vehicles that meet the following requirements:
 - a. Escort vehicles must be a passenger car or two-axle truck at least 60 inches wide. They may not be oversize or overweight and their gross vehicle weight may not exceed 12,000 pounds.
 - b. Escort vehicles must be equipped with additional warning lights consisting of at least one, but not more than three, flashing yellow or amber lights mounted above the roof or cab line of the escort vehicles. The lights must emit a light that is visible from all directions for 500 feet.
 - c. Escort vehicles must be equipped with an “OVERSIZE LOAD” sign that is visible to traffic approaching the front of a front escort and the rear of a rear escort. At a minimum, the sign must be 12 inches high and 60 inches wide. Letters on the sign must be 8-inch block uppercase with 1-inch stroke. The colors must be black letters on yellow background. The sign must be reflectorized and must be visible to approaching traffic from 500 feet. Other appropriate warning messages may be used in lieu of “OVERSIZE LOAD”.
 - d. Escort vehicles must be able to maintain voice communication between the permit vehicle and escort vehicles at all times.

- e. The spacing between the escort vehicle and the permit vehicle should be a minimum of 500 feet and a maximum of 1000 feet. Convoy movement of multiple permit vehicles is allowed with a single front and a single rear escort vehicle.

Return trips from locations of emergencies and normally scheduled movement of defense items are not considered emergency movements and are handled as normal Single-Trip oversize/overweight permit requests, except that vehicles returning from the location of an emergency and operating under a spring load limit variance may return to their point of origin or other approved location.

Longer Combination Vehicle Permit

The Longer Combination Vehicle (LCV) permit allows specific vehicle combinations to operate on Interstate Highways and other specified State Highways at lengths up to 110 feet (except for Truck-Trailer combinations, which are limited to 85 feet) and at weights up to 129,000 pounds. Permits are only available in books of ten, at a cost of \$100 per book, from the South Dakota Highway Patrol, Motor Carrier Services, 118 W. Capitol Avenue, Pierre, SD 57501 (605) 773-4578.

Authorized combinations include:

Table 21: LCV Combination Length Limits

Combination	Semitrailer/Trailer Maximum Length	Total Vehicle Maximum Length
Tractor-Semitrailer-Semitrailer	48 feet	110 feet
Tractor-Semitrailer-Trailer	48 feet	110 feet
Tractor-Semitrailer-Semitrailer-Semitrailer	28.5 feet	110 feet
Tractor-Semitrailer-Trailer-Trailer	28.5 feet	110 feet
Truck-Trailer	48 feet	85 feet

Tractors and trucks may not exceed 45 feet. A semitrailer or trailer may not be longer than the trailer located immediately ahead of it.

The LCV may not exceed a gross weight of 129,000 pounds, 20,000 pounds on a single axle, 34,000 pounds on a tandem axle or the weight as allowed by the Bridge Weight Formula on any axle group combinations. The weight on a steering axle may not exceed 600 pounds per inch width of tire, and the weight on all

other axles may not exceed 500 pounds per inch width of tire. All axles except the steering axle must be equipped with four tires. A semitrailer or trailer may not weigh 3,000 pounds more than the trailer immediately ahead of it. Lift axles and belly axles are not considered load-carrying axles and do not count when determining the vehicle's weight limits. Axles that are spaced eight feet or less apart must weigh within 500 pounds of each other.

The LCV's calculated off-tracking may not exceed 8.75 feet for a turning radius of 161 feet, as calculated by the formula:

$$\text{Maximum Offtracking} = TR - \sqrt{TR^2 - (L_1^2 + L_2^2 - L_3^2 + L_4^2 + L_5^2)}$$

where TR is the specified turning radius (161 feet) and L_1 through L_5 are measured as shown in Figure 5. **Error! Reference source not found.** can be used to calculate off-tracking.

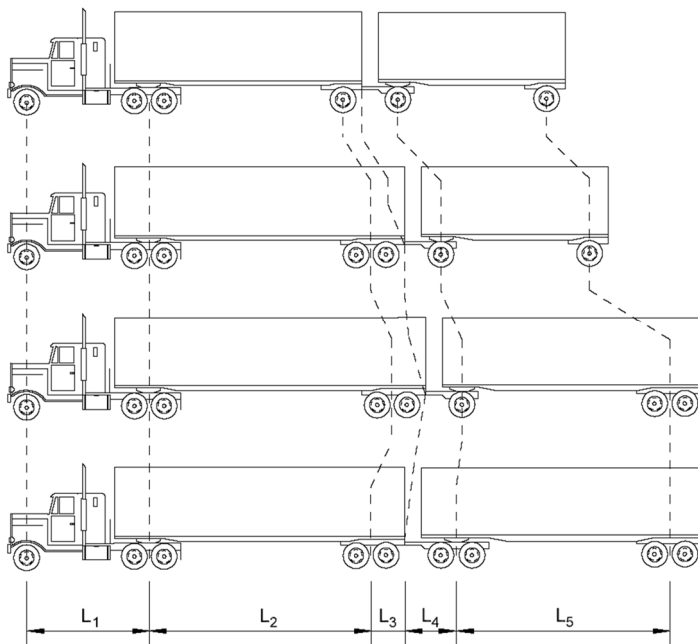


Figure 5: Off-Tracking Calculation Dimensions

Table 22: Off-tracking Calculation Procedure

Step		Step	
(1)	$L_1 = \text{_____ feet}$	(6)	$L_1 \times L_1 = \text{_____}$
(2)	$L_2 = \text{_____ feet}$	(7)	$L_2 \times L_2 = \text{_____}$
(3)	$L_3 = \text{_____ feet}$		
(4)	$L_4 = \text{_____ feet}$	(8)	$L_4 \times L_4 = \text{_____}$
(5)	$L_5 = \text{_____ feet}$	(9)	$L_5 \times L_5 = \text{_____}$
(10)	$161 \times 161 =$		25921.00
(11)	$L_3 \times L_3 =$		_____
(12)	Add (10) + (11)		_____
(13)	Add (6) + (7) + (8) + (9)		_____
(14)	Subtract (13) from (12)		_____
(15)	Turning Radius = 161		161.00
(16)	Square root of (14)		_____
(17)	Off-tracking = (15) – (16)		_____

L_1 through L_5 must be expressed as decimal feet, not feet and inches. Table 23 shows conversions from inches to decimal feet.

Table 23: Inches to Decimal Feet Conversion

Inches	Feet	Inches	Feet	Inches	Feet
0"	.00'	4"	.33'	8"	.67'
1"	.08'	5"	.42'	9"	.75'
2"	.17'	6"	.50'	10"	.83'
3"	.25'	7"	.58'	11"	.92'

For an LCV with one or more trailers that are 45 feet or longer, all dimensions used to calculate the off-tracking must be written in the "Permit Restrictions" area of the Special Permit along with the off-tracking value derived from the calculation.

The LCV's semitrailer or trailer hitch offset (which is the L_3 measurement) may not exceed 6 feet. The hitch offset is the longitudinal distance from the turn center of the semitrailer's or trailer's rear axle group to the center of the hitching mechanism at the rear of that trailer.

The power unit pulling any LCV must have sufficient horsepower to maintain a minimum speed of 40 miles per hour pulling fully loaded trailers. LCVs may not exceed 65 miles per hour while operating on Interstate Highways or 55 miles per hour while operating on other highways.

The rear trailer of an LCV must have a sign that states “LONG LOAD” at least 7 feet long and 18 inches high. The color of the sign must be black letters on a yellow background. Lettering must be at least 10 inches high with a 1.41-inch brush stroke.

An LCV may not be operated when:

- road surfaces, because of rain, ice, snow, slush, or frost, present a slippery condition that may be hazardous to the operation of the LCV or other highway users;
- wind, weather, or equipment conditions cause part of the LCV to swerve, shift, sway, or fail to follow within one foot of the path of the power unit, excluding low speed off-tracking; or
- snow, ice, sleet, fog, mist, rain, dust or smoke reduce visibility.

LCVs may travel on the Interstate System and must enter and exit the Interstate System only on routes approved by the Department of Transportation. LCVs may also travel on the routes listed in Table 24.

The annual or 30-day commercial license fees must be paid to cover the LCV’s maximum gross weight before the permit is used.

The permit holder of an LCV permit must complete and sign the permit form and send the duplicate copy of the permit to the South Dakota Highway Patrol before beginning the trip. Each permit is valid for the duration of one trip or 24 hours, whichever occurs first. The original signed permit must be carried in the LCV throughout the trip.

The term “trip” is defined as reaching the first location where a tractor change is made to the LCV or the first location where the LCV reverses its direction and begins the return to its point of origin, whichever occurs first. A round trip requires two permits. When a trailer change is made during a trip, the permit must be changed to identify the trailer change made.

Table 24: South Dakota LCV Routes

Route	Location
US12	from the North Dakota border to I-29
US14	from US83 in Fort Pierre to US14B in Pierre
	from US14B on the north side of Pierre to US14B on the west side of Brookings
US14B	from US14 in Pierre to US14 on the north side of Pierre
	from US14 on the west side of Brookings to I-29
US16B	from SD79 on the south side of Rapid City to I-90
US18	from the intersection with University Avenue on the west side of Hot Springs to the intersection of US18 and US385 at Oelrichs
SD34	from SD37 west of Forestburg to SD37 east of Forestburg
SD37	from I-90 in Mitchell to SD34 east of Forestburg
	from SD34 west of Forestburg to US14 at Huron
SD50	from I-29 to SD50 and Burleigh Street in eastern Yankton
SD79	from US18 north of Oelrichs to US16B on the south side of Rapid City
US83	from I-90 near Vivian to US14 in Fort Pierre
	from US14 east of Pierre to US212 west of Gettysburg
	from US212 west of Gettysburg to US12 south of Selby
	from US12 west of Selby to the North Dakota border
US85	from I-90 at Spearfish to the North Dakota Border
US212	from the Wyoming border to US85 in Belle Fourche
	between the two intersections with US83 west of Gettysburg
	between the two intersections with US281 in Redfield
US281	from I-90 to US14 south of Wolsey
	from US14 north of Wolsey to US212 in Redfield
	from US212 in Redfield to the North Dakota border

Hazardous Material Transportation

South Dakota has adopted the Federal Regulations on transportation of hazardous materials—Title 49 of the Code of Federal Regulations (CFR), subtitle B, chapter I, subchapter A, part 107 (subparts F and G only), and subchapter C, parts 171-180, inclusive. Any violation of the regulations found in parts 171, 172, and 178 through 180 is a Class 2 misdemeanor punishable by a \$500 fine, 30 days in jail, or both. These parts pertain to:

- general information, regulations, and definitions;
- hazardous materials tables;
- hazardous materials communication regulations; and
- test and inspection marking requirements

Any violation of the hazardous materials regulations found in parts 173 to 180 inclusive or the driving and parking rules in part 397, is a Class 1 misdemeanor punishable by a \$1,000 fine, one year in jail, or both. These parts pertain to:

- packaging;
- prohibited shipments;
- loading and unloading;
- segregation and separation; and
- testing and inspection of cargo tanks.

Whenever a reportable incident involving hazardous materials occurs, the carrier transporting the hazardous material or the first law enforcement officer to arrive at the scene of the incident must notify the South Dakota Division of Emergency Management at (605) 773-3231.

Hazardous Waste Transportation

The South Dakota Department of Agriculture and Natural Resources (DANR) is authorized to operate its hazardous waste program by SDCL §34A-11. The State hazardous waste rules can be found in ARSD §74:28, which adopts the federal regulations of Title 40 CFR part 263 to address requirements for hazardous waste transporters. The Environmental Protection Agency (EPA) has given DANR the authority to operate the State's hazardous waste program in lieu of the Environmental Protection Agency. Information regarding South Dakota's requirements governing the transportation of hazardous waste may be obtained from the DANR in Pierre at (605) 773-3153 and in Rapid City at (605) 394-2229.

South Dakota does not require a Special Permit to transport hazardous material or hazardous waste. However, trucking companies based in South Dakota must submit a hazardous waste

notification form. The form can be found at <https://danr.sd.gov/Environment/WasteManagement/HazardousWaste/Notification.aspx>.

Federal Hazardous Materials Safety Permits

Intrastate, interstate, and foreign motor carriers transporting certain types and amounts of hazardous materials must maintain a certain level of safety in their operations and certify that they have programs in place as required by the Hazardous Materials Regulations and Hazardous Materials Safety Permit regulations.

First-time applicants must register via the Unified Registration System at <https://www.fmcsa.dot.gov/registration>. The online URS system leads applicants through the requirements based upon their responses to questions about the hazardous materials they plan to transport. If the hazardous materials require an HMSP, the system identifies needed information and operational requirements. Updates to HMSPs can be made via FMCSA's legacy system https://li-public.fmcsa.dot.gov/LIVIEW/PKG_REGISTRATION.prc_option.

All new HMSP registrations and updates to existing HMSPs must be made online via the Unified Registration System. Links and instructions can be found at <https://www.fmcsa.dot.gov/registration>.

For additional assistance, call FMCSA at 1-800-832-5660.

PHMSA Registration

Certain transporters of hazardous materials and hazardous waste, such as radioactive materials, explosives, materials toxic by inhalation, and other hazardous materials hauled in quantities exceeding 3500 gallons or 5000 pounds must file an annual registration statement with the U.S. Department of Transportation and pay a fee. This program began in 1992 and is administered by the Pipeline and Hazardous Materials Safety Administration (PHMSA). The fee helps fund state and tribal hazardous materials emergency response planning and training. Carriers can determine whether this requirement applies to them and, if so, register online at: <https://www.phmsa.dot.gov/registration/registration-overview>.

Reciprocity Agreements

Iowa Open City Free Zone

The States of South Dakota and Iowa have agreed that Sioux City, IA, and North Sioux City, SD are open cities for the movement of commercial vehicles licensed in either state, provided that the vehicles remain within the cities. In addition, Sioux Falls, SD is an open city for the movement of livestock via SD38 from the Iowa State Line directly to Sioux Falls. The vehicles must bear an Iowa license, and the movement must be interstate in nature.

Minnesota Vehicle Reciprocity Free Zone

Licensing reciprocity is granted to individuals and corporations from either South Dakota or Minnesota—including corporations not organized under the laws of either state but licensed to do business in either state and maintaining a place of business in either state—to operate a bus, straight truck, truck-tractor, trailer, semitrailer, or any combination of these when performing interstate commerce within 20 miles of each State's border. This does not waive size and weight laws, required motor fuel taxes, and Public Utilities Commission Operating Authority. This reciprocity does not include vehicles registered for use only in a limited area of a State. The agreement requires that the vehicle be licensed in the home jurisdiction to carry the weight desired.

Nebraska Farm Vehicle Reciprocity

Any farm truck legally registered in either South Dakota or Nebraska may be operated in interstate movement between states without registering that vehicle or paying license fees if it is one of the following:

- a straight truck, including a pickup, with or without a trailer;
- a truck tractor with or without a trailer.

The truck or pickup must bear identification designating the vehicle as a "Farm" vehicle as provided by statute in the home state.

The reciprocity applies only to farm trucks owned or operated by ranchers or farmers:

- for the transportation of their own ranch or farm products from point of production to market;
- for the transportation of supplies, commodities, or equipment to be used on the ranch or farm; and
- for the infrequent or seasonal transportation (but not for commercial hire) by one farmer for another of the produce of the farm or ranch

Reciprocity does not relieve the farmer or rancher of requirements related to size, weight, and safety.

Nebraska Open City Free Zone

An agreement exists between the State of South Dakota and the State of Nebraska, whereby each State grants to the other full reciprocity to a properly licensed, but non-prorated, commercial vehicle that enters and remains within the corporate limits of the cities listed below. The vehicle or vehicles must conduct business that is interstate in nature only.

The cities involved are Dakota City, NE; Yankton, SD; South Sioux City, NE; and North Sioux City, SD. The corporate limits of the city of Yankton include a three-mile radius of the city limits.

The agreement does not affect the requirements of the Department of Revenue or the Public Service Commission of the State of Nebraska and the Department of Revenue or the Public Utilities Commission of the State of South Dakota.

The agreement does not grant reciprocity to commercial vehicles displaying reduced fee plates other than farm plates and does not affect length, width, or weight requirements of the two states.

North Dakota Vehicle Reciprocity Free Zone

Interstate Licensing Reciprocity

Interstate licensing reciprocity is granted to individuals and corporations from either South Dakota or North Dakota—including corporations not organized under the laws of either state but licensed to do business and maintaining a place of business in either state—to operate a bus, straight truck, truck-tractor, trailer, semitrailer, or any combination of these when performing interstate commerce within the limits shown in Table 25.

Table 25: South Dakota - North Dakota Reciprocity Areas

North Dakota Vehicles within South Dakota	The area of the state lying north of US12 on the east side of the Missouri River and that area of the state lying north of SD20 on the west side of the Missouri River
South Dakota Vehicles within North Dakota	The area of the state bordered on the west by the Montana State Line; on the north by US12 starting at the Montana State Line then east on US12 to the junction of ND22; then north on ND22 to the junction of ND21; then east on ND21 to the junction of ND6; then south on ND6 to the junction of ND24; then east on ND24 across the Missouri River to ND13; then east on ND13 to the Minnesota State Line

Vehicles must enter either State at the point closest to the desired destination to minimize miles traveled in the other State. The agreement does not allow a vehicle to traverse the other state within the free zone.

Vehicles destined for a city on the southern boundary of the free zone in South Dakota or the northern boundary of the free zone in North Dakota shall be permitted to operate three miles beyond the city's municipal limits.

This reciprocity does not include vehicles registered for use only within a limited area of a State. The agreement requires that the vehicle be licensed in the home jurisdiction to carry the weight desired.

Intrastate Licensing Reciprocity

Intrastate licensing reciprocity is granted to vehicles owned or operated by a resident of either State according to the following:

- Full reciprocity is extended to all farm vehicles owned or operated by farmers or ranchers of either State hauling their own farm products, farm supplies, or farm equipment when such vehicles are operated within the boundaries of North Dakota and South Dakota as described previously.
- Both states extend full reciprocity, including "Gainful Employment Operations", to all vehicles, including fixed load vehicles, that are registered in both states under the International Registration Plan.
- Both states extend full reciprocity, including "Gainful Employment Operations", to all automobiles, panel trucks, or pickup trucks that are properly registered in their State

when such vehicles are operated within the boundaries of North Dakota and South Dakota as described previously, provided that any vehicle remaining in the non-registering State for a period exceeding 24 hours is subject to that State's registration requirements.

- Reciprocity does not include vehicles registered for use only within a limited area of a State. The agreement requires that the vehicle be licensed in the home jurisdiction to carry the weight desired.

CHAPTER 7: MOTOR CARRIER SAFETY PROGRAM

South Dakota's lead agency for commercial motor vehicle safety is the South Dakota Highway Patrol, Motor Carrier Services program. The goal of the program is reduction in commercial motor vehicle traffic accidents and related fatalities, injuries, and property damage, including incidents and accidents associated with the highway transportation of hazardous materials.

Commercial Motor Vehicle Definition

Commercial motor vehicles are subject to both state and federal safety regulations. A motor vehicle is subject to Federal Motor Carrier Safety regulations if it is used to transport passengers or property and meets one or more of the following:

Table 26: Commercial Vehicle Definitions

Use	Condition
Interstate Commerce	The vehicle or combination has a - gross vehicle weight rating (GVWR), or - gross combination vehicle weight rating (GCWR), or - gross vehicle weight, or - gross combination weight of more than 10,000 pounds.
	The vehicle is designed or used to carry 8 or more passengers (including the driver) for compensation.
	The vehicle transports hazardous materials.
	The vehicle is designed to transport 15 passengers (including the driver).
Intrastate Commerce Only	The vehicle or combination has more than three axles and a Gross Vehicle Weight Rating (GVWR), Gross Combination Weight Rating, or actual gross weight exceeding 26,000 pounds.
	The vehicle transports hazardous materials.
	The vehicle is designed or used to carry 16 or more passengers (including the driver), whether or not compensation is provided.

Carriers who are unsure whether their operation is intrastate or interstate should call the Federal Motor Carrier Safety Administration at (605) 224-8202.

Commercial Vehicle Inspections

Vehicles may be selected for roadside inspection based on observation of their safety condition or by a computerized Inspection Selection System (ISS). Motor Carrier Services personnel typically check vehicles and their drivers for compliance with federal and state motor carrier safety regulations. They also check shipping papers, hazardous materials, and other cargos as appropriate.

In addition, South Dakota conducts commercial inspections on drivers and vehicles in conjunction with Federal Motor Carrier Safety Regulations and the Commercial Vehicle Safety Alliance (CVSA) out-of-service criteria. Motor Carrier Services may place a CVSA decal on units of a vehicle that pass the safety equipment inspection without serious defect and may waive the inspection of vehicles displaying current inspection decals issued by other CVSA member jurisdictions.

An out-of-service sticker may be affixed to vehicle units placed out of service if major defects are detected. A South Dakota Driver-Vehicle Inspection Report is completed for each driver and vehicle inspection. Copies of inspections are provided to the driver after each inspection.

The SDHP is trained to perform North American Standard Level I through Level V inspections. Table 27 describes the inspection levels and what to expect during each level of inspection. Most safety stops include a verification of registration and insurance documents.

Level I (North American Standard Inspection)

Level I Inspection includes examination of Driver License, medical examiner's certificate and waiver (if applicable), alcohol and drugs, driver's record of duty status as required, hours of service, vehicle mechanisms and parts, vehicle inspection report, annual vehicle inspection, coupling devices, lamps on projecting loads, safe loading, van and open-top trailer bodies, emergency exits on buses, and hazardous materials requirements, as applicable.

Table 27: Driver & Vehicle Inspection Items

Inspection Level		I	II	III
Driver	Safety belt use	✓	✓	✓
Credentials	Registration certificate	✓	✓	✓
	Fuel permit	✓	✓	✓
	Shipping papers	✓	✓	✓
	Operator license & status	✓	✓	✓
	Medical certificate	✓	✓	✓
	Driver condition	✓	✓	✓
	Record of duty status	✓	✓	✓
	Vehicle annual inspection(s)	✓	✓	✓
Front of Tractor	HazMat requirements (when applicable)	✓	✓	✓
	Head lamps, turn signals	✓	✓	
Left front side of tractor	Windshield and wipers	✓	✓	
	Wheels and tires	✓	✓	
Trailer front	Fuel system	✓	✓	
	Exhaust system	✓	✓	
	Air and electrical lines	✓	✓	
	Lower and upper fifth wheel	✓	✓	
Left Side of Trailer & Right Side of Trailer	Sliding fifth wheel	✓	✓	
	Rear tractor lamps	✓	✓	
	Frame	✓	✓	
	Condition of hoses	✓	✓	
	Condition of van body	✓	✓	
	Load securement	✓	✓	
	Lighting	✓	✓	
	Wheels and tires	✓	✓	
Rear of Trailer	Sliding tandem	✓	✓	
	Lighting	✓	✓	
	Load securement	✓	✓	
	Safety/ coupling devices	✓	✓	
Front Axle	Steering system	✓		
	Front suspension	✓		
	Front axle	✓		
	Frame and assembly	✓		
	Front brake components	✓		
	Brake adjustments	✓		
Other Axles	Axles 2 and 3	✓		
	Suspension components	✓		
	Brake components	✓		
	Brake adjustment	✓		
	Frame and assembly	✓		
Other	Air Loss rate	✓	✓	
	Low air pressure warning device	✓	✓	
	Tractor protection valve	✓		
	Trailer emergency relay valve	✓		
	Steering wheel lash	✓	✓	
	Fifth wheel movement	✓		
	All visible frame and suspension components		✓	
Enforcement Actions	Completion of inspection report	✓	✓	✓
	Appropriate out-of-service procedure	✓	✓	✓

Level II (Walk-Around Driver-Vehicle Inspection)

Level II Inspection includes most of the items specified under the Level I inspection. The walk-around driver-vehicle inspection generally addresses only those items that can be inspected without getting underneath the vehicle.

Level III (Driver-Credentials Inspection)

Level III Inspection is a roadside examination of the Driver License, medical certification and waiver (if applicable), driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, and hazardous materials requirements, as applicable.

Level IV (Special Inspection)

Level IV Inspection typically includes a one-time examination of a particular item. These examinations are normally made in support of a special study or to verify or refute a suspected trend.

Level V (Vehicle-Only Inspection)

Level V Inspection includes each of the vehicle inspection items specified under the Level I inspection, without a driver present, conducted at any location.

Level VI (Radioactive-Load Inspection)

Level VI Inspection is an examination for radioactive shipments that includes the items specified under the Level I inspection, with stricter requirements for corrective strategies.

CHAPTER 8: COMMERCIAL DRIVER LICENSE

Operators must acquire a Commercial Driver License (CDL) from the Department of Public Safety to drive a commercial motor vehicle. South Dakota and all other states have the same minimum licensing standards. Only those drivers with professional knowledge, skills, and abilities will be licensed.

For detailed information about CDL requirements, application, or testing please contact the Driver Licensing Program in the Department of Public Safety by calling (605) 773-6883 or visiting <https://dps.sd.gov/driver-licensing>.

CDL Classifications, Endorsements, Restrictions & Exemptions

Three classes of Commercial Driver Licenses are available. These licenses come with specific endorsements and restrictions. Also, some vehicles are exempt from CDL requirements.

CDL Classifications

Table 28: CDL Classifications

Class	Definition
A	Any combination of vehicles with a Gross Combination Weight Rating (GCWR) exceeding 26,000 pounds, provided the vehicle being towed has a Gross Vehicle Weight Rating (GVWR) exceeding 10,000 pounds
B	Any single vehicle with a GVWR exceeding 26,000 pounds, or any such vehicle towing a vehicle not exceeding 10,000 pounds
C	Any single vehicle or combination of vehicles that does not meet the definition of Class A or Class B, but is either required to be placarded for hazardous materials or designed to transport 16 or more passengers, including the driver

A CDL of any class also allows operators to drive their personal vehicle; no other driver license is needed. It does not allow them to drive a motorcycle unless they have a Class 3 license along with the Class A, B, or C CDL. For example, A3 allows operators to drive a Class A commercial vehicle and their personal vehicle, including a motorcycle.

South Dakota Endorsements

Operators may need the following CDL endorsements:

Table 29: CDL Endorsements

Code	Endorsement
T	Double & Triple Trailers
P	Passengers
N	Tank Vehicles
H	Hazardous Materials
X	Combination Tank & Hazardous
S	School Bus

South Dakota Restrictions

The following CDL restrictions may apply:

Table 30: Possible CDL Restrictions

	Code	Restriction
Commercial Learner's Permit	P	No passengers in a commercial motor vehicle
	X	No cargo in a tank commercial motor vehicle
Commercial Driver License	E	Automatic transmission only
	K	Intrastate only
	L	Operation of commercial motor vehicle not equipped with air brakes only
	M	Unable to operate Class A passenger vehicle
	N	Unable to operate Class A or B passenger vehicle
	O	No tractor-trailer commercial motor vehicle
	V	Medical variance that allows the driver to be issued a medical certificate
	W	Seasonal CDL
	Z	No full air brake (air over hydraulic brake)

Exemptions

The following do not need a South Dakota CDL:

- operators serving in the United States military, operating military vehicles in pursuit of military purposes;
- operators of emergency firefighting equipment necessary to the preservation of life, property, or the execution of emergency governmental functions performed under emergency conditions not subject to normal traffic regulation;

- operators of rental transporting equipment used as personal family use vehicles;
- operators of recreational vehicles used as personal family recreational use vehicles; and
- operators of a Covered Farm Vehicle (CFV) and operated within the restrictions provided (see page 21 for details on operating CFVs).

CDL Qualifications

CDL holders must meet certain qualifications regarding age, physical condition, and driving record.

Legal Age Requirements

Drivers must be at least 21 years of age to obtain a CDL to operate a commercial motor vehicle in interstate commerce. Applicants who are 18 to 20 years of age may be granted a CDL to operate a commercial motor vehicle in intrastate commerce.

Applicants must provide proof of identity, age, residency, and Social Security number. Please refer to the South Dakota Commercial Driver License Manual <https://dps.sd.gov/driver-licensing/commercial-drivers-license/cdl-manual> or contact a local Driver Licensing office for more information.

Medical Certificate Requirements

Every CDL holder must initially certify on a driver license application form whether they are required to comply with the federal physical qualifications. Drivers typically must meet federal qualifications if they drive a commercial motor vehicle across state lines (interstate) or have a school bus endorsement. Drivers whose status changes (such as from driving only in-state to driving interstate) must visit a driver exam station to update their CDL restrictions.

Drivers who are required to comply with the federal requirements must be physically examined by a medical professional registered with the National Registry of Certified Medical Examiners. A list of examiners can be found at <https://nationalregistry.fmcsa.dot.gov>. The doctor will complete and sign a CDL Medical Certificate, which

must be submitted to the state Driver Licensing office. The form can be faxed to (605) 773-3018, scanned and emailed to dpscdlmedcert@state.sd.us, or mailed to Driver Licensing, 118 W. Capitol Ave., Pierre, SD 57501.

Medical certificates are generally issued for a period of two years, or less if the driver has a medical condition. To avoid temporary disqualification, the driver must submit a new medical certificate to the Driver Licensing office before the current one expires.

Driving Record Requirements

Applicants for a CDL must:

- certify that they do not have a Driver License from more than one state;
- certify that their Driver License is not currently suspended, revoked or canceled in any state, nor subject to any of these actions;
- surrender their current Driver License;
- provide proof of Social Security number;
- provide a certified birth certificate or valid passport; and
- provide two documents proving residency.

Before issuing a license, CDL staff will run a nationwide driving record check.

CDL Renewal

Drivers renewing their commercial license must:

- provide evidence of a current medical certificate, if operating interstate or driving a school bus;
- pass the hazardous materials knowledge test and complete a Transportation Security Administration (TSA) security threat assessment if they wish to renew a hazardous materials endorsement; and
- pay the \$33 renewal fee.

CDL Learner's Permit

A South Dakota commercial learner's permit (CLP) is issued for a one-year period for behind-the-wheel training on public roads. Applicants for an interstate commercial learner's permit must be at least 21 years of age and pass the vision and written examinations. Applicants who are 18 to 20 years of age may be granted a CLP to operate a commercial motor vehicle in intrastate commerce only.

A CLP holder who is required to carry a medical certificate must have a current medical examiner's certificate in possession and must provide the medical certificate to the Driver Licensing Program.

A driver holding a commercial learner's permit must always be accompanied by another driver who is:

- at least 21 years of age;
- seated next to the driver; and
- licensed for the same commercial classification as the permit holder.

Skill tests are only valid during the duration of the CLP.

CDL Transfer

Drivers who have a valid CDL from another state and want to transfer their license to South Dakota must:

- complete a South Dakota CDL application within 30 days of becoming a resident
- provide a copy of their medical certificate, if operating interstate or driving a school bus
- certify that they have only one license and that it is not currently revoked, suspended or canceled in any state or subject to any of these actions
- surrender the CDL from the old state of domicile
- provide proof of Social Security number
- provide a certified birth certificate or valid passport
- provide two documents proving residency

Applicants wishing to retain a hazardous materials endorsement must successfully complete a hazardous materials knowledge test, complete a background check, and provide citizenship or immigration status. Further information is provided in the Hazardous Materials Endorsement section on page 83.

CDL Upgrades

To change the class or endorsements on a CDL, drivers must:

- complete a new CDL application; and
- pass the knowledge and skills tests that apply.

CDL Fees

The fee for a Commercial Driver License is \$33 plus \$15 for each endorsement on the CDL. Third party testers may charge up to \$90 for each attempt to pass the commercial skills test.

Commercial Driver License Tests

Knowledge Tests

Drivers must take one or more knowledge tests depending on what class of license and what endorsements they need. The CDL knowledge tests include:

- the general knowledge test, taken by all applicants
- the passenger transport test, taken by all passenger vehicle driver applicants
- the air brakes test, which is required if their vehicle has air brakes
- the combination vehicles test, which is required to drive combination vehicles
- the hazardous materials test, which is required to haul hazardous materials or waste in amounts that require placarding
- the tanker test, which is required to haul liquids in bulk
- the doubles/triples test, which is required to pull double or triple trailers
- the school bus test to operate a school bus.

Skills Tests

Applicants who pass the required knowledge tests qualify to take the CDL skills tests. Three types of general skills are tested: pre-trip inspection, basic vehicle control, and on-road driving. Drivers must take these tests in the type of vehicle for which they wish to be licensed.

There is a 14-day waiting period between the date the CLP is issued and the date a skills test can be completed. In addition, there is a 2-day waiting period between the date the skill test is scheduled and the date it may be taken.

Pre-trip Vehicle Inspection

Drivers are tested to ensure they know whether their vehicle is safe to drive. They are asked to do a pre-trip inspection on their vehicle and explain to the tester what they would inspect and why.

Basic Vehicle Control

Drivers are tested on their skill to control the vehicle. They are asked to move their vehicle forward and backward and to turn it within a defined area. These areas may be marked with traffic lanes, cones, barriers, or something similar. The tester tells drivers how each control test is to be done.

On-Road Test

Drivers are tested on their skill to safely drive their vehicle in a variety of traffic situations, which may include left and right turns, intersections, railway crossings, curves, vertical grades, single or multi-lane roads, streets, or highways. The tester tells drivers where to drive.

Military Waiver of Skill Test

Service members who are currently licensed, have operated a commercial motor vehicle for two years, and who are or were employed within the past year in a military position requiring operation of a military motor vehicle equivalent to a commercial motor vehicle may apply for a waiver of the CDL knowledge and skill tests. For application information, contact the Driver Licensing office at <https://dps.sd.gov/driver-licensing/commercial-drivers-license> or (605) 773-6883.

Other CDL Rules

Other federal and state rules affect drivers operating commercial motor vehicles in all states.

- No one may drive a commercial vehicle without a CDL. A court can jail violators or fine them up to \$5,000 for breaking this rule.
- Drivers may not have more than one license. A court can jail violators or fine them up to \$5,000 for breaking this rule.
- All states are connected to one computerized system to share information about CDL drivers. The state will check these records to ensure that drivers do not obtain more than one CDL.
- Drivers must notify their employer within 30 days of a conviction for any traffic violation (except parking), no matter what type of vehicle they were driving.
- Drivers must notify their employer if their license is suspended, revoked or canceled or if they are disqualified from driving.
- When applying for a commercial driving job, drivers must give their employer information on all driving jobs they have held for the past 10 years.
- Employers may not let drivers operate a commercial motor vehicle if they have more than one license or if their CDL is suspended or revoked. A court may jail employers or fine them up to \$5,000 for breaking this rule.
- Drivers must notify the South Dakota Driver Licensing Program within 30 days of being convicted in any other state of any traffic violation (except parking), no matter what type of vehicle they were driving.

CDL Disqualification or Cancellation

Temporary Disqualifications

CDL and CLP holders will be temporarily disqualified upon conviction of serious traffic violations, which are defined as:

- excessive speeding, involving a single charge of any speed 15 miles per hour or more above the posted speed limit
- careless driving
- reckless driving
- a violation of any state or local law related to motor vehicle traffic control arising in connection with a fatal accident
- following the vehicle ahead too closely
- failure to stop or yield
- failure to stop or slow a vehicle for a school bus
- eluding a police vehicle
- improperly overtaking or passing another vehicle
- improper or erratic traffic lane changes
- using a hand-held mobile device
- texting while operating a commercial motor vehicle
- driving a commercial motor vehicle without obtaining a CDL
- driving a commercial motor vehicle without a CDL in the driver's possession
- driving a commercial motor vehicle without the proper CDL class or endorsement.

The duration of the disqualification is shown in Table 31.

Table 31: Serious Traffic Violation Disqualifications

Serious Traffic Violation	Disqualification
2nd conviction within a 3-year period	60 days
3rd or subsequent conviction within a 3-year period	120 days

In addition, a 60-day disqualification will result from falsifying information on any CDL application or certification.

Out-of-Service Order Disqualifications

Violations of out-of-service orders are considered serious, and result in longer disqualifications (Table 32).

Table 32: Out-of-Service Order Disqualifications

Out-of-Service Order Violation	Disqualification	Disqualification
1st violation	90 days	180 days
2 violations in separate incidents within a 10-year period	1 year	3 years
3 violations in separate incidents within a 10-year period	3 years	5 years
Values in red apply if violations occurred while transporting hazardous materials required to be placarded or while operating a vehicle designed to transport more than 15 passengers		

Disqualification for Grade Crossing Violations

Convictions for railroad grade crossing violations committed while driving a commercial motor vehicle result in a Commercial Driver License disqualification, as shown in Table 33.

Table 33: Railroad Crossing Violation Disqualifications

Railroad Crossing Violation	Disqualification
1st conviction	60 days
2nd conviction within a 3-year period	120 days
3rd or subsequent conviction within a 3-year period	1 year

One-Year Disqualification

Any person is disqualified from driving a commercial motor vehicle for a period of no less than one year if convicted of a first violation of:

- driving under cancellation, revocation, or suspension of a CDL or CLP
- driving a commercial motor vehicle with 0.04 to 0.07% blood alcohol content
- driving a commercial or non-commercial vehicle with a blood alcohol content 0.08% or more
- hit-and-run or leaving the scene of an accident while driving a commercial or non-commercial vehicle
- using a commercial or non-commercial motor vehicle in the commission of a felony

- refusing to submit to a chemical analysis to determine blood alcohol content while driving in a commercial or non-commercial motor vehicle
- causing a fatality through negligent operation of a commercial motor vehicle

If any of the violations occurred while transporting hazardous materials required to be placarded, the person is disqualified for a period of no less than three years.

Lifetime Disqualification

Any person will be disqualified for life from driving a commercial motor vehicle for:

- using a commercial motor vehicle in the commission of any felony involving the manufacture, distribution, or dispensing of a controlled substance, or possession with intent to manufacture, distribute, or dispense a controlled substance; or
- conviction of two or more violations of any of the offenses specified in the one-year disqualification or any combination of those offenses arising from two or more separate incidents. After 10 years, a driver may apply to the Department of Public Safety for reinstatement, provided the driver has successfully completed a rehabilitation program approved by the Department.

Driving Under the Influence (DUI) Laws

Drinking alcohol or using controlled substances while driving a commercial vehicle is against the law. Penalties include:

- For any detectable Blood Alcohol Content (BAC) less than 0.04 percent, drivers will be put out of service for 24 hours.
- For a BAC of 0.04 percent or more, drivers will lose their CDL for one year for a first offense. If hauling hazardous materials, they will lose it for three years. Drivers will lose their CDL for life for a second offense.

Drivers arrested for Driving Under the Influence (DUI) may be asked to take a chemical test to determine their BAC. Under the “Implied Consent Law” drivers give their consent for a chemical test whenever they drive any vehicle on a public highway. Drivers who refuse will lose their Commercial Driver License for at least one year unless a hearing determines otherwise. Drivers can lose their license just for refusing to take the test, even though they may not have been drinking at all. A BAC of 0.08 percent or more is evidence that a driver was driving under the influence of alcohol. Drivers can be charged and convicted of DUI even though they do not take a chemical test.

In addition, drivers who refuse to submit to the requested chemical analysis while driving a commercial motor vehicle are immediately placed out of service for a period of 24 hours and are disqualified from operating a commercial motor vehicle for at least one year.

Hazardous Materials Endorsement

The USA Patriot Act requires that anyone applying for a Commercial Driver License with a hazardous materials endorsement be 21 years old and provide proof of citizenship or immigration status. Drivers must present this proof to the driver license examiner when they:

- make a new application for a hazardous materials endorsement;
- transfer or renew their driver license with a hazardous materials endorsement;
- apply for a duplicate CDL with a hazardous materials endorsement; or
- reinstate a CDL with a hazardous materials endorsement.

The State of South Dakota requires one of the documents listed in Table 34 when applying at a South Dakota Driver Exam Station for a CDL with a hazardous materials endorsement. This document is required in addition to any other documents that are required for proof of identity. All applicants must also present a Social Security Card and two (2) documents showing proof of

residence. Individuals who are not U.S. Citizens must also present a Work Authorization Card.

Table 34: Documents Needed for CDL Hazmat Endorsement

Applicant	One of the Following Documents is Required
US Citizen	U.S. Passport
	Certificate of birth bearing an official seal and issued by a county, state, municipal authority, or outlying possession of the United States
	Certificate of Birth Abroad issued by the United States Department of State (Form FS-545 or DS 1350)
	Certificate of Naturalization (Form N-550 or N-570)
	Certificate of United States Citizenship (Form N-560 or N-561)
Non-Citizen	Permanent Resident Card, Alien Registration Receipt Card (Form I-551)
	Temporary I-551 stamp in Foreign Passport
	Temporary I-551 stamp in form I-94, Arrival/Departure Record with photograph of the bearer
	Re-entry Permit Form I-327

Federal regulations require anyone applying for a CDL with a hazardous materials endorsement to submit fingerprints and obtain a security clearance from the Transportation Security Administration (TSA) before the issuance of the CDL containing a hazardous materials endorsement.

Drivers who have a Hazardous Materials endorsement but do not meet the Hazardous Materials qualification requirements described below must surrender their CDL to a Driver Exam Station immediately. They may be issued a CDL without a Hazardous Materials endorsement if they are otherwise qualified.

Hazardous Materials Endorsement Qualification Requirements

An individual is not qualified for a hazardous materials endorsement if he or she is wanted, is under indictment, has a felony conviction, or has been found not guilty by reason of insanity of any of the following crimes:

- terrorism
- espionage
- sedition
- treason
- arson

- unlawful possession, use, sale, distribution, or manufacture of an explosive
- a crime involving a severe transportation security incident
- improper transportation of a hazardous material
- conspiracy or attempt to commit any of the crimes listed above.

Furthermore, individuals are not qualified for a hazardous materials endorsement if they are wanted, are under indictment, have been found guilty by reason of insanity, have a felony conviction within the previous 7 years, or were released from incarceration during the previous 5 years for a felony conviction of any of the following crimes:

- murder
- assault with intent to murder
- dishonesty, fraud, or misrepresentation, including identity fraud
- kidnapping or hostage taking
- unlawful possession, use, sale, distribution, or manufacture of an explosive, explosive device, firearm, or other weapon
- rape or aggravated sexual abuse
- extortion
- robbery
- distribution of, intent to distribute, possession, or importation of a controlled substance
- smuggling
- bribery
- immigration violations
- violations of the Racketeer Influenced and Corrupt Organizations Act
- conspiracy or attempt to commit any of the crimes listed above

Individuals with a mental defect as defined by the Transportation Security Administration are not qualified for a hazardous materials endorsement.

Federal CDL and Hazardous Materials Regulations

Hazardous Materials Regulations (HMR) and regulations for CDL operation are found in Title 42 CFR part 1003 and Title 49 CFR parts 100 to 185 and 300 to 399. Copies of the Code of Federal Regulations can be purchased through a Government Printing Office bookstore and various industry publishers. Company offices often have copies of the rules for sale or driver use.

Information is also available on the Transportation Security Administration's website at <https://www.tsa.gov>. Individuals and operators with questions about the Patriot Act rule can e-mail patriotact@dhs.gov.

International Driver License

Only commercial driver licenses issued by Canadian jurisdictions and the Mexican federal agency Licencia Federal de Conductor have reciprocity with the State of South Dakota. No other international licenses authorize commercial vehicle operation in South Dakota.

CHAPTER 9: ELECTRONIC SCREENING

South Dakota's E-Screening Program

South Dakota operates Electronic Screening facilities at four Interstate Ports of Entry and two non-Interstate weigh stations. E-Screening allows participating motor carriers to have their vehicles weighed and safety rating and credentials verified as they approach the port of entry. If all is in order, trucks can usually proceed without stopping. E-Screening keeps safe and compliant trucks on the road, reduces travel time, and improves overall highway safety.

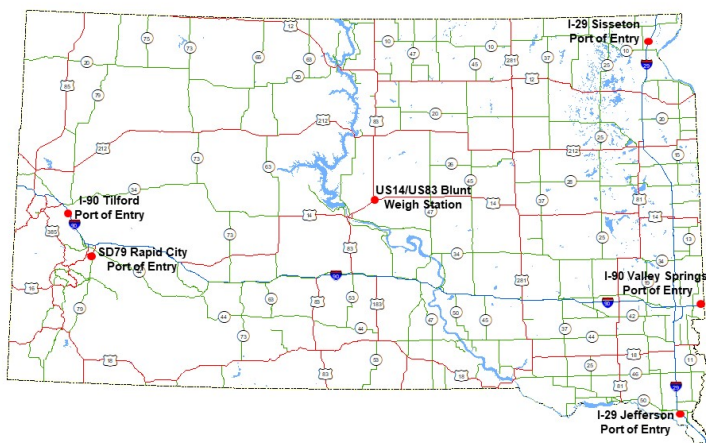


Figure 6: South Dakota Electronic Screening Locations

How Does E-Screening Work?

Motor carriers who register their vehicles to participate in E-Screening receive an electronic transponder to mount on the inside windshield of their truck. As the truck approaches the port of entry, the system identifies it by reading the transponder or the truck's license plate, weighs the truck on an in-pavement scale, and checks whether the vehicle is overweight. At some locations, in-pavement sensors check for uninflated and underinflated tires.

As the truck approaches the weigh station, the system checks that the motor carrier's credentials and safety rating are satisfactory. If everything is OK, the transponder (if the truck is equipped) and roadside message signs instruct the driver to bypass the weigh station.

If a problem is detected, the transponder and roadside message signs direct the driver to pull into the weigh station.

The ramps into some weigh stations include low-speed systems to detect faulty brakes. Thermal imaging cameras on each side of the truck detect whether the brakes are cold (not operating), warm (operating properly), or too hot (possibly locked). Potentially faulty brakes can be inspected by weigh station staff.

South Dakota E-Screening Criteria

Commercial vehicles will be directed into the weigh station for:

- an Out of Service Order or revocation
- invalid registration
- a suspended IRP or IFTA account
- unsatisfactory Inspection Selection System (ISS) score
- gross weight exceeding 80,000 pounds without an "Over 80" permit
- gross weight exceeding the vehicle's registered GVW by more than 5%
- weight exceeding the legal weight for the vehicle's axle configuration
- flat or underinflated tires

South Dakota also randomly stops a percentage of all vehicles for screening.

Benefits to Motor Carriers

E-Screening saves motor carriers:

- *Time*—The fewer stops at weigh stations, the sooner the truck can reach its destination
- *Fuel*—Less stops and starts means less fuel used

- *Vehicle Wear*—Vehicles experience less braking, startup, and wear
- *Driver Satisfaction*—Drivers experience less frustration from repeated stops
- *Money*—All of these translate into dollars saved

Data Privacy

South Dakota respects carriers' concerns about data privacy. The E-Screening program is intended to improve efficiency and safety of motor carrier operations. It is not a data collection program. South Dakota's E-Screening program will not:

- give date, time, or weight information to any other jurisdiction unless there is a specific request from law enforcement for an active investigation, as required under current IRP/IFTA agreements
- disclose any data to competitors, sales representatives, or other marketing companies
- use data to enforce speed limits
- provide data to anyone except carriers for their own vehicles, and only upon authorized request
- permanently retain individual vehicle or carrier data for any purpose
- change privacy rules without notifying all participating carriers and associations in advance, so they can decide whether to continue in the program

E-Screening Enrollment

Any carrier can enroll in South Dakota's E-Screening program who has:

- an active USDOT number
- a current and valid registration to operate in South Dakota

To enroll or purchase a transponder or to report problems, contact the South Dakota Department of Revenue Motor Vehicle Division at (605) 773-3314.

NORPASS E-Screening Program

South Dakota is a member of the North American Preclearance and Safety System (NORPASS).



- NORPASS encourages mainline screening to allow safe and legal commercial vehicles to bypass weigh stations and enforcement to concentrate on high-risk carriers.
- In addition to South Dakota, NORPASS operates in British Columbia, Connecticut, Idaho, New York, Oregon, and Washington.
- NORPASS provides access to other electronic screening programs in North America. Through interoperability with PrePass™, carriers can use E-Screening in 40 states and provinces.
- NORPASS costs less for carriers. The only cost is the charge for the transponder. There are no monthly or annual fees.
- NORPASS is governed by a Board of Directors from both the trucking industry and states.
- NORPASS is not a data collection system.
- NORPASS lets each state administer its own program, according to local needs.

No fees are charged by South Dakota or any other NORPASS state or province for participating in NORPASS. However, trucks must have a transponder that works in the system. Transponders cost \$45 and last 3 to 5 years. Motor carriers—not the state or NORPASS—own the transponders.

For more information about NORPASS, please contact NORPASS, Inc., Anne@NORPASS.org, (360) 339-2071.

PrePass™

Because NORPASS and PrePass™ use the same type of transponder, motor carriers can participate in both programs at the same time. Carriers can register a PrePass



transponder in NORPASS jurisdiction, including South Dakota, if they first contact Prepass™ and complete a Data Privacy Waiver Form. Carriers can move a transponder from one truck to another if they first notify NORPASS and PrePass™.

Enrolling a single transponder in NORPASS and PrePass™ is better than running with two transponders, because identification errors are possible with more than one transponder in the truck.

For more information on PrePass™, contact <https://prepass.com>, (800) PRE-PASS.

Drivewyze™



South Dakota has authorized the Drivewyze™ PreClear bypass program to operate at fixed Ports of Entry and weigh stations and at 61 mobile sites throughout the state. Commercial fleets and owner-operators who register with PreClear are eligible to bypass these sites using South Dakota's normal e-screening criteria. PreClear is not transponder-based but runs instead as a GPS-based application on smartphones, tablets, and certain in-cab devices. Contact <https://drivewyze.com> for further information.



South Dakota Highway Patrol Motor Carrier Services Mission



Committed to promoting public safety with professional, courteous, and dedicated service, through excellence, education, and equitable enforcement

MCS Goals

To provide the best quality of service to citizens and members of the motor carrier industry

To reduce the number and severity of commercial motor vehicle crashes

To act with integrity and accountability in all aspects of our duties

To maintain a fair enforcement program which is based on sound principles

To enhance public relations and awareness through safety and education programs

To maintain public trust

To gain voluntary compliance with laws and regulations pertaining to motor carriers

To remain committed to recruitment, development, and training of the highest quality individuals