

TRUCKIN' THROUGH KANSAS



SINGLE POINT OF ONLINE CONTACT

A partnership with

The Kansas Corporation Commission

The Kansas Department of Revenue

The Kansas Department of Transportation

(revised November 1, 2010)

INTRODUCTION

Motor Carriers . . .

As part of a continuing effort by the personnel involved with the virtual “Kansas Trucking Connection” to consolidate the regulatory requirements of the trucking industry in Kansas, we are providing this booklet as a guide to traveling through Kansas. However, it does not contain every rule; if you need more details, please contact the agencies shown in this book. These regulations may also be found at www.truckingKS.org. Permit information and applicable permit applications may be found on the “Kansas Trucking Connection” web page.

We hope the information included in this manual helps answer any questions you may have about transporting oversize/overweight loads in Kansas.

**WELCOME TO
KANSAS**

TABLE OF CONTENTS

INTRODUCTION.....	2
Civil Assessment Penalty Program	5
Contacts	6
The Kansas Corporation Commission	6
International Registration Plan (IRP).....	6
Commercial Driver License (CDL)	7
Kansas Department of Revenue – Contact Information	7
Ad Valorem or Property Tax	7
Auditors IRP/IFTA	7
Topeka CDL & Driver License Station	7
Motor Fuel/International Fuel Tax Agreement (IFTA)	7
Sales Tax	7
Other State Agencies.....	8
Animal Health.....	8
Division of Environment-Hazardous Waste	8
Insurance Department	8
Kansas Board of Agriculture.....	8
Kansas Division of Emergency Preparedness.....	8
Motor Carrier Safety Assistance Program (MCSAP) & Motor Carrier Inspection	8
State Fire Marshall.....	9
Federal Agencies	9
For Interstate/Single State Registration - Federal Motor Carrier Safety Administration.....	9
Safety	9
Federal Motor Carrier Safety Administration.....	9
Internal Revenue Service (IRS) Heavy Vehicle Use Tax	9
Other Agencies.....	9
International Registration Plan (IRP) Questions and Answers.....	10
Kansas Corporation Commission (KCC) (<i><u>NEW INFO</u></i>).....	11
Motor Fuel Tax – International Fuel Tax Agreement (IFTA).....	15
Livestock	21
Safety.....	21
Kansas Department of Transportation (Kansas Trucking Connection)	
Oversize/Overweight Permits	22
8-1911 Permits for oversize or overweight vehicles.....	22
Legal Loads.....	24
Administrative Regulations.....	25
36-1-35 Definitions	25
36-1-36 Common requirements	26
36-1-37 Maximum dimensions and gross weights.....	30
Special Mobile Equipment	33
36-1-38 Types of permits	34
36-1-28 Special Vehicle Combinations (SVC)	35
36-1-29 Violations.....	36
36-1-30 Cancellation of Permit, Hearing	36
36-1-31 Equipment.....	37
36-1-32 Operational Procedures.....	38

36-1-33	Insurance.....	38
36-1-34	Driver Qualification Standards	38
	Oilfield Certification Program.....	39
36-37-1	Definitions	39
36-37-2	Violations.....	39
36-37-3	Requirements	39
36-37-4	Insurance Requirements.....	41
36-37-5	Fees.....	41
36-37-6	Weight Limitations	41
	How and Where to Obtain Oversize Permits	41
	Motor Carrier Inspection Stations.....	41
	Permit Types and Costs	42
	Custom Harvesting Information.....	43
	Federal Motor Carrier Safety Regulations Applicable to Custom Harvest Operations	44
	Kansas Statutes Annotated (K.S.A.) Applicable to Custom Harvest Operations	46
	Kansas Turnpike Authority	48
	Policy on the Movement of Oversize Loads	48
	Sharing the Road with Large Trucks.....	50
	Braking.....	50
	Truck Limitations.....	50
	Points To Remember – Know the NO-ZONE!	50
	Backing Up	50
	Passing	50
	Rear Blind Spots	50
	Side Blind Spots.....	50
	Wide Turns.....	50
	Federal Bridge Table – Divisible Loads	51
	Vehicle Combinations – Pictures	52



KANSAS

CORPORATION COMMISSION
1500 SW Arrowhead Road, Topeka, KS 66604-4027

For more information contact:
ROSEMARY FOREMAN
Public Information Officer
785.271.3275 Fax 785.271.3111
www.kcc.state.ks.us

NEW PROGRAM FOCUS' ON HIGHWAY SAFETY

KCC & KHP to increase enforcement of driver and motor carrier safety regulations

TOPEKA, Kansas, February 10, 2006 – The Kansas Corporation Commission (KCC) and the Kansas Highway Patrol (KHP) are joining efforts to enhance the Kansas Safety Compliance Program through the newly created Civil Assessment Penalty Program with one goal in mind; to reduce the number of injury/fatality accidents involving commercial motor vehicles.

The new program emphasizes the distinct responsibilities of drivers and motor carriers under the Federal Motor Carrier Safety Regulations (FMCSR) regarding “out-of-service” violations. These are violations are serious and require that a driver or vehicle must be removed from service until the violations are corrected. This category of violations was established through the Commercial Vehicle Safety Alliance (CVSA). CVSA is a nonprofit organization consisting of federal and state regulatory agencies, along with representation from the motor carrier industry dedicated to improving motor carrier safety.

Effective January 1, 2006, KHP officers are re-emphasizing the issuing of misdemeanor citations to drivers for out-of-service violations of the FMCSR discovered during roadside safety inspections. This change in policy emphasizes the drivers’ responsibilities and holds them accountable for areas under their purview.

Beginning April 1, 2006, the KCC will assess civil penalties to motor carriers for out-of-service violations of the FMCSR. This component of the program emphasizes the responsibility of motor carriers to assure compliance with the FMCSR and holds them accountable for any failure to comply.

In 2004, 92 people died on Kansas roadways in accidents involving commercial motor vehicles. This was a significant increase over the 70 fatalities reported in 2003. While deaths increased dramatically, the total number of accidents decreased, continuing a slight downward trend experienced over the past several years.

In 2004, commercial vehicles were involved in 5.4 percent of all accidents and 18.9 percent of fatal accidents.

The joint enforcement program allows the KCC and KHP to focus the necessary resources to remove from our highways unsafe drivers and motor carriers, creating safer roadways for the motoring public. The KCC Transportation Division offers free motor carrier safety compliance seminars. The seminars are held weekly on a rotating basis in Topeka, Hutchinson, Hays, and Garden City. The seminar schedule is available on the KCC website at <http://kcc.ks.gov/>.

The Kansas Corporation Commission
1500 Southwest Arrowhead
Topeka, Kansas 66604-4027
Phone (785) 271-3145

Open: 8:00 am – 5:00 pm - Monday through Friday

Contact the “Kansas Corporation Commission” for questions concerning:

CARRIER AUTHORITY AND OTHER INFORMATION

KCC credentialing
Common/Private
Interstate Exempt
Safety requirements

WEB SITE

<http://www.kcc.ks.gov/trans> or <http://www.truckingks.org>

The Kansas Department of Revenue
Motor Carrier Services Bureau
Docking State Office Building
915 SW Harrison, Room 150
Topeka, Kansas 66612

Open: 8:00 am – 5:00 pm - Monday through Friday

CENTRAL PERMITS – 785-368-6501

Fax – 785-296-6558

REGISTRATION/FUEL

72 Hour Registration
Motor Fuel
Liquid Fuel Carriers License (LFCL)
30 day interstate registration
60 day harvest permits

SPECIAL PERMITS

Oversize/Overweight permits
KTA Access
Cotton, Hay Bales, Large Structures
Special Vehicle Combinations (SVC)
Oilfield Equipment
Superloads (loads greater than 150,000 pounds GVW or loads having axle weights greater than what the standard permit allows)

INTERNATIONAL REGISTRATION PLAN (IRP) IRP Office – 785-296-6541 Fax – 785-296-6548

For questions concerning: registration of trucks that are based in Kansas and operate interstate, Heavy Vehicle Use Tax, Special Titles (out of state carriers leased to Kansas apportioned carriers) contact Kansas Department of Revenue at 296-6541.

KANSAS DEPARTMENT OF REVENUE – CONTACT INFORMATION

COMMERCIAL DRIVER LICENSE (CDL)

Kansas Department of Revenue
Division of Vehicles
Docking State Office Building, 1st Floor
Topeka, Kansas 66626
Phone (785) 296-3963

CONSTRUCTION INFORMATION

<http://www.ksdot.org/burdesign/cmdis/cmdis.html> or contact a permit representative of the Kansas Department of Revenue at 785-368-6501.

AD VALOREM OR PROPERTY TAX

For information on Ad Valorem or Property Tax filings or payments contact:
Division of Property Valuation
Docking State Office Building
915 SW Harrison St.
Topeka, Kansas 66612-1585
(785) 296-2365 Fax (785) 296-2320

AUDITORS IRP/IFTA

Compliance audits for **IRP** and **IFTA** accounts contact:
Audit Services Bureau
Docking State Office Building
915 SW Harrison, RM 300
Topeka, Kansas 66625-7719
(785) 296-7719

TOPEKA CDL & DRIVER LICENSE STATION

3722 SW Burlingame Rd.
Topeka, KS 66609-1217
Phone (785) 266-7380

MOTOR FUEL/ INTERNATIONAL FUEL TAX AGREEMENT (IFTA)

Obtain forms by visiting our web-site www.ksrevenue.org or by contacting the following Customer Relations – Motor Fuel Tax
Kansas Department of Revenue
915 SW Harrison
Topeka, Kansas 66625-8000 Phone: (785) 368-8222

SALES TAX

To obtain a sales tax exemption for an interstate for hire carrier, the carrier must own the vehicle.
Kansas Department of Revenue
Customer Relations – Sales Tax
Docking State Office Bldg., 3rd Floor
Topeka, Kansas 66625-0001 Phone: (785) 368-8222 www.ksrevenue.org

Other State Agencies

ANIMAL HEALTH

For information concerning the movement of livestock into or through Kansas and for health certificates contact:

Kansas Department of Animal Health

Anchor Savings Bldg.

712 Kansas Avenue, Suite 4-B

Topeka, Kansas 66603-3808 Phone (785) 296-2326

For telephone clearance of livestock day or night call (785) 296-2328 for cattle and (785) 296-2329 for hogs.

DIVISION OF ENVIRONMENT-HAZARDOUS WASTE

The Division of Environment of the Kansas Department of Health and Environment administers the Kansas Hazardous Waste Transportation Registration program. Hazardous Waste Transporter must pay an annual monitoring fee of \$300.00 and must also obtain an EPA identification number.

Kansas Health and Environment

1600 SW Jackson, Suite 320

Topeka, Kansas Phone (785) 296-0005

INSURANCE DEPARTMENT

The Insurance Department maintains a list of insurance companies authorized to conduct business in Kansas.

Commissioner of Insurance

420 SW 9th

Topeka, Kansas 66612-1678

Phone: (785) 296-3071 or by e-mail at: www.ksinsurance.org/

KANSAS BOARD OF AGRICULTURE

They regulate the handling, storage, and transportation of anhydrous ammonia. Their inspectors inspect anhydrous ammonia facilities and equipment annually. Transport trucks are also inspected for safety compliance if they are present when a facility is being inspected.

Kansas Board of Agriculture

901 Kansas Avenue, 7th Floor

Topeka, Kansas 66612 Phone (785) 296-3786

KANSAS DIVISION OF EMERGENCY PREPAREDNESS

The Kansas Division of Emergency Preparedness regulates the moving of "Hi-Level" radioactive waste. Motor carriers must file prior notice when they plan to move such waste.

Kansas Division of Emergency Preparedness

2800 S. Topeka Blvd.

Topeka, Kansas 66601 Phone (785) 266-1409

Phone: Emergency (785) 296-3176 for Hazardous Material and Radioactive spills

MOTOR CARRIER SAFETY ASSISTANCE PROGRAM (MCSAP) & MOTOR CARRIER INSPECTION

For questions concerning: overweight citations, truck inspections, equipment required on trucks, and safety requirements contact:

Kansas Highway Patrol

122 SW 7th Street

Topeka, Kansas 66603-3847 Phone (785) 296-6800

Fax (785) 296-5956

STATE FIRE MARSHAL

The Kansas State Fire Marshal regulates the transportation, storage, and use of explosive materials.

State Fire Marshal

700 SW Jackson, Suite 600

Topeka, Kansas 66603-3714 Phone (785) 296-3401

FEDERAL AGENCIES

For Interstate/Single State Registration

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

PO Box 100147

Atlanta GA 30384-0147

(202) 358-7106 or 7108

Insurance Filing (202) 358-7028

Automated Response (202) 358-7000

SAFETY

Contact Federal Motor Carrier Safety Administration (FMCSA) for DOT numbers, hauling hazardous materials, and for information on federal safety rules and regulations.

(785) 271-1260

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

1303 S.W. First American Place

Suite 200

Topeka, KS 66604

Phone (785) 271-1260

INTERNAL REVENUE SERVICE (IRS) HEAVY VEHICLE USE TAX

Any vehicle that is to be registered for a gross weight of 55,000 pounds or more must show proof of payment of the Federal Heavy Vehicle Use Tax, Form 2290. For questions that can not be answered by the Motor Carrier Services Bureau call **(785) 295-2951**.

Other Agencies

KANSAS MOTOR CARRIER ASSOCIATION

Box 1673

Topeka, Kansas 66601

Phone (785) 267-1641

Fax (785) 266-6551

www.kmca.org

KANSAS TURNPIKE AUTHORITY

9401 East Kellogg

Wichita, Kansas 67207-1804

Phone (316) 682-4537

Fax (316) 682-1201

www.ksturnpike.com

International Registration Plan (IRP) Questions and Answers

Where Do I Go To License My Trucks or Trailers?

If you are a Kansas resident, license your vehicles at your county courthouse or contact the Kansas Department of Revenue at 785-296-6541 if you intend to apportion.

If you are a non-resident and your vehicles move intrastate you must obtain a Kansas 30 Day registration, unless you are apportioned. This can be purchased at a Motor Carrier Inspection Station along the Kansas border, or by contacting the Kansas Department of Revenue at 785-296-6541

If you are an Interstate operator, contact the Kansas Corporation Commission at 1500 Arrowhead Road, Topeka Kansas 66604-4027. Phone (785) 271-3145

Do All Interstate Vehicles Need a Kansas License?

No. It depends on the state in which you are based licensed and the weight of your truck. Kansas has one type of licensing agreement with other states:

International Registration Plan (IRP) Apportioned Registration:

All 48 states within the continental United States and the District of Columbia are members of the IRP. The Canadian Provinces of Alberta, British Columbia, Manitoba, New Brunswick, Newfoundland, Nova Scotia, Ontario, Prince Edward Island, Quebec, and Saskatchewan are also members of the IRP. Motor vehicles based or registered in any other province cannot be extended reciprocity.

Drivers entering Kansas, from these jurisdictions, having gross vehicle weights or gross registered weight greater than 26,000 pounds, or having three axles on the power unit must apportion their vehicles.

Vehicles less than 26,000 that haul intrastate within Kansas also need to apportion their vehicles or purchase a 72 hour or 30 day temporary registration.

Kansas carriers must contact the Kansas Department of Revenue at 785-296-6541. Carriers from the other states should contact their appropriate state offices.

Are There Alternatives to Apportioning?

Yes. If you travel infrequently in Kansas, you may purchase a trip permit which costs \$26 for each power unit and is good for 72 hours.

Once My Vehicle is Licensed for Use in Kansas, May I Operate Legally?

Not yet. You must also comply with weight, measurement, fuel tax, and possibly Kansas Corporation Commission (KCC) requirements.

KANSAS CORPORATION COMMISSION (KCC)

What is KCC Authority?

This authority indicates what you haul, where you can pick up and deliver, and the route you may travel.

Who Needs This Authority?

Effective January 1, 2007, Kansas based INTRASTATE Private and For-Hire motor carriers that operate wholly intrastate, must maintain the applicable intrastate authority, carry a current 2007 vehicle specific cab card and re-register annually. These Kansas based intrastate motor carriers will not be affected by the Unified Carrier Registration Agreement (UCRA).

Effective January 1, 2007, INTERSTATE Private and For-Hire motor carriers that operate in both INTRASTATE and INTERSTATE commerce, must maintain the applicable intrastate authority, however, they will no longer be required to re-register their Kansas intrastate authority or carry a Kansas vehicle specific cab card. These Kansas and foreign based motor carriers will be subject to the new UCRA program.

Effective January 1, 2007, under the UCRA program the following applies to all interstate motor carriers based on the carriers operation:

Interstate Private Motor Carrier:

- Active USDOT Number
- Proof of insurance in motor vehicle
- No longer required to file for KS Private carrier authority or carry a vehicle specific cab-card
- Applicable safety driver/vehicle

Intrastate/Interstate Private Motor Carrier:

- Active USDOT Number
- Proof of insurance in motor vehicle
- If operating intrastate, active KS Private carrier authority on file with the KCC
- Not required to re-register intrastate authority or carry a vehicle specific cab-card
- Applicable safety driver/vehicle

Interstate For-Hire Motor Carrier (regulated commodities):

- Active USDOT Number
- Active Federal MC number
- Proof of insurance in motor vehicle
- No longer required to file for KS For-hire authority or carry a vehicle specific cab-card
- Applicable safety driver/vehicle

Intrastate/Interstate For-Hire Motor Carrier (regulated commodities):

- Active USDOT Number
- Active Federal MC number
- If operating intrastate, active KS For-Hire authority on file with KCC
- Not required to re-register intrastate authority or carry a vehicle specific cab-card
- Proof of insurance in motor vehicle
- Applicable safety driver/vehicle

Interstate For-Hire Motor Carrier (exempt commodities):

- Active USDOT Number
- Not required to have a federal MC number
- No longer required to register as an interstate exempt (ICC-E) carrier with KCC, re-register ICC-E authority or carry a vehicle specific cab-card
- Proof of insurance in motor vehicle
- Applicable safety driver/vehicle

Intrastate/Interstate For-Hire Motor Carrier (exempt commodities):

- Active USDOT Number
- Not required to have a federal MC number
- If operating intrastate, active KS For-Hire authority on file with KCC
- No longer required to register as an interstate exempt carrier with KCC
- Not required to re-register intrastate For-Hire or ICC-E authority or carry a vehicle specific cab-card
- Proof of insurance in motor vehicle
- Applicable safety driver/vehicle

If I Operate Only in Kansas, What Must I Do?

You must confirm that you have all required authority to operate for hire in Kansas. Submit all requested material to the Kansas Corporation Commission.

1. Certified Carriers (Common) means any person who holds himself out to the public as willing to undertake for hire to transport by motor vehicle, from place to place, persons or the property of others who may choose to employ him.

There are two types of intrastate for-hire common carriers;

- a. Certificate of Public Service-Hauling general commodities
- b. Certificate of Convenience and Necessity-Hauling household goods/passengers

If you apply for authority to operate over regular routes between fixed terminals, you must:

- a. be able to, and agree to, serve the general public
- b. file an application fee of \$250.00
- c. pay equipment fees annually
- d. have your insurance company's office file proof of insurance (minimum \$100,000/\$30,000,\$50,000)
- e. obtain combined single unit of \$350,000 liability and \$3,000 cargo insurance per vehicle
- f. file a financial statement
- g. carry your authority cards
- h. attend a KCC-sponsored safety compliance seminar and successfully complete an open-book exam on safety requirements

2. Private Carrier means any person who provides transportation of property or passengers, by commercial motor vehicle, and is not a-for-hire motor carrier, is over 10,000 lbs GVWR (in a single or combination vehicle), and go beyond 25 miles from the corporate city limits of where your business is domiciled.

- a. apply to the Kansas Corporation Commission
- b. pay an application fee of \$100.00 and pay equipment fees annually
- c. provide a financial statement to the Kansas Corporation
- d. if a partnership is involved, provide a copy of the agreement showing each partner's interest in the partnership and each partner's signature
- e. if a corporation is applying, include the articles of incorporation in the application

- f. have your insurance company's home office file proof of insurance (maximum \$100,000/\$300,000/\$50,000).
- g. carry your cab cards in vehicles
- h. attend a KCC-sponsored safety compliance seminar, if you are a Kansas based carrier

KCC Offers Intrastate Motor Carriers Online Authority Renewals

The Kansas Corporation Commission (KCC), through its partnership with Information Network of Kansas (INK), the official online portal to Kansas government, is again offering online authority renewals for motor carriers that operate in the state of Kansas. The application may be accessed from the www.accessKansas.org Web site, or directly from the state motor carrier portal at www.truckingKS.org or from the KCC's Web site at <http://kcc.ks.gov/>. The application allows motor carriers the ability to renew and pay for their authority to operate in Kansas 24 hours a day, seven days a week.

To renew their authority online, motor carriers must have access to the Internet and their renewal form from the KCC, which includes their Motor Carrier Identification Number (MCID) and a PIN (Personal Identification Number).

The KCC Online Authority Renewal System is a turnkey solution that enhances the current KCC process. It will allow the user to go online and verify address and business information and make changes as necessary. Carriers who renew online will no longer have to mail in their renewal application as they have in the past. All motor carriers will be allowed to renew online except those that have allowed their insurance to lapse, those who have failed to comply with any KCC enforcement action, and those whose authority status has been revoked or suspended by the KCC.

In September of each year, the Transportation Division began its ANNUAL registration renewal season. Motor carriers have several new options available to them once they have renewed their vehicle registration(s) for the upcoming year.

Motor carriers are able to electronically add, transfer, or delete vehicles, as well as add states to their interstate authority, 24 hours a day, 7 days a week, from the convenience of their home or office.

What Must I Do To Transport Freight Interstate?

Contact: Federal Motor Carrier Safety Administration
Phone: (202) 358-7106 or 7108

The FMCSA will determine your eligibility for interstate operations, and will classify you as exempt or non-exempt from federal regulations.

Am I Required To Carry Additional Insurance If I Haul Hazardous Materials?

Hazardous materials carriers should contact the Federal Motor Carrier Safety Administration, for your minimum liability requirements. More detailed information can be accessed by visiting the Federal Motor Carrier Safety Administration website at www.fmcsa.dot.gov or following this link: http://www.fmcsa.dot.gov/rules-regulations/administration/fmcsr/fmcsrruletext.asp?rule_toc=756§ion=387.9§ion_toc=1668

KANSAS CORPORATION COMMISSION (KCC) SAFETY COMPLIANCE & SEMINAR INFORMATION

The KCC safety compliance seminars will cover all the regulation requirements necessary for a successful safety program and compliance review. The KCC Special Investigators will answer questions regarding safety compliance and operating authority. Anyone interested is encouraged to attend the safety presentation free of charge. Pre-registration is not required. All seminars are scheduled to start at 9:00 AM and last approximately 3-4 hours.

The following topics are discussed in detail:

- ALCOHOL AND CONTROLLED SUBSTANCE PROGRAMS
- COMMERCIAL DRIVERS LICENSE (CDL)
- MCS-150 APPLICATION REQUIREMENTS (USDOT number) for both Intrastate & Interstate
- ACCIDENT REGISTER FILE
- DRIVER QUALIFICATION FILE
- HOURS OF SERVICE REGULATIONS AND DRIVERS DAILY LOG
- INSPECTION, REPAIR AND MAINTENANCE
- HAZARDOUS MATERIALS
- INSURANCE REQUIREMENTS
- KCC OPERATING AUTHORITY GUIDELINES
- KCC SAFETY REGULATIONS
- KCC WEBSITES
- FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION WEBSITES

Everyone that attends the KCC training course will receive a Certificate, signed by the presenting Investigator at the completion of the safety seminar. For more information about the safety compliance seminars or for a schedule of the seminars, visit our website at <http://kcc.ks.gov/> or call (785) 271-3151.

MOTOR FUEL TAX – International Fuel Tax Agreement (IFTA)

What is the purpose of International Fuel Tax Agreement (IFTA)?

The purpose of this Agreement is to promote and encourage the fullest and most efficient possible use of the highway system by making uniform the administration of motor fuels use taxation laws with respect to motor vehicles operated in multiple member jurisdictions.

Enable participating jurisdictions to act cooperatively and provide mutual assistance in the administration and collection of motor fuels use taxes.

Establish and maintain the concept of one fuel use license and administering base jurisdiction for each licensee and to provide that a licensee's base jurisdiction will be the administrator of this Agreement and execute all its provisions with respect to such licensee.

What does this mean for me as a carrier?

States collect taxes on the motor fuel used within their borders to build and maintain the roads and highways that link their communications to each other and the rest of the nation. As an interstate motor carrier traveling in Kansas, you pay your share of these taxes according to the provisions of the International Fuel Tax Agreement (IFTA). This agreement, recognized by 58 states and provinces, simplifies the way you report and pay fuel taxes, reduces paperwork and minimizes compliance requirements.

Specifically, Kansas participation in IFTA means that:

- A single fuel tax license authorizes you to travel in all IFTA member jurisdictions;
- A single tax return fulfills your reporting requirements for all member jurisdictions;
- A single state usually performs your fuel tax audit.

The following jurisdictions are current IFTA members:

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

What are the requirements for an International Fuel Tax Agreement (IFTA)?

Any person based in a member jurisdiction operating a qualified motor vehicle(s) in two or more member jurisdictions.

Qualified Motor Vehicle means a motor vehicle used, designed, or maintained for transportation of persons or property and:

- Having two axles and a gross vehicle weight or registered gross vehicle weight exceeding 26,000 pounds or 11,797 kilograms; or
- Having three or more axles regardless of weight; or,
- Is used in combination, when the weight of such combination exceeds 26,000 pounds or 11,797 kilograms gross vehicle or registered gross vehicle weight.

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

What member jurisdiction must I obtain my IFTA License in?

The member jurisdiction where the qualified motor vehicles are based for vehicle registration purposes and

- Where the operational control and operational records of the licensee's qualified motor vehicles are maintained or can be made available; and
- Where some travel is accrued by qualified motor vehicles within the fleet.

The commissioners of two or more affected jurisdictions may allow a person to consolidate several fleets that would otherwise be based in two or more jurisdictions.

If you have fleets in more than one jurisdiction and want more information on consolidating your fleets under one base jurisdiction call the Kansas Department of Revenue IFTA section.

“Base Jurisdiction,” establishes the jurisdiction to which a carrier will make fuel tax payments. Your base jurisdiction will then distribute the appropriate amount of tax owed to each IFTA member jurisdiction for you.

Kansas will be your base jurisdiction if:

- You have IFTA qualified vehicle(s) registered in Kansas;
- Your vehicle(s) use in controlled from a physical location in Kansas;
- Your vehicle(s) records are maintained or can be made available at a physical location in Kansas; and
- At least one of your vehicles travels some miles within Kansas.

What would be a reason my license would not be issued?

A license will not be issued if the applicant has been previously license under this Agreement and that license is still under revocation by any member jurisdiction or the application contains any misrepresentation, misstatement, or omission of information required in the application.

If I do not have an IFTA License and have a qualified motor vehicle traveling through a member jurisdiction what do I need to do?

In lieu of obtaining an IFTA license, you may satisfy motor fuels use tax obligations on a trip-by-trip basis in each jurisdiction you are traveling in. You can purchase a Trip Permit at any Motor Carrier Inspection Station along the jurisdiction border or through the Central Permit Office at 785-368-6501.

Must I reapply each year for my IFTA License ?

Yes, you will be mailed a renewal application prior to the expiration of your current credentials.

I currently have an active IFTA license and am adding another vehicle to my fleet what can I do?

Kansas will issue a 30-day IFTA temporary permit valid for all member jurisdictions to carry in lieu of displaying the annual decals. A temporary decal permit will only be issued to a licensee in good standing. It will be vehicle specific, and you are only allowed one per vehicle. You will need to make sure you have a copy of your IFTA license in the vehicle along with this temporary decal permit.

You will need to purchase an additional decal before your 30-day temporary permit expires.

Are there any reporting requirements to the base jurisdiction?

The licensee shall file a calendar quarterly return with the base jurisdiction and shall pay all taxes due and included with the return. Tax returns are required even if no operations were conducted or no taxable fuel was used during the reporting period.

Tax Return and full payment of taxes shall be due on the last day of the month following the close of the reporting period for which the return is due. If the last day of the month falls on a Saturday, Sunday, or legal holiday, the next business day shall be considered the final filing date.

What is the due date that my IFTA return must be filed?

IFTA Return Due Dates

<u>1st Quarter</u> January through March April 30th	<u>2nd Quarter</u> April through June July 31st
<u>3rd Quarter</u> July through September October 31st	<u>4th Quarter</u> October through December January 31st

When is a penalty and interest assessed?

Penalty of \$50.00 or 10 percent of delinquent taxes, whichever is greater. Penalty will be assessed when failing to file a return, filing a late return, or underpaying taxes due.

Interest shall be assessed at the rate of one (1) percent per month, on all delinquent taxes due each jurisdiction.

How are credit balances taken care of?

You may request a refund of your credit balances of \$10.00 or more by checking the box on the front of your IFTA return form 85. If the box is not marked, the credit balance will be applied to your next return. Credit balances cannot be carried for more than eight quarters (two years) from the date established.

What if I do not file my IFTA quarterly report?

Failure to file your quarterly fuel tax report will result in the **Revocation** of your carrier's OFTA license. To reinstate the license, a bond must be posted in addition to paying delinquent taxes, penalties, and interest.

What are some reasons my license could be revoked?

Your IFTA license may be revoked for any of the following reasons:

- Failure to file a quarterly IFTA report;
- Failure to pay tax due to all member jurisdictions;
- Failure to adhere to record-keeping requirements;
- Failure to pay or appeal an audit assessment within the established time period;
- Failure to post a bond when required, and;
- Failure to remit payment to cover insufficient funds.

What does it take to get my license reinstated?

To reinstate your IFTA license after being revoked you must:

- Pay all taxes in full;
- File all required reports;
- Submit any records requested;
- File a new application;
- Pay registration fee (\$10.00 for the 1st set of decals and \$1.00 for each additional set); and
- Post a bond to cover 3 quarters tax liability but not less than \$1,000.00.

Is there anything I need to do for IFTA if I go out of business or no longer leave the State of Kansas?

Yes, you may cancel your IFTA license at any time, provided all reporting requirement and tax liabilities to all member jurisdictions have been satisfied. To surrender your license you need to sign and date the bottom of the license and mark the quarter you want the license surrendered. You must remove the IFTA decals from vehicles, and return the license, all unused decals, and any part of the decals that have been removed from the vehicles to the Kansas Department of Revenue IFTA office. A final audit may be conducted by any member jurisdiction upon cancellation. The records must be retained for four (4) years after the due date of the final quarterly tax report.

What if I leave the decals on my vehicle after my license has been surrendered or revoked?

You will be subject to all appropriate penalties if you are found traveling on a surrendered/revoked license and or decals.

Are there any record keeping requirements with this license?

Yes, every licensee shall maintain records to substantiate information reported on the quarterly tax returns. You must maintain your records for a period of 4 years. For details of record keeping refer to the IFTA Article of Agreement Manual. www.ksrevenue.org/bustaxtypesmf.htm

Are the mileage record keeping requirements similar for both IFTA and IRP?

Yes, the required elements include:

- START and END date of trip;
- Trip origin and destination;

When a trip includes more than one stop, (multiple destinations) the added stops should also be recorded;

- Route of travel;
- Beginning and ending odometer readings;
- Total trip miles - IFTA and IRP require reporting all miles the unit travels;

Total miles must include loaded and deadhead miles, and any local miles when the unit is taken for servicing.

- Miles in each jurisdiction;
- Unit number or vin;
- Fleet number;
- Registrant's name.

In addition, IFTA specifies the records MUST include distance data on each vehicle for each trip and be included in monthly fleet summaries.

Regardless of the mileage documentation form used, it must include all of the elements listed above.

What would be considered an acceptable fuel receipt?

An acceptable receipt or invoice must include, but shall not be limited to the following:

- Date of purchase;
- Seller's name and address;
- Number of gallons or liters purchased;
- Fuel type;
- Price per gallon or liter or total amount of sale;
- Unit numbers.

Purchaser's name (in case of a lessee/lessor agreement, receipts will be accepted in either name, provided a legal connection can be made to the reporting party.)

I have an on board computer system, what are the record keeping requirements?

See the following information from the IFTA Procedures Manual.

P610

OPTIONAL USE FOR FUEL TAX REPORTING

On-board recording devices, vehicle tracking systems, or other electronic data recording systems may be used (at the option of the carrier) in lieu of or in addition to handwritten trip reports for tax reporting. Other equipment monitoring devices that transmit data or may be interrogated as to vehicle location or travel may be used to supplement or verify handwritten or electronically-generated trip reports.

Any device or electronic system used in conjunction with a device shall meet the requirements stated in this Section.

On-board recording or vehicle tracking devices may be used in conjunction with manual stems or in conjunction with computer systems.

P620

DEVICES USED WITH MANUAL SYSTEMS

All recording devices must meet the requirements stated in IFTA Procedures Manual Section P640 and P660.

When the device is to be used alone, printed reports must be produced which replace handwritten trip reports. The printed trip reports shall be retained for audit. Vehicle and fleet summaries which show miles and kilometers by jurisdiction must then be prepared manually.

For further detailed requirements please reference the IFTA Procedures Manual located on the IFTA web-site. www.iftach.org

Are you allowed to claim fuel pulled from bulk storage?

Yes, to obtain credit for withdrawals from licensee-owned tax paid bulk storage, the following records must be maintained.

- Date of withdrawal;
- Number of gallons or liters;
- Fuel type;
- Unit number;
- Purchase and inventory records - substantiate that tax was paid on all bulk purchases.

Can I expect to be audited?

Yes, all IFTA carriers based in Kansas are subject to audit. Kansas is required to audit 3% of their base jurisdictions licensee's every year.

Licensees selected for an audit will be contacted in writing 30 days prior to the audit date. The auditor(s) will notify the licensee of the time period to be audited and the records to be reviewed.

After the audit, the licensee will be advised of the audit findings, including adjustments to fuel tax liabilities for affected jurisdictions, and suggestions for record-keeping improvements. The other member jurisdictions affected will be notified of the results. The licensee may be subject to a supplemental audit if any member jurisdiction disagrees with the audit results.

Do I have any appeal rights for my audit?

Yes, if you do not agree with your audit findings you may request an informal conference from the Secretary of Revenue. To request an informal conference, please send a written request, stating the reasons for your objections along with a copy of the audit notice. In order to preserve your appeal rights you must request a conference within 30 days of the date of the letter. Send your request to:

**Office of Administrative Appeals
Kansas Department of Revenue
915 SW Harrison Street
Topeka KS 66625-0001**

Once we review your request, we will contact you to schedule the informal conference. If possible, the conference will be held over the telephone to save you time and travel expense.

LIVESTOCK

What do I need, beside the usual permits, to haul livestock into, or through Kansas?

All that is required for bringing livestock into Kansas the present time is a health paper written by an accredited veterinarian. Breeding animals require an individual identification on the health paper.

Orphan baby calves less than two months of age require a permit and a health paper from any state.

There is no requirement for the Motor Carrier Stations to write a livestock declaration. They are only required to check the health certificate. If they have no health certificate, they can be cited by the Highway Patrol.

All animals, including birds and fowl require a health paper to enter Kansas.

There is no need to call the Animal Health Department unless the load does not have health papers. Clearance can be obtained by calling (785) 296-2328 for cattle and (785) 296- 2329 for swine.

SAFETY

What safety requirements will I encounter as a truck driver?

You will encounter regulations governing the Driver Qualifications, CDL, Drug & Alcohol Testing, Hours of Service and Maintenance Program. In general, Kansas requires motor carriers to comply with the same safety regulations specified by the Federal Motor Carrier Safety Administration (FMCSA). To view the federal regulations go to: <http://www.fmcsa.dot.gov>. To view Kansas adoption of the FMCSR's, go to http://kcc.ks.gov/trans/mc_regs.pdf.

KANSAS DEPARTMENT OF TRANSPORTATION
("KANSAS TRUCKING CONNECTION")
OVERSIZE/OVERWEIGHT PERMITS

STATUTORY AUTHORITY
For
The Secretary of Transportation
To issue oversize/overweight permits.

8-1911 - Permits for oversize or overweight vehicles

(a) The secretary of transportation with respect to highways under the secretary's jurisdiction and local authorities with respect to highways under their jurisdiction, in their discretion, upon may issue a special permit which term shall include an authorization number, to the owner or operator of an oversize or overweight vehicle. The special permit shall authorize the special permit holder to operate or move a vehicle or combination of vehicles which exceed the limitations of this act, on a route, or routes, designated in the special permit and in accordance with the terms and conditions of the special permit.

(b) The application for the permit shall describe the vehicle, or combination of vehicles and all loads or cargo for which the special permit is requested, the route or routes on which operation is sought and whether a single trip or annual operation is requested. One special permit may be issued for a vehicle or combination of vehicles that are both oversize and overweight. A special permit under this section may be for a single trip or for annual operation. The special permit shall designate the route or routes that may be used and any other terms, conditions or restrictions deemed necessary. The secretary of transportation shall charge a fee for each permit or authorization number issued as provided for in subsection (f). No permit shall be required to authorize the moving or operating upon any highway of farm tractors, combines, fertilizer dispensing equipment or other farm machinery, or machinery being transported to be used for terracing or soil or water conservation work upon farms, or vehicles owned by counties, cities and other political subdivisions of the state, except that this sentence shall not: (1) Exempt trucks owned by counties, cities and other political subdivisions specifically designed and equipped and used exclusively for garbage, refuse or solid waste disposal operations from the maximum gross weight limitations contained in the table in K.S.A. 8-1909, and amendments thereto; or (2) authorize travel on interstate highways.

(c) A permit shall be valid only when the registration on the power unit is equal to or exceeds the total gross weight of the vehicle. When the gross weight of the vehicle exceeds the upper limit of the available registration, the maximum amount of registration must be purchased.

(d) The secretary or local authority may issue or withhold the permit at the secretary's or local authority's discretion or may limit the number of trips, or establish seasonal or other time limitations within which the vehicles described may be operated on the highways, or may otherwise limit or prescribe conditions of operations of such vehicle or combination of vehicles, when necessary to assure against undue damage to the road. The secretary or local authority may require such undertaking or other security as may be deemed necessary to compensate for any injury to the roadway or road structure.

(e) Every permit shall be carried in the vehicle or combination of vehicles to which it refers and shall be open to inspection by any police officer or authorized agent of any authority granting the permit. It shall be unlawful for any person to violate any of the terms or conditions of special permit.

(f) The secretary of transportation shall charge and collect fees as follows:

- (1) Twenty dollars for each single-trip permit;
- (2) Twenty-five dollars for a five-year permit for vehicles authorized to move bales of hay under subsection (j) on non-interstate highways;
- (3) One hundred and fifty dollars for each annual permit; or
- (4) Two thousand dollars per year for each qualified company for special vehicle combination permits authorized under K.S.A. 8-1915, and amendments thereto, plus \$50 per year for each power unit operating under such annual permit.

No fees shall be charged for permits issued for vehicles owned by counties, cities and other political subdivisions of the state. All permit fees received under this section shall be remitted to the state treasurer who shall deposit the same in the state treasury and shall be credited to the state highway fund. The secretary may adopt rules and regulations for payment

and collection of all fees. The secretary may adopt rules and regulations implementing the provisions of this section to prescribe standards for any permit program to enhance highway safety.

(g) If any local authority does not desire to exercise the powers conferred on it by this section to issue or deny permits then such a permit from the local authority shall not be required to operate any such vehicle or combination of vehicles on highways under the jurisdiction of such local authority, but in no event shall the jurisdiction of the local authority be construed as extending to any portion of any state highway, any city street designated by the secretary as a connecting link in the state highway system or any highway within the national system of interstate and defense highways, which highways and streets, for the purpose of this section, shall be under the jurisdiction of the secretary.

(h) A housetrailer, manufactured home or mobile home which exceeds the width as provided in subsection (a) of K.S.A. 8-1902, and amendments thereto, may be moved on the highways of this state by obtaining a permit as provided in this section, if:

- (1) The width of such housetrailer, manufactured home or mobile home does not exceed 16 feet, 6 inches;
- (2) The driver of the vehicle pulling the housetrailer, manufactured home or mobile home has a valid driver's license; and
- (3) The driver carries evidence that the housetrailer, manufactured home or mobile home, and the vehicle pulling it, are covered by motor vehicle liability insurance with limits of not less than \$100,000 for injury to any one person, and \$300,000 for injury to persons in any one accident, and \$25,000 for injury to property.

For the purposes of this subsection, the terms "manufactured home" and "mobile home" shall have the meanings ascribed to them by K.S.A. 58-4202, and amendments thereto.

(i) Upon proper application stating the description and registration of each power unit, the secretary of transportation shall issue permits for a period, from May 1 to November 15, for custom combine operators to tow custom-combine equipment on a trailer within legal dimensions or a trailer especially designed for the transportation of combines or combine equipment at the rate of \$10 per power unit. Each application shall be accompanied by information as required by the secretary. The permit shall allow custom combine operators to haul two combine headers on designated interstate highways provided:

- (1) The vehicle plus the load do not exceed 14 feet in width;
- (2) The move is completed during the period beginning 30 minutes before sunrise and ending 30 minutes after sunset; and
- (3) The vehicle plus the load are not overweight.

(j) Except as provided in paragraph (2) of subsection (d) of K.S.A. 8-1902, and amendments thereto, a vehicle loaded with bales of hay which exceeds the width as provided in subsection (a) of K.S.A. 8-1902, and amendments thereto, may be moved on any highway designated as a part of the national network of highways by obtaining a permit as provided by this section, if:

- (1) The vehicle plus the bales of hay do not exceed 12 feet in width;
- (2) The vehicle plus the bales of hay do not exceed the height authorized under K.S.A. 8-1904, and amendments thereto;
- (3) The move is completed during the period beginning 30 minutes before sunrise and ending 30 minutes after sunset;
- (4) The vehicle plus the load are not overweight; and
- (5) The vehicle plus the load comply with the signing and marking requirements of paragraph (3) of subsection (d) of K.S.A. 8-1902, and amendments thereto.

(k) If it is determined by the secretary of transportation that a person has been granted a permit and has not complied with the applicable provisions of this section and the rules and regulations of the secretary of transportation relating thereto, the secretary may cancel the permit and may refuse to grant future permits to the individual.

LEGAL LOADS

What are the maximum dimensions and weights allowed on Kansas highways?

LEGAL MAXIMUM DIMENSIONS	
Width	8 1/2 ft.
Height	14 ft.
Length (Single Motor Vehicle)	45 ft.
Length (Truck-Trailer Combinations)	65 ft.
Length (Tractor-Trailer Combinations)	No Limit
Length (Single Semi Trailer)	59 1/2 ft.
Length of each Trailer when pulled in Tandem*	28 1/2 ft.

* A truck-tractor semi-trailer-trailer combination shall be used when pulling trailers in tandem.

LEGAL WEIGHTS	
Single Axle	20,000 pounds
Tandem Axle	34,000 pounds
(Tandem axles with centers less than 40 inches apart are counted as one axle)	
Maximum Gross Weight Limit – Interstates	80,000 pounds
Maximum Gross Weight Limit – Other highways	85,500 pounds
The weight on any group of axles is limited by the Federal Bridge table	

OVERDIMENSIONAL LOAD INFORMATION

ADMINISTRATIVE REGULATIONS

36-1-35 Definitions

- (a) "**Carrier**" means the person, firm or company who has been authorized by the "Kansas Trucking Connection" to move oversize or overweight loads.
 - (b) "**Convoy**" means similar permitted loads traveling together on the same section of highway.
 - (c) "**Critical location**" means a section of highway which, because of limited maneuverability, the driver must reduce the speed of the transporting vehicle to a speed significantly less than the prevailing traffic.
 - (d) "**Custom-harvesting operation**" means a person, firm, partnership, association, or corporation engaged in custom-harvesting operations, if a truck or truck tractor is used to perform the following:
 - (1) Transport farm machinery, supplies or both, to or from a farm, for custom-harvesting operations on a farm;
 - (2) Transport custom-harvested crops only from a harvested field to initial storage or to initial market locations; or
 - (3) Transport agricultural products produced by that owner or commodities purchased by that owner for use on the farm owned or rented by the owner of that vehicle.
 - (e) "**Daylight hours**" means that span of time between one-half hour before sunrise and one-half hour after sunset.
 - (f) "**Department**" means the Kansas Department of Transportation.
 - (g) "**Escort Warning Sign**" means a yellow sign with black lettering and with a minimum dimension of five feet long and 12 inches high. The letters "oversize load" shall be visible on the face of the sign. The letters shall be eight inches in height, with a brush stroke of not less than 1 1/8 inches.
 - (h) "**Large structure**" means loads that exceed either sixteen feet, six inches in width or 18 feet in height. Exceeding a length of 126 feet also constitutes a large structure.
 - (i) "**Non-divisible**" means any load or vehicle exceeding the applicable dimensions or weight limitations that, if separated into smaller loads or vehicles, would result in having any of the following effects:
 - (1) Compromise the intended use of the vehicle;
 - (2) Destroy the value of the load or vehicle; or
 - (3) Require one person more than eight work hours or two persons four hours to dismantle, using appropriate equipment.
- The applicant for a non-divisible load permit has the burden of proof as to the number of work hours required to dismantle the load.
- (j) "**Oversize or overweight load**" or "**load**" means a vehicle or load exceeding the maximum sizes and weights defined in K.S.A. 8-1902, 8-1904 and 8-1909.
 - (k) "**Escort warning sign**" means a yellow sign, with black letters having a minimum dimension of five feet long and 12 inches high. The letters "OVERSIZE LOAD" shall be visible on the face of the sign. The letters shall be 8 inches in height, with a brush stroke of not less than 1 1/8 inches.

OVERSIZE LOAD (yellow background) (black lettering)	
Stroke	1 1/8"
Letter Height	8"
Width of Sign	5 ‘

- (l) **"Permit"** means a document issued by the secretary or secretary's designee permitting the grantee to move a vehicle or load that is oversize, overweight, or both, over the highways that are under the jurisdiction of the secretary.
- (m) **"Secretary"** means the Kansas secretary of transportation or the secretary's designee.
- (n) **"Special mobile equipment"**, for purposes of these regulations, K.S.A. 8-1467 shall include special purpose machinery either self-propelled or towed as a trailer or semitrailer, or oil field rigging truck-tractor semitrailer combination, and the useful revenue producing service of such machinery is performed at its destination.
- (o) **"Superload"** means either of the following conditions:
 - (1) A vehicle transporting a non-divisible load which is in excess of 150,000 pounds gross weight, or
 - (2) A vehicle transporting a non-divisible load in which any group or groups of axles exceed the limitations of the standard permit.

36-1-36 Common requirements

Each applicant moving an oversize or overweight load that is non-divisible may be issued a permit by the secretary to travel on highways under the jurisdiction of the secretary. If the secretary determines that a person has been granted a permit and has not complied with any provision of these regulations, the permit may be canceled, or the issuance of future permits to the applicant may be denied by the secretary, in accordance with the Kansas administrative procedures act.

- (a) **Application information** - The application for any permit shall be filed only by the individual or company that is doing the actual transporting or by an authorized permit service. Individuals and companies shown on the face of a permit shall be the only parties authorized to use that permit. Transferring permits to parties other than those to whom the permits were issued shall not be permitted. Permits shall be required in order for the individual or company to cross any portion of the state highway system.
- (b) **Bridge restrictions** - Oversize loads shall not obstruct or impede traffic on any bridge for longer than five minutes.
- (c) **Carrier responsibility** - Any applicant who accepts a permit issued by the secretary shall be deemed to have agreed to the following conditions:
 - (1) To be knowledgeable of the laws contained in K.S.A. 1996 Supp. 8-1911, as amended, and these regulations;
 - (2) Before moving, the escorts and transporter of the load shall become familiar with the restrictions on the permit restrictions and the bridge memorandum in the case of superloads. The driver and escort drive shall verify the width of the load to make sure the load will be able to pass safely through all work zones on the approved route. If there is any doubt, contact the KTC.
 - (3) To hold the secretary harmless, and to indemnify the secretary as immune from all suits, claims or damages arising from the movement of vehicles; and
 - (4) To pay the secretary for damages to state property caused by the permitted vehicle.
- (d) **Convoy information** - Vehicles and loads traveling in convoy shall not have more than 1,000 feet between each transporting vehicle. A maximum of two permitted loads may travel in a convoy.
- (e) **Enforcement** - Each holder of a permit shall make the permit or an authorized permit number readily available upon request to any law enforcement official or employee of the department.
- (f) **Escort information** - When escorting loads or convoys more than 14 feet wide, the following conditions shall apply.
 - (1) On highways of fewer than four lanes, front and rear escorts shall be required. Except for superloads and large structures, the rear escort may be eliminated if a warning light is attached to the top of the towing vehicle and to the rear of each load and is mounted no less than two feet or more than eight feet above the surface of the road.
 - (2) On highways consisting of four lanes or more, a rear escort shall be required for superloads and large structures. All other types of loads shall not require escorting.

- (3) When moving an oversize or overweight load, the driver of each escort vehicle and the person driving the permitted vehicle shall have the ability to communicate verbally with each other, using two-way equipment.
 - (4) Unless conditions dictate a different following distance, escorting vehicles shall travel at a distance not to exceed 300 feet in front or 300 feet to the rear of the load.
- (g) **Flagging** - Movers of oversize loads shall attach warning flags to each side of the widest part of all overwidth loads and to the rear of all overlength loads. The red or orange fluorescent warning flags must be at least 18” square.
- (h) **Implement dealers or manufacturer provisions** - Implement dealers and manufacturers transporting farm machinery or farm machinery used in farming operations shall not be required to possess a permit if traveling within 100 miles of the implement dealer’s or manufacturer’s place of business. The mileage limitation shall apply only to Kansas miles. This exception shall not apply to interstate highways.
- (i) **Insurance information** - The following insurance requirements apply to movers of oversize or overweight loads.
- (1) Vehicles and loads traveling under the authority of any permit authorized by the secretary shall have in effect all motor vehicle liability insurance coverage as required by federal, state, and local law for the type of vehicle for which the permit is sought.
 - (2) All insurance requirements shall be in force as of the date when the permit is requested and shall be maintained for the duration of the permit.
 - (3) As a minimum prerequisite to obtaining any permit, the applicant shall obtain general liability insurance in the amount of \$500,000 and auto liability insurance in the amount of \$500,000 to cover bodily injury that occurs to any person and property damage liability that occurs to any structure or roadway on which the permitted vehicle and load travel. The insuring company shall be duly authorized to conduct business in Kansas.
 - (4) Except for vehicles registered by the Kansas Corporation Commission (KCC), each permittee shall keep proof of insurance in the permitted vehicle at all times and shall present this proof to any employee of the department or law enforcement personnel upon request. At a minimum, proof of insurance shall include the date the insurance was purchased, the amount of the insurance, the expiration date of the insurance, the name of the insuring company, and the signature of the person authorized to issue the insurance.
- (j) **Loading restrictions** - These loading restrictions shall apply to all oversize or overweight loads.
- (1) When any permit is granted, it shall be for the maximum dimension and weight of the component being transported. Identical components may be transported, provided that no additional dimension is exceeded.
 - (2) Multiple-item loads shall not exceed legal axle or gross weights as stated in K.S.A. 8-1908 and K.S.A. 8-1909.
 - (3) Except as provided in K.A.R. 36-1-28 through 36-1-34, articles transported beside each other shall not be permitted if more than one article makes the load overwidth or overlength.
 - (4) Every article or unit shall be loaded with the smallest dimension as its width.
 - (5) Vehicles shall be loaded in a manner that does not exceed the manufacturer's recommended weight-carrying capacity rating of any axle, trailer, or other equipment when transporting oversize or overweight loads under an authorized oversize or overweight permit.
- (k) **Manufactured homes** - Movement of manufactured homes or modular sections of buildings shall be halted when the ground wind exceeds a sustained velocity of 30 miles per hour, as measured and reported by the nearest weather reporting facility.
- (l) **Size limitations** - These general size limitations apply to all oversize or overweight loads.
- (1) Overheight permits shall allow a height that is limited only by the constraints existing on the route to be traveled.
 - (2) Carriers of loads more than 17 feet high shall notify all appropriate utilities before moving the load.

- (3) Carriers of overweight loads shall abide by all restrictions on posted bridges and shall not enter the structure if the weight of any group of axles or the gross vehicle weight exceeds the posted limit.
- (4) Carriers transporting structural items including poles, pipe, bridge girders, or double derricks used in oil or gas drilling operations not to exceed 140 feet in length may be issued permits.
- (m) **Time restrictions** - The following time restrictions shall apply to all types of permits.
 - (1) Night movements shall be allowed for loads that are only overweight.
 - (2) Permits for over-dimensional loads shall be restricted to daylight movement unless the secretary finds that an emergency exists, in which case a permit for nighttime movement may be issued for the special condition, as the secretary deems advisable. Special conditions shall be noted on the permit.
 - (3) **Carriers transporting oversize or overweight loads may move every day of the year, including holidays.**
- (n) **Transporting requirements** - The following transporting requirements shall apply to oversize or overweight loads.
 - (1) Loads in excess of one-half of the width of the traveled portion of the highway shall be transported in a manner so that no part of the load extends across the centerline of the road, except when necessary to avoid a collision with objects located near the edge of the road.
 - (2) Farm tractors shall not be used to tow oversize or overweight loads, except in rare circumstances where the secretary, or an appointed designee finds that an emergency exists, in which case, a permit for the emergency move may be issued to the customer. Special conditions shall be noted on the permit.
 - (3) All permitted loads shall be secured according to provisions established by the federal motor carrier safety regulations, part 393, "parts and accessories necessary for safe operation," subpart I, sections 393.100 through 393.106, including all charts, figures and appendices regarding these sections, as in effect on August 1996, which are adopted by reference.
 - (4) Transporting vehicles operating under the authorization of a permit shall follow no closer than 300 hundred feet behind another vehicle, except when attempting to overtake and pass another vehicle.
 - (5) Except for incidental movements, all oversize or overweight construction machinery or equipment shall be transported on a truck-tractor trailer, truck-tractor semi-trailer, or truck combination. Incidental driving of construction machinery on state highways shall be allowed, provided that the section of highway to be used is adjacent to or entirely within the project limits or the distance traveled is less than or equal to one mile and no bridge structures are being crossed.
 - (6) Derricks used in oil or gas drilling that, when erected, stand more than two connected joints of rotary tubular pipe shall be dismantled before being transported on state highways.
- (o) **Validity** - All movements of oversize or overweight loads are subject to the requirements set forth on the permit. Once a permit has been approved, it shall not be altered.
- (p) **Visibility** - Oversize or overweight loads shall not be transported when visibility is less than one-half mile, or when conditions of moderate to heavy rain, sleet, snow, fog, or smoke exist, or when highway surfaces are slippery due to ice, packed snow, or rain.
- (q) **Warning flags** - Each warning flag shall be a piece of red or orange material that is not less than 18 inches square and is clean and free of lettering.
- (r) **Warning lights** - Warning lights shall be installed on the top of each escort vehicle. Each warning light shall be in good operating condition, emit a rotating or flashing amber light, be mounted on top of the towing vehicle, and be readily visible at a distance of not less than 1,000 feet.
- (s) **Warning signs** - A warning sign shall be used by movers of oversize or overweight loads in the following manner and circumstances.
 - (1) Each vehicle transporting oversize manufactured houses or modular sections of buildings shall have an oversize warning sign attached to the rear of the manufactured home or modular section being transported.
 - (2) Oversize loads shall have attached to the front of the transporting vehicle and to the rear of the load an oversize warning sign.

- (3) Warning signs shall be readily visible from a distance of 500 feet from one-half hour before sunrise to one-half hour after sunset and shall be removed from the vehicle when the load being transported does not exceed legal dimensions.
- (4) An escort warning sign or oversize warning sign shall be attached the front or to the top of each vehicle preceding the load being transported, and a similar sign shall be attached to the top or to the rear of the vehicle trailing the load being transported.

36-1-37 Maximum dimensions and gross weights.

(a) The following maximum dimensions and weights shall apply to annual permits.

ANNUAL PERMITS MAXIMUM DIMENSIONS AND GROSS WEIGHT	
Width	16 feet 6 inches
Length	126 feet
Height	15 feet
Gross weight	120,000 pounds

(b) The following maximum dimensions and axle weights shall apply to standard permits

STANDARD PERMITS MAXIMUM DIMENSIONS AND GROSS WEIGHT	
Width	16 feet 6 inches
Length	126 feet
Height	18 feet
Gross weight	150,000 pounds

(c) Maximum axle weights for both annual and standard permits are:

ANNUAL PERMITS AND STANDARD PERMITS MAXIMUM AXLE WEIGHTS	
Single, non-drive axle	22,000 pounds
Single, drive axle	24,000 pounds
Tandem	45,000 pounds
Triple	60,000 pounds
Quad	65,000 pounds

(d) Maximum weights for extra wide axle groups both standard and annual permits shall be measured from extreme outside points where the tread meets the pavement.

STANDARD AND ANNUAL PERMITS EXTRA WIDE AXLE GROUPS WEIGHT TABLE					
Width (Feet)	Single N-drive (pounds)	Single Drive (pounds)	Tandem (pounds)	Tridem (pounds)	Quad (pounds)
Less than (LT) 8'- 07"	22,000	24,000	45,000	60,000	65,000
8'- 07" LT 9' - 00"	22,500	24,500	46,000	61,500	67,000
9' - 00" LT 9' - 06"	23,000	25,000	47,000	63,000	69,000
9' - 06" LT 10' - 00"	23,500	25,500	48,000	64,500	71,000
10' - 00" and greater	24,000	26,000	49,000	66,000	73,000

Maximum gross weight spacing table. The external spacing shall be determined by measuring the distance between the center of the steering axle and the center of the last axle of the combination. **This chart shall apply to both standard and annual permits.**

To determine the width of the axle group measure the distance from the left side of the axle to the right side of the axle. The measurement shall be from where the tread meets the pavement on both sides of the axle group. **Remember: A permit shall be valid only when the registration on the power unit is equal to or exceeds the total gross weight of the vehicle. When the gross weight of the vehicle exceeds the upper limit of the available registration, the maximum amount of registration must be purchased.**

STANDARD AND ANNUAL PERMIT GROSS VEHICLE WEIGHT TABLE

External Spacing	Maximum Gross Weight (pounds)	External Spacing	Maximum Gross Weight (pounds)
8	58800	50	117,600
9	60200	51	119,000
10	61600	52	120,400
11	63000	53	121,800
12	64400	54	123,200
13	65800	55	124,600
14	67200	56	126,000
15	68600	57	126,700
16	70000	58	127,400
17	71400	59	128,100
18	72800	60	128,800
19	74200	61	129,500
20	75600	62	130,200
21	77000	63	130,900
22	78400	64	131,600
23	79800	65	132,300
24	81200	66	133,000
25	82600	67	133,700
26	84000	68	134,400
27	85400	69	135,100
28	86800	70	135,800
29	88200	71	136,500
30	89600	72	137,200
31	91000	73	137,900
32	92400	74	138,600
33	93800	75	139,300
34	95200	76	140,000
35	96600	77	140,700
36	98000	78	141,400
37	99400	79	142,100
38	100800	80	142,800
39	102200	81	143,500
40	103600	82	144,200
41	105000	83	144,900
42	106400	84	145,600
43	107800	85	146,300
44	109200	86	147,000
45	110600	87	147,700
46	112000	88	148,400
47	113400	89	149,100
48	114800	90	149,800
49	116200	91	150,000

SPECIAL MOBILE EQUIPMENT

MAXIMUM AXLE WEIGHTS FOR SPECIAL MOBILE EQUIPMENT	
NUMBER OF AXLES	MAXIMUM WEIGHT
Single, non-drive axle	22,000 pounds
Single, drive axle	24,000 pounds
Tandem	49,000 pounds
Triple	60,000 pounds
Quad	65,000 pounds

EXTRA WIDE AXLE GROUPS SPECIAL MOBILE EQUIPMENT WEIGHT TABLE					
Width (Feet)	Single N-drive (pounds)	Single Drive (pounds)	Tandem (pounds)	Tridem (pounds)	Quad (pounds)
Less than (LT) 8' - 07"	22,000	24,000	49,000	60,000	65,000
8' - 07" LT 9' - 00"	22,500	24,500	50,000	61,500	67,000
9' - 00" LT 9' - 06"	23,000	25,000	51,000	63,000	69,000
9' - 06" LT 10' - 00"	23,500	25,500	52,000	64,500	71,000
10' - 00" and greater	24,000	26,000	53,000	66,000	73,000

Maximum gross weight and external spacing table for special mobile equipment. The external spacing shall be determined by measuring the distance between the center of the steering axle to the center of the last axle of the combination.

SPECIAL MOBILE EQUIPMENT GROSS VEHICLE WEIGHT TABLE			
External Spacing	Maximum Gross Weight (pounds)	External Spacing	Maximum Gross Weight (pounds)
8	67,200	37	113,600
9	68,800	38	115,200
10	70,400	39	116,800
11	72,000	40	118,400
12	73,600	41	120,000
13	75,200	42	121,600
14	76,800	43	123,200
15	78,400	44	124,800
16	80,000	45	126,400
17	81,600	46	128,000
18	83,200	47	129,600
19	84,800	48	131,200
20	86,400	49	132,800
21	88,000	50	134,400
22	89,600	51	136,000
23	91,200	52	137,600
24	92,800	53	139,200
25	94,400	54	140,800
26	96,000	55	142,400
27	97,600	56	144,000
28	99,200	57	144,800
29	100,800	58	145,600
30	102,400	59	146,400
31	104,000	60	147,200
32	105,000	61	148,000
33	107,200	62	148,800
34	108,800	63	149,600
35	110,400	64	150,000
36	112,000		

36-1-38 Types of permits

(a) Annual permits

These permits allow for continuous movement of oversize or overweight loads, special mobile equipment, manufactured houses or modular section of buildings during daylight hours.

- (1) The annual permit is assigned to a specific power unit.
- (2) This permit shall be valid for a period of one year, beginning and ending as specified on the permit.
- (3) The annual permit is not transferable to any other company or vehicle.
- (4) Movers operating with an annual permit may deviate from the routes approved by the secretary only at the origin and destination of their trip. Such a deviation shall be limited to using the safest, shortest, and most direct roadways.

(b) Standard permits

These permits allows for single-trip movements in those circumstances where another permit is not appropriate.

- (1) Standard permits may be issued for the movement of oversize or overweight vehicles and loads on a multiple-trip or single-trip basis if implementation of another type of permit is not appropriate.
- (2) Each standard permit shall be good for a period of seven days.
- (3) Standard permits shall be issued only from point of origin to final destination on routes designated by the secretary.
- (4) Movers of oversize or overweight loads may make multiple trips, provided that the mover uses the same route and hauls similar loads, trips can be made within the original period of validity, and the information on the standard permit does not change.

(c) Superload permits

These permits allow the movement of overweight loads that exceed 150,000 pounds of gross weight.

- (1) Movers of superloads shall pay for all damages caused by the movement of the superload.
- (2) Movers of superloads shall have a valid superload permit that includes a bridge analysis, which must be completed by the department before traveling on any highway within Kansas.
- (3) Superload permits shall be issued only for single-trip movements.
- (4) Before escorting superloads within Kansas, escorting companies shall obtain Kansas certification in a manner approved by the secretary.

(d) Large structure permits

These permits allow for movement of oversize loads that exceed the size limitations of the standard permit.

- (1) Large structure permits shall be valid for a period of 30 calendar days.
- (2) When alternate routes are available, movers of large structures shall reduce the use of state highways to a minimum. Movers of large structures shall contact all appropriate departmental personnel before moving.
- (3) Large structure permits shall not be granted to transport loads on interstate highways, except in extreme circumstances. In such cases, prior approval shall be obtained from the secretary, and local enforcement authorities shall accompany the movement to provide traffic control. The transporting vehicle shall be the only vehicle traveling on the applicable section of the interstate.
- (4) Movers of large structures shall not park any transporting vehicle on any part of the traveled portion of the highway. Vehicles having to be parked on the right-of-way shall have at least 30 feet of clearance from the traveled portion of the highway.
- (5) Movers of large structures shall notify all appropriate utilities and railroads before moving any large structure.
- (6) Movers of large structures shall contact all appropriate district engineers before any trees are cut or trimmed.
- (7) Movers of large structures shall also make arrangements with the district engineer before removing or relocating signs, hazard markers, or other property of the department.

- (8) The final decision with regard to the movement of the large structure, the time of day, date, and the routes to be used shall be approved by a departmental employee of the district in whose area the load travels or by an appointed representative.
- (9) An escort vehicle shall be stationed at side road intersections during the movement of large structures in order to hold all vehicles at those intersections until the structure has been moved through the section of road being blocked.
- (10) Drivers of escorting vehicles shall not allow large structures to cross a bridge or critical location until all traffic has been stopped at both sides of bridges or before and after a critical location.

36-1-28 Special Vehicle Combinations (SVC)

- (a) Notwithstanding any other regulation, special vehicle combination permits may be issued for a combination of vehicles which exceeds the size and length restriction requirements of K.S.A. 8-1904 and amendments thereto.
- (b) A "special vehicle combination" for the purposes of these regulations means a truck-tractor semitrailer-trailer-trailer combination of vehicles. A trailer may consist of a converter dolly and a semitrailer. No converter dolly shall be pulled behind the third trailer. A "special vehicle combination" shall hereby be referred to as "SVC" and the Kansas Department of Transportation shall hereby be referred to as "Kansas Trucking Connection".
- (c) Any applicant/owner who applies for an annual SVC permit shall furnish the following before the permit may be issued:
 - (1) A description of the applicant/owner's training and supervisory programs for drivers;
 - (2) A description of the applicant/owner's shop facilities and maintenance programs for equipment;
 - (3) A description of the applicant/owner's compliance with driver qualification standards;
 - (4) A description of the applicant/owner's safety program;
 - (5) A list of vehicles for which permits are being applied for including model and vehicle identification numbers;
 - (6) A list showing the names of drivers to be certified; and
 - (7) The necessary maps showing all route information to and from the applicant/owner's terminal.
- (d) Annual certification shall be required for every SVC. All requests for certification or rectification shall be submitted:
 - (1) In writing the "Kansas Trucking Connection;
 - (2) At least one month prior to the expiration of the current permit.
- (e) Once certification is approved, the applicant/owner may apply for an annual SVC permit. The application shall include all applicable fees.
- (f) Upon approval of the application and payment of associated fees, the "Kansas Trucking Connection" will issue annual SVC permits showing the model and vehicle identification numbers (VIN) of the vehicles being certified and provide the applicant/owner with driver certification cards both of which shall be carried in the SVC whenever it is operating. Permits and VIN information shall be displayed to any law enforcement officer, Kansas Highway Patrol officer or employee of the "Kansas Trucking Connection" upon request.
- (g) In addition to the annual SVC permit, the applicant/owner must obtain all other necessary permits for travel in Kansas.
- (h) SVC permits shall be \$2000.00 per year for each qualified applicant/owner company plus \$50.00 per year for each special vehicle combination power unit operating under such annual SVC permit. Lost or destroyed SVC permits may be reissued upon request to "Kansas Trucking Connection".
- (i) Access routes to terminals will be designated on each annual SVC permit. Such terminal shall be within five miles of the interstate. The applicant/owner shall ensure that the SVC can safely maneuver through any construction work zones or detours. Any deviation from this route must be authorized by a representative of "The Kansas Connection".
- (j) SVC travel may be prohibited or restricted to specific routes, hours of operation, specific days, or seasonal periods, when adverse conditions, traffic, weather or safety considerations make such travel

unsafe or inadvisable. A SVC shall not be dispatched during adverse weather conditions, such as high winds (30 mph or more), snow, ice, sleet, hail, fog, mist, rain, dust, smog, or smoke. If adverse weather or road conditions are encountered during operation, the driver of the SVC shall:

- (1) Proceed to the next available exit and wait for conditions to improve; or
 - (2) Proceed to the next available exit and detach a trailer.
- (k) No movement of a SVC is allowed on holidays or holiday weekends. (Holiday is midnight to midnight).
- (l) Every applicant/owner approved to operate an SVC shall provide the “Kansas Trucking Connection” special permit section all information relating to accidents, operational costs, safety inspections, equipment, maintenance, Motor Carrier Safety Assistance Program (MCSAP) out-of-service reports or other pertinent operational information.
- (m) Notwithstanding other state and federal requirements for reporting motor vehicle accidents, a copy of any accident report involving the SVC being operated under an annual SVC permit shall be delivered or mailed to the “Kansas Trucking Connection”, within 10 days of the accident. If the accident involves a death, within 24 hours the carrier must provide the information specified in section 394.7 (b) of the federal motor carrier safety regulations manual, as in effect April 1, 1990 and adopted herein by reference.

36-1-29. Violations

- (a) The Kansas Highway Patrol and any local law enforcement agency (enforcement agency) have the authority to enforce the provisions of these SVC regulations.
- (b) In the event any SVC does not comply with the restrictions as specified in K.S.A. 1989 Supp. 8-1908, the enforcement agency has the discretionary authority to request the driver to shift or remove any portion of the load or to adjust the configuration in order to bring the SVC into compliance.
- (c) The enforcement agency may require the detaching of a trailer if the SVC or driver is in violation of these rules and regulations. If one of the trailers is to be detached:
 - (1) The SVC shall be driven to an appropriate location as determined by the enforcement agency;
 - (2) Provisions by the applicant/owner of the SVC shall be made to have another truck-tractor sent to retrieve the detached trailer; and
 - (3) All related expenses and labor costs shall be the responsibility of the applicant/owner.
- (d) The responsibility for strict compliance with the requirements shown in this section and the payment of fines shall be the responsibility of the applicant/owner of the SVC.
- (e) Noncompliance with these rules and regulations can result in the suspension or the cancellation of the annual SVC permit.
- (f) In accordance with the hearing procedures found in K.A.R. 36-1-30, an annual SVC permit may be suspended, canceled or withheld for any violation of these regulations until such violation is rectified. Repeated or serious violations may result in suspension or cancellation of the applicant/owner’s SVC certification. (Amended 3-4-91)

36-1-30 Cancellation of Permit, Hearing

- (a) Whenever the secretary cancels an annual SVC permit, the applicant/owner shall be notified by certified mail, return receipt requested, at the address on the application, of the following:
 - (1) The right of hearing;
 - (2) The right to be represented by counsel of the applicant’s own choosing at the hearing;
 - (3) That a written request for a hearing must be filed with the secretary within 15 days of the date of mailing of the order of cancellation to the applicant/owner; and
 - (4) That the timely filing of the request shall suspend the operation of the order of cancellation pending a hearing.
- (b) After receipt by “Kansas Trucking Connection” of a request for a hearing, the applicant/owner of the SVC and any person who has made a complaint as to the operation of the SVC shall be given not less than 10 days written notice by the secretary of the time and place of hearing by registered or certified mail, return receipt requested, provided an address is available. If available, the letter will be addressed to the persons at their last known address, as shown by the files of the secretary.

- (c) The owner of the SVC and other interested parties may appear at the hearing in person or by counsel and present their reasons for and against cancellation of the permit. Corporations may be represented by an officer or other agent or by an attorney duly authorized to practice law in Kansas.
- (d) At the conclusion of the hearing, the order canceling and a final ruling will be issued within 10 days.
 - (1) If the order is vacated, the permit shall be reinstated and the SVC allowed to operate.
 - (2) If the order is affirmed, the applicant/owner may not apply for a new annual SVC permit for a period of one year from the date of the final ruling.
- (e) If a hearing is not requested, the applicant/owner may not apply for a new annual SVC permit for a period of one year from the date of the original order of cancellation.

36-1-31 Equipment

- (a) **Equipment** - All equipment on the SVC must conform with these regulations and those of the federal motor carrier safety regulations, 49 C.F.R. 390-399, as in effect on April 1, 1990 and adopted herein by reference. All equipment operated under the annual SVC permit is subject to periodic field inspection to ensure continued compliance with all equipment requirements.
- (b) **Power** - All truck-tractors shall be powered to provide adequate acceleration ability and hill climbing under normal operating conditions, and to operate on level grades at speeds compatible with other traffic. The ability to maintain a minimum speed of 40 miles per hour under normal operating conditions on any grade and to be able to resume a speed of 40 miles per hour upon any grade which the SVC is stopped is required.
- (c) **Tires** - All tires shall be of the same size and construction (radial or non-radial). Tires must be properly inflated for the load being carried. Each axle must have two tires at each end of the axle, except for the steering axle.
- (d) **Fifth wheels** - Every fifth wheel shall be:
 - (1) clean and lubricated with a light-duty grease.
 - (2) located in a position which provides adequate stability.
- (e) **King pins** - Every king pin shall be solid-type and permanently fastened to the semitrailer. Screw-out or folding king pins are prohibited.
- (f) **Pick-up plates** - Pick-up plates shall be of equal strength to the fifth wheel.
- (g) **Hitch connections** - All hitch connections shall be no-slack air-actuated ram-type and isolated from the primary air transmission system.
- (h) **Pressure controlling devices** - All pressure controlling devices shall be located outside the cab of the tractor and not accessible to the driver while in the cab.
- (i) **Drawbars** - The drawbar length shall be the practical minimum consistent with clearances required between trailers for turning and backing maneuvers.
- (j) **Axles** - All axles permanently attached to the trailer and/or semitrailer shall be designed for the width of the trailer. Drop or lift axles shall not be permitted. An SVC shall have a minimum of six and a maximum of nine axles.
 - (1) The total weight on any single axle shall not exceed 20,000 pounds. The total weight on any tandem axle shall not exceed 34,000 pounds. Only single and tandem groupings shall be permitted. The total gross weight of the SVC shall not exceed 110,000 pounds.
 - (2) The total weight on any group of two or more consecutive axles shall not exceed the bridge formula as set out in 23 U.S.C. 127 as in effect on December 22, 1987 and adopted herein by reference. Compliance with height and length restriction requirements is required.
- (k) **Brakes** - Fast air transmission and release valves shall be provided on all semitrailer and trailer axles. Brakes shall be installed to apply consecutively beginning with the rear axle and proceeding to the front axle. The use of engine-retarder brakes shall be prohibited.
- (l) **Antispray devices** - Antispray mud flaps shall be attached to the rear of each axle except the steering axle. Mud flaps shall have a surface designed to absorb and deflect excess moisture to the road surface.
- (m) **Trailers/semitrailers**
All trailers/semitrailers shall conform as follows:

- (1) The heaviest trailer or semitrailer shall be placed in front and the lightest at the rear;
 - (2) The length of a semitrailer or trailer in SVC shall not exceed 28 1/2 feet in length; and
 - (3) A semitrailer used with a converter dolly shall be considered to be a trailer.
- (n) **Convex mirrors.** - In addition to the standard mirrors, each SVC shall be equipped with convex mirrors (minimum 6 inches in diameter) on the left and right sides of the truck-tractor. Such mirrors shall be visible by the driver while operating the SVC.

36-1-32 Operational Procedures

- (a) **Following Distance** - A minimum distance of 100 feet for every 10 miles per hour of speed shall be maintained between an SVC and other vehicles except when overtaking and passing.
- (b) **Lane of Travel** - An SVC must remain in the right hand lane except when passing another vehicle traveling in the same direction or when emergency conditions exist.
- (c) **Disabled SVC.** - If an SVC is disabled for any reason other than an accident, it should be parked as far off the traveled way as possible. The KHP shall be notified as soon as possible, and the SVC shall be removed from the roadway. All expenses and labor costs shall be assumed by the applicant/owner.
- (d) **Cargo** - All cargo shall be loaded to restrict any movement or shifting of the contents during routine delivery, sudden braking and other emergency maneuvers. Transportation of the following specified hazardous material types and quantities are prohibited:
 - (1) Any quantity of a material within the hazard classes specified in 49 C.F.R. 172.504, Table 1 as in effect on December 31, 1990 and as defined in 49 C.F.R. 173 as in effect on December 31, 1990 both of which are adopted herein by reference.
 - (2) Any material within the hazard classes specified in 49 C.F.R. 172.504, Table 2 as in effect December 31, 1990 and adopted herein by reference, that:
 - (i) Exceeds 55 gallons per package;
 - (ii) Is transported in bulk quantities in excess of a 3500 water-gallon capacity.
 - (3) Is classified as a "Poison-Inhalation Hazard" as defined in 49 C.F.R. 173.3a (b) (2) as in effect on December 31, 1990 and adopted herein by reference.
- (e) **Stability** - Any SVC shall be stable at all times during normal braking and normal operation. When traveling on a level, smooth, paved surface, any SVC shall follow the towing vehicle without shifting or swerving beyond the restraints of the lane of travel.
- (f) **Bridges** - No SVC shall cross any structure if the SVC is over the posted limit.

36-1-33 Insurance

Every SVC operated under an annual SVC permit shall be covered by insurance of not less than \$500,000.00 general liability and \$50,000.00 property damage.

36-1-34 Driver Qualification Standards

Requirements for SVC drivers:

- (a) A SVC driver shall:
 - (1) Possess a Class A chauffeur's or commercial driver's license (CDL) with all appropriate endorsements.
 - (2) have a minimum of two years combined experience driving a truck-tractor-semitrailer combination;
 - (3) have at least one year of experience in driving multiple trailer combinations; and
 - (4) have completed:
 - (A) A supervised SVC driver training program; and
 - (B) A road test provided by the employer company.
- (b) No more than one year may have elapsed between a driver's certification to these standards and the last time the driver was employed to operate truck-tractor-semitrailer combinations.

OILFIELD CERTIFICATION PROGRAM

36-37-1 Definitions

- (a) "**Annual certification fee**" means the monetary amount that each company must pay in order to become certified.
- (b) "**Annual certification permit**" means the official form that allows operation of an OSR on state highways and which is valid only when signed by a representative of "Kansas Trucking Connection" and the applicant.
- (c) "**Bridge analysis**" means the evaluation process completed by "Kansas Trucking Connection" bridge design section and staff to determine whether to allow movement of an OSR.
- (d) "**Holidays**" means New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.
- (e) "**Inventory number**" means the number that uniquely identifies that particular OSR as part of an applicant's inventory.
- (f) "**"Kansas Trucking Connection"**" means the Kansas department of transportation.
- (g) "**KHP**" means Kansas highway patrol.
- (h) "**Local law enforcement agency**" means the area police department or enforcement agency having the responsibility for enforcing the provisions of these regulations.
- (i) "**Oilfield servicing rig**" means a vehicle, which is self-propelled and used in well servicing, well clean-out, and consisting in general of a mast, an engine for power, a draw works, and a chassis permanently constructed or assembled for such purposes. All equipment on the oilfield servicing rig shall be "reasonably non-divisible." An "oilfield servicing rig" shall hereafter be referred to as "OSR."
- (j) "**OSR certification**" means the process each applicant must complete before being allowed to operate an OSR on any state maintained highway.
- (k) "**Place of business**" means the location designated by an owner central to the operation of each OSR.
- (l) "**Reasonably non-divisible**" shall, for the purpose of this section, mean all necessary tools to be used in the servicing of a well.

36-37-2 Violations

- (a) The KHP and local law enforcement agencies shall enforce the provisions of these regulations.
- (b) The KHP or local law enforcement agency shall halt the movement of an OSR and issue appropriate fines if it determines that:
- (c) An OSR does not comply with these regulations
 - (1) The annual certification permit cannot be produced
 - (2) Further movement of the OSR will create an unsafe condition or may cause injury to the traveling public.

36-37-3 Requirements

- (a) When an OSR exceeds the standards defined in K.S.A. 8-1902, 8-1904, 8-1908 and 8-1909, the applicant shall contact "KANSAS TRUCKING CONNECTION" to obtain an annual certification permit before operating the OSR on any state highway.
- (b) A certified OSR shall operate only within a 100-mile radius of the designated place of business.
- (c) An OSR shall not be allowed to cross any posted bridge or structure which has been restricted to an axle, tandem, or gross weight that is less than the axle, tandem, or gross weight of the OSR.
- (d) No OSR shall travel on the Interstate system.
- (e) An oversize/overweight permit must be obtained by the owner of any OSR moving outside a 100-mile radius from its designated place of business or when moving an OSR which exceeds the maximum axle or gross weight allowed in these regulations.
 - (1) The owner of an OSR which moves outside the 100-mile radius from the designated place of business shall:
 - A. Obtain an oversize/overweight permit form from;
 - B. Provide the information listed on the form;

- C. Obtain approval from the “KANSAS TRUCKING CONNECTION” for the move; and
 - D. Pay the appropriate permit fee
 - E. If approval is by telephone, a copy of the oversize/overweight permit and the permit fee must be mailed to within 24 hours. A return trip shall be allowed on the original OSR permit, if the move can be made within seven calendar days.
- (2) An OSR exceeding the axle or gross weights specified in these regulations must make a written request to the “Kansas Trucking Connection”, who then will pass it on to the “Kansas Trucking Connection” bridge design office for a bridge analysis.
 - A. The analysis shall be completed and approval granted before the OSR can be permitted movement on any state highway.
 - B. A bridge analysis shall not be required for the return trip, provided that:
 - i. The gross weight of the OSR has not changed significantly;
 - ii. The route used for the return trip is the same as the route originally used by the OSR to reach the worksite; and
 - iii. The return trip is made within 60 days.
 - iv. The owner of the OSR shall contact the area or district engineer before moving to determine the condition of the route, to furnish the engineer with the time and date of the move and to receive final approval.
 - (3) Authorizations for oversize/overweight permits are limited to seven calendar days.
 - (4) An oversize/overweight permit shall not be renewed. If additional time is necessary, a new oversize/overweight permit shall be purchased.
 - (5) Issuance of an oversize/overweight permit shall not affect the status of any prior OSR certification, which has been issued to the owner of the OSR.
 - (6) Deviation from the route, shown on the oversize/overweight permit, shall not be permitted except that marked detours shall be considered part of the original permit.
 - (7) No oversize/overweight permit shall be modified after it has been issued.
- (f) An OSR shall be allowed to operate on Saturdays as part of its regular operation.
 - (g) Movement of an OSR on Sundays and holidays shall be limited to the crossing of state highways at intersections.
 - (h) No OSR may pass under or cross any structure, bridge overpass or underpass without a minimum clearance of six inches from any part of such structure, bridge overpass or underpass.
 - (i) An overweight OSR shall not be allowed to cross any posted bridge or structure which has been restricted to an axle, tandem or gross weight that is less than the axle, tandem or gross weight of the OSR.
 - (j) Acceptance of the annual certification permit or of any oversize/overweight permit by the applicant shall be evidence the applicant assures full compliance with all requirements contained in K.S.A. 8-1911 and these regulations.
 - (k) Every OSR is subject to periodic inspections at the discretion of the “Kansas Trucking Connection”, KHP or the local law enforcement agency.
 - (l) Each annual certification permit or oversize/overweight permit shall be issued to a specific OSR and applicant, and shall not be transferable to another owner or OSR.
 - (m) A valid copy of the annual certification permit and any authorized oversize/overweight permit shall be carried in the OSR.
 - (n) The annual certification permit remains valid for one year.
 - (o) All axles shall be permanently fastened to the OSR.
 - (p) Each axle shall be secured in such a fashion to the OSR which eliminates all possibility of any axle being raised or lowered during movement of the OSR.
 - (q) The tires for an added axle shall be the same size and type as those on the nearest axle.
 - (r) All pressure-controlling devices shall be located outside the cab of the OSR and shall not be accessible to the driver while inside the cab of the OSR.
 - (s) Each axle of a tandem or triple configuration of an OSR shall always carry a proportional amount of

weight.

36-37-4 Insurance Requirements

- (a) An applicant shall have all motor vehicle liability insurance coverage's as required by federal, state and local law for the type of vehicle for which certification is sought.
- (b) All insurance requirements shall be in force as of the date of certification and maintained after that date for the period covered by the certification.
- (c) The applicant shall furnish proof of insurance upon demand by the "Kansas Trucking Connection" or local law enforcement agency.
- (d) Failure to maintain required coverage shall result in revocation of the certificate.

36-37-5 Fees

- (a) Fees associated with the "oilfield certification" program shall be those established in K.S.A. 8-1911.
- (b) No refunds or adjusting of fees received by the "Kansas Trucking Connection" shall be permitted.

36-37-6 Weight Limitations

- (a) The maximum axle weights allowed for an annual certification shall be:

OILFIELD CERTIFICATION MAXIMUM AXLE WEIGHTS	
Single axles	24,000 pounds
Tandem axles	49,000 pounds
Tridem axles	60,000 pounds

- (b) The maximum gross weights allowed for an annual certification shall be:

OILFIELD CERTIFICATION MAXIMUM AXLE GROUP WEIGHTS	
Four axles	89,000 pounds
Five axles	95,0000 pounds
Six axles	110,000 pounds
Seven axles or more	120,000 pounds

HOW AND WHERE TO OBTAIN OVERSIZE PERMITS

Oversize permits may be obtained at a Motor Carrier Inspection Station along the Kansas border during normal working hours; or by calling the Kansas Department of Revenue.

MOTOR CARRIER INSPECTION STATIONS

STATION	CITY	LOCATION	PHONE NO.
#21W	Wabaunsee	I-70, 1 mile west of McFarland Exit	785-765-3365
#22W	Wabaunsee	I-70, 1 mile west of McFarland Exit	785-765-3360
#23W	Olathe	I-35, 5 miles south of Olathe, MP 213	913-782-6773
#24W	Olathe	I-35, 5 miles south of Olathe, MP 213	913-782-4125
#26A	South Haven	South end of Turnpike, I-35	620-892-5249
#37A	Liberal	US-54, 5 miles east of Liberal	620-624-4431
#46	Kanorado	I-70 near Colorado State Line	785-399-2772
#58	Belleville	US-81, 1 mile south of Jct. US-36	785-527-5159

PERMIT TYPES AND COSTS

PERMIT	DESCRIPTION	DISPLAY	COSTS
KCCSP	KCC Special	KCC Special – 1 Trip	\$ 15.00
KCEM	KCC Emergency	72 KCC Emergency – 30 Day	\$ 10.00
KSF24	Kansas Fuel	KS Fuel	\$ 13.00
KSF72	Kansas Fuel	KS Fuel	\$ 25.00
KSREG	72 Hour Registration – Interstate	72 Reg Inter	\$ 26.00
RSWHT	72 Hour Registration – Raise Weight	72 Hour Raise Wt	\$ 26.00
OSOWR	Regular Oversize/Weight	Regular OSOWR – 7 Day	\$ 20.00
OSOWH	Harvest Oversize Interstate	May 15 – Nov. 15	\$ 10.00
OSOWG	Government OSOW	7 Days	None
OSOWL	Large Structure	1 Month	\$ 30.00
OSOWO	Oil Field Servicing Rig	1 Year	\$ 150.00
OSOWS	Superload	7 Days	\$ 50.00
30 DAY	30 Day Registration – IntraState	30 Day Reg.	\$ CHART
HRVST	60 Day Harvest	60 Day Harvest	\$ CHART
ANLOS	OsoW Annual	1 Year	\$ 150.00
BYLOC	72 Hour Beyond Local	72 Bynd Local	\$ 26.00
DLDMO	72 Hour Dealer Demo	72 Hour LFCL	\$ 5.00
HUNTER	30 Day Hunters (KS based)		\$ 26.00
LFCLI	Liquid Fuel Carriers License	72 Hour LFCL	\$ 5.00
15DDD	15 Day Dealer Demo	15 Day DLR Demo	\$ 100.00
KTAAC	Kansas Turnpike Access	6 Months	\$ 5.00
KTAAY	Kansas Turnpike Access	1 Year	\$ 10.00
SVCCO	Company Fee	1 Year	\$2000.00
SVCOS	Special Vehicle Comb.	1 Year	\$ 50.00
HAY5Y	Hay Bale – Non-Interstate	5 Year	\$ 25.00
ANLHY	Hay Bale – Interstate	1 Year	\$ 150.00
ANLOC	Ocean Container	1 Year	\$ 150.00
ANLCT	Cotton Module	1 Year	\$ 150.00
ANLGV	Government Annual	1 Year	None
GOVNC	Government Superload	7 Day	None

CUSTOM HARVESTING INFORMATION

1. All Federal Motor Carrier Safety Regulations (FMCSR's) apply to Custom Harvest Operations
2. Oversize permits are not required for farm implements transported during daylight hours on KS & U.S. Highways, only on the interstate system. K.S.A. 8-1911(a)
3. Overwidth permits (\$10.00) can be purchased that are valid from May 1 to November 15, for use on designated Interstate Highways with a maximum width of 14 feet, and can be included with the harvest permits. K.S.A.8-1911(c) and 8-1902
4. Custom harvesters are required to display red or orange fluorescent warning flags, 18 inches square, on overwidth loads. K.S.A. 8-1715 and 36-1-36
5. Two combine headers may be transported side by side. Permits are required for Interstate travel. OVERSIZE LOAD sign, and flags required at all times. 36-1-36 8-1902(e)
6. Commercial Drivers License (CDL) is required for drivers of vehicles with GVWR in excess of 26,000 lbs. These are available at age 18 for interstate custom harvesters.
7. Slow moving vehicle emblems must be covered when equipment is being operated at speeds in excess of 25 M.P.H K.S.A. 8-1717(h).
8. Kansas farm registered vehicles are required 30-day permits for custom harvesting operations and the fee is \$26.00 regardless of registered gross weight K.S.A. 8-143h.
9. Kansas farm registered vehicles may only purchase a 30-day permit for the gross weight, which they are registered. They can raise the gross weight in the county they are registered.
10. Vehicles towing trailers must have enough gross weight registration to cover everything hauled or towed. K.S.A. 8-142(7).
11. Trucks used in custom harvesting operations are required fuel permits if they meet certain requirements.
12. If not using a Harvest Permit or having Apportioned Registration, you are required:
 - A. Out of state custom harvesters traveling through Kansas are subject to 72 hr. permits (\$26.00) and a fuel permit. K.S.A. 8-127(b) 79-34,118
 - B. Kansas custom harvesters returning to Kansas are subject to a fuel permits. 79-34,122(b)
 - C. Service vehicles with farm registration are required a 30 day permit and fuel permit (if applicable). K.S.A. 8-143h & 79-34,122(b).
13. County Courthouses can only sell 30 & 60 day permits. Fuel and oversize permits are available only at Motor Carrier Inspection Stations located along the Kansas borders and through the Kansas Department of Revenue at (785) 368-6501. Permits can be faxed or mailed to you before you enter Kansas. If you are in doubt, cannot find a station, or will not be going near one you need to contact the Kansas Department of Revenue at (785) 296-368-6501. Drivers can be cited for not having proper permits and fined up to \$272.00 plus court costs. K.S.A. 66-1324.
14. When two trailers are towed both trailers must be equipped with lights and brakes.
15. Overwidth permits will not be issued for towing implements of husbandry on the Interstate system. (Grain carts, etc.) K.D.O.T. Oversize policy.

“Federal Motor Carrier Safety Regulations Applicable to Custom Harvest Operations”

Title 49 Part 382: Applies to all CDL drivers including the seasonal CDL license issued to 18 year old drivers.

Title 49 Part 383: (f) **Restricted CDL for certain drivers in farm-related service industries.** (1) A State may, at its discretion, waive the required knowledge and skills tests of subpart H of this part and issue restricted CDL to employees of these designated farm-related service industries:

(f)(1)(i) Agri-chemical businesses;

(f)(1)(ii) Custom harvesters;

(f)(1)(iii) Farm retail outlets and suppliers;

(f)(1)(iv) Livestock feeders;

(f)(3)(v) Restricted CDL holders may not drive vehicles carrying any placardable quantities of hazardous materials, except for diesel fuel in quantities of 3,785 liters (1,000 gallons) or less; liquid fertilizers (i.e., plant nutrients) in vehicles or implements of husbandry in total quantities of 11,355 liters (3,000 gallons) or less; and solid fertilizers (i.e., solid plant nutrients) that are not transported with any organic substance

(f)(3)(iii) Restricted CDL holders are limited to operating Group B and C vehicles, as described in subpart F of this part

Title 49 Parts 387 & 173.220: Financial responsibility of for-hire and Private carriers in interstate or foreign commerce: Require minimum insurance levels of \$1,000,000.

Internal combustion engines, self-propelled vehicles, mechanical equipment containing internal combustion engines, and battery powered vehicles or equipment.

(a) **Applicability.** An internal combustion engine, self-propelled vehicle, mechanized equipment containing an internal combustion engine, or a battery powered vehicle or equipment is subject to the requirements of this subchapter when transported as cargo on a transport vehicle, vessel, or aircraft if –

(a)(1) The engine or fuel tank contains a liquid or gaseous fuel. An engine may be considered as not containing fuel when the fuel tank, engine components, and fuel lines have been completely drained, sufficiently cleaned of residue, and purged of vapors to remove any potential hazard and the engine when held in any orientation will not release any liquid fuel;

(a)(2) It is equipped with a wet electric storage battery other than a non-spillable battery, or with a sodium or lithium battery; or

(a)(3) Except as provided in paragraph (d)(1) of this section, it contains other hazardous materials subject to the requirements of this subchapter.

Title 49 Part 390: No exceptions;

Title 49 Part 391: (a) **Farm custom operation.** The rules in this part do not apply to a driver who drives a commercial motor vehicle controlled and operated by a person engaged in custom-harvesting operations, if the commercial motor vehicle is used to—

(a)(1) Transport farm machinery, supplies, or both, to or from a farm for custom harvesting operations on a farm; or

(a)(2) Transport custom harvested crops to storage or market:

Title 49 Part 392: No exceptions;

Title 49 Part 393: No exceptions;

Title 49 Part 395: (k) **Agricultural operations.** The provisions of this part shall not apply to drivers transporting agricultural commodities or farm supplies for agricultural purposes in a State if such transportation:

(k)(1) Is limited to an area within a 100 air mile radius from the source of the commodities or the distribution point for the farm supplies, and

(k)(2) Is conducted during the planting and harvesting seasons within such State, as determined by the State

Interpretations: Question 31: Does the exception in §395.1(k) for "drivers transporting agricultural commodities or farm supplies for agricultural purposes" cover the transportation of poultry or poultry feed?

Guidance: No. The exception was created by Sec. 345(a)(1) of the National Highway System Designation Act of 1995 [Public Law 104-50, 109 Stat. 568, at 613], which provides in part that the hours of service regulations "shall not apply to drivers transporting agricultural commodities or farm supplies for agricultural purposes..." The terms "agricultural commodities or farm supplies for agricultural purposes" were not defined, but the context clarifies their meaning. Because the statute made the exception available only "during the planting and harvesting seasons" in each State, Congress obviously intended to restrict it to agriculture in the traditional (and etymological) sense, i.e., the cultivation of fields. "Agricultural commodities" therefore means products grown on and harvested from the land, and "farm supplies for agricultural purposes" means products directly related to the growing or harvesting of agricultural commodities.

Drivers transporting livestock or slaughtered animals, or the grain, corn, hay, etc., used to feed animals, may not use the "agricultural operations" exception.

Title 49 Part 396: No exceptions;

Title 49 Part 397: No exceptions;

Title 49 Part 398: No exceptions;

Title 49 Part 399: No exceptions;

“Kansas Statutes Annotated (K.S.A.) Applicable to Custom Harvest Operations”

K.S.A. 8-2,147: Commercial drivers' licenses; farm custom harvesting operations; age.

- (a) The division may issue a commercial driver's license to an applicant who is a resident of this state and who is at least 16 years of age for the operation of commercial class B and commercial class C motor vehicles for a farm custom harvesting operation. Any person applying for or who is issued a commercial driver's license under this Section shall be subject to the provisions of K.S.A. 8-2,125 through 8-2,145, and amendments thereto.
- (b) For the purpose of this section, "farm custom harvesting operations" means a person, firm, partnership, association or corporation engaged in farm custom harvesting operations if the motor vehicle is used to:
 - (1) Transport farm machinery, supplies, or both, to or from a farm, for custom harvesting operations on a farm; or
 - (2) Transport custom harvested crops only from a harvested field to initial storage or to initial market locations.
- (c) The provisions of this section shall be a part of and supplemental to the Kansas uniform commercial drivers' license act.

K.S.A. 66-1,109: Regulation of motor carriers; exemptions of certain carriers, certain transporters and certain uses from act. This act shall not require the following carriers to obtain a certificate; license or permit from the commission or file rates, tariffs, annual reports or provide proof of insurance with the commission:

- (o) The transporting of vehicles used solely in the custom combining business when being transported by persons engaged in such business;

K.S.A. 66-1,129: Motor carriers; safety rules and regulations adopted by commission; exceptions. (a) The commission shall adopt rules and regulations necessary to carry out the provisions of this act. No public motor carrier of property, household goods or passengers, or private motor carrier of property shall operate or allow the operation of any motor vehicle on any public highway in this state except within the provisions of the rules and regulations adopted by the commission. Rules and regulations adopted by the commission shall include:

- (c) Any rules and regulations of the commission, adopted pursuant to this section, shall not apply to the following, while engaged in the carriage of intrastate commerce in this state:
 - (4) Persons operating motor vehicles which have an ad valorem tax status in and are registered in the state of Kansas, and used only to transport grain from the producer to an elevator or other place for storage or sale for a distance of not to exceed 50 miles.

K.S.A. 8-2, 146: Seasonal commercial driver's license; conditions and limitations; definitions; rules and regulations.

- (a) The division may issue to an applicant who is a resident of this state and who is at least 18 years of age a seasonal commercial driver's license for the operation of commercial class B and commercial class C motor vehicles. Any person applying for or who is issued a seasonal commercial driver's license shall be subject to the provisions of K.S.A. 8-2,125 through 8-2,145, and amendments thereto, except that an applicant shall not be required to pass a knowledge or skills test as required by subsection (a) of K.S.A. 8-2,133, and amendments thereto.

(b) Seasonal commercial drivers' licenses issued pursuant to subsection (a) shall allow the operation of commercial motor vehicles owned by the following specific farm-related service industries:

- (1)** Farm retail outlets and suppliers;
- (2)** agri-chemical businesses;
- (3)** custom harvesters; and
- (4)** livestock feeders.

KANSAS TURNPIKE AUTHORITY

9401 East Kellogg
Wichita, KS 67207-1804
(316) 682-4537
www.ksturnpike.com

Policy on the Movement of Oversize Loads

Written permits are not required for the movement of oversize loads on the Kansas Turnpike. However, due to the size and configuration of some loads, prior approval is required from the Chief Engineer, the Turnpike Highway Patrol Commander or his designee, before such vehicles and/or loads can be moved or transported on the Kansas Turnpike. Restrictions on the movement of some or all oversize vehicles or combinations of vehicles may be temporarily implemented due to wind, weather, road or construction conditions.

The following guidelines indicate the maximum vehicle and/or payload sizes allowable and when prior approval is required.

1. **Tractor-Trailer Combination Units**

The Kansas Turnpike presently allows single, tandem and triple trailer combinations to operate day or night.

2. **Length Restrictions**

Any vehicle, or combination of vehicles, trailer(s), or load exceeding 125 feet in overall length must obtain authorization from the Chief Engineer, Turnpike Highway Patrol Commander, or his designee, prior to moving such vehicle on the Kansas Turnpike. Authorization **will not be granted for night operation**, except in extreme emergency, or disaster conditions.

3. **Height Restrictions**

Vehicles and/or loads activating high load detectors when entering the Kansas Turnpike are required to stop, and cannot proceed until authorized by a Turnpike Highway Patrol Trooper. All overhead structures on the Kansas Turnpike will allow movement of loads not exceeding 14 feet in height. All vehicles and/or loads over 14 feet in height will be denied entry until a Turnpike Highway Patrol Trooper has measured the load. The trooper will then authorize or prohibit entry onto the Kansas Turnpike based on the measured height of the vehicle and/or load and the destination of the vehicle and/or load.

4. **Width Restrictions**

Vehicles and/or loads up to, but not exceeding 12 feet inches in width may use the Kansas Turnpike without special authorization during **daylight hours**.

Loads exceeding 8 feet 6 inches in width **MAY NOT** travel the Kansas Turnpike during nighttime hours. Authorization for loads wider than 8 feet 6 inches during nighttime operation will only be granted in extreme emergency or disaster conditions.

Vehicles and/or loads exceeding 12 feet wide are required to obtain authorization from the Chief Engineer, the Turnpike Highway Patrol Commander, or his designee prior to using the Kansas Turnpike. Movement of such vehicles over 14 feet in width is limited to Monday through Thursday between the hours of 8:30 a.m. and 4:30 p.m. At least one escort vehicle is required to accompany the movement of loads over 14 feet in width on the Kansas Turnpike.

Vehicle and/or loads exceeding 16 feet in width will rarely be authorized for any operation on the Kansas Turnpike.

5. **Weight Restrictions**

All vehicle axle weights must comply with Kansas Law (KSA 8-1908 and 8-1909).

“Single Axle” shall not exceed 20,000 pounds, including any axle of a group of axles.

“Tandem Axles” shall not exceed 34,000 pounds, with such axles spaced not less than 40 inches and not more than 96 inches apart.

“Triple Axles” shall not exceed 42,000 pounds, with such three or more consecutive axles are spaced more than 96 inches and not more than 120 inches apart.

“Quad Axles” shall not exceed 50,000 pounds with such four or more consecutive axles arranged in tandem, are spaced more than 120 inches and not more than 150 inches apart.

No authorization is required for vehicles and/or loads up to and including 120,000 pounds if legal axle weights are not exceeded.

Any vehicle and/or load exceeding the above weight limitations cannot legally use the Kansas Turnpike without **advance** authorization from the Chief Engineer. Such authorization will be unlikely except in extreme emergency, or disaster situations.

6. Mobile Homes

- a. Mobile homes up to and including 12 feet in width may be moved only during daylight hours, with prior approval. (See Section 4, Width Restrictions.)
- b. The movement of mobile homes over 14 feet in width will be limited to Monday through Thursday between the hours of 8:30 a.m. and 4:30 p.m. Additionally, the movement of such mobile homes on the Kansas Turnpike must be concluded by noon on any day preceding a legal holiday. At least one escort vehicle is required to accompany the movement of mobile homes over 14 feet in width on the Kansas Turnpike.
- c. Overall length will be allowed up to and including 125 feet.
- d. All mobile homes must be towed by a truck-tractor specifically designed and equipped to tow mobile homes. Towing of more than one mobile home at any one time will not be permitted.
- e. All movement of mobile homes must comply with the Kansas Department of Transportation Rules and Regulations regarding flags, lights, signing, and insurance requirements.

7. Other Information

Special permits from the Kansas Department of Transportation are not required to move oversize loads on the Kansas Turnpike. Movement of any oversize loads, however, must comply with Kansas laws governing authority, insurance, lights, flags, signs, placards and safety equipment. It is the responsibility of the driver of any oversize vehicle and/or load entering or exiting the Kansas Turnpike to determine if the toll plaza has adequate space for the safe entry or exiting of the vehicle and/or load.

Daylight hours are those hours between sunrise and sunset.

For further information or questions about oversize vehicles, please call (316)682-4537 ext.2352.

SHARING THE ROAD WITH LARGE TRUCKS

Braking

A tractor-trailer loaded with freight, safe-rated tires, and properly adjusted brakes, traveling at 55 miles per hour on a clear, dry roadway requires a minimum of 290 feet to come to a complete stop. Mindful of this, it is important to be attentive and drive defensively when sharing the road with large trucks. In 8 out of 10 fatal crashes between cars and trucks, the occupants of the passenger vehicles are killed.

Truck Limitations

Many of these crashes could be avoided if motorists knew about truck limitations and how to steer clear of unsafe situations involving trucks. For example; because it takes trucks much longer to stop, enter roadways carefully, never cutting right in front of them - always leave several car lengths between your vehicle and the truck. Avoid changing lanes directly in front of trucks then slowing down immediately after passing them. Large trucks need lots of room and time to stop.

POINTS TO REMEMBER -- KNOW THE NO-ZONE!

Don't hang out in the NO-Zone! No Zones are areas around trucks where cars:

- (1) "Disappear" into blind spots, or
- (2) Are so close that they restrict the truck driver's ability to stop or maneuver safely. Both types of No-Zones greatly increase the potential for a crash.

Backing Up

When a truck is backing up, it sometimes must temporarily block the street to maneuver its trailer accurately. Never pass close behind a truck that is preparing to back up or is in the process of backing up. Remember, most trailers are 8 1/2 feet wide and can completely hide objects that suddenly come between them and a loading area. So if you try to pass behind the truck, you enter a (NO-ZONE) blind spot for you and the truck driver.

Passing

Another NO-ZONE is just in front of trucks. One of the biggest mistakes you can make is to cut in too soon and slow down after passing a big truck. Because of their size and weight, trucks need a much greater distance to stop than cars. If you don't give them enough space, you run the risk of being hit from behind. So be sure to maintain a consistent speed when passing and don't pull in front of the truck unless you can see the entire front of the truck in your rear-view mirror.

Rear Blind spots

Unlike automobiles, trucks have deep blind spots directly behind them. If you tailgate, not only do you make it impossible for the truck driver to see you, but you also cut off your own view of traffic flow. So staying in this NO-ZONE is almost like inviting a collision.

Side Blind spots

Trucks have much larger blind spots on both sides than cars do. When you travel in these blind spots for any length of time, you can't be seen by the truck driver. If the truck driver needs to make an emergency maneuver or change lanes, they won't be able to see you and a crash could result.

Wide Turns

Because of their vehicles' size, truck drivers sometimes need to swing wide to manage their turns. When they do, they can't see cars directly behind or beside them. So give them plenty of room and never try to squeeze around them.

LN

Bridge Formula Weights

N-1

$$= 500 \left(\frac{W}{L} + 12N + 36 \right)$$

This formula limits the weight on groups of axles in order to reduce the risk of damage to highway bridges.

W = the maximum weight in pounds that can be carried on a group of two or more axles to the nearest 500 pounds.

L = the distance in feet between the outer axles of any two or more consecutive axles.

N = the number of axles being considered.

THE BRIDGE TABLE								
L (Distance)	N= 2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	
4	34,000							
5	34,000							
6	34,000							
7	34,000							
8 & less	34,000	34,000						
More than 8	38,000	42,000						
9	39,000	42,500						
10	40,000	43,500						
11		44,000						
12		45,000	50,000					
13		45,500	50,500					
14		46,500	51,500					
15		47,000	52,000					
16		48,000	52,500	58,000				
17		48,500	53,500	58,500				
18		49,500	54,000	59,000				
19		50,000	54,500	60,000				
20		51,000	55,500	60,500	66,000			
21		51,500	56,000	61,000	66,500			
22		52,500	56,500	61,500	67,000			
23		53,000	57,500	62,500	68,000			
24		54,000	58,000	63,000	68,500	74,000		
25		54,500	58,500	63,500	69,000	74,500		
26		55,500	59,500	64,000	69,500	75,000		
27		56,000	60,000	65,000	70,000	75,500		
28		57,000	60,500	65,500	71,000	76,500	82,000	
29		57,500	61,500	66,000	71,500	77,000	82,500	
30		58,500	62,000	66,500	72,000	77,500	83,000	
31		59,000	62,500	67,500	72,500	78,000	83,500	
32		60,000	63,500	68,000	73,000	78,500	84,500	
33			64,000	68,500	74,000	79,000	85,000	
34			64,500	69,000	74,500	80,000	85,500	
35			65,500	70,000	75,000	80,500		
*36			66,000	70,500	75,500	81,000		
*37			66,500	71,000	76,000	81,500		
*38			67,500	72,000	77,000	82,000		
39			68,000	72,500	77,500	82,500		
40			68,500	73,000	78,000	83,500		
41			69,500	73,500	78,500	84,000		
42			70,000	74,000	79,000	84,500		
43			70,500	75,000	80,000	85,000		
44			71,500	75,500	80,500	85,500		
45			72,000	76,000	81,000			
46			72,500	76,500	81,500			
47			73,500	77,500	82,000			
48			74,000	78,000	83,000			
49			74,500	78,500	83,500			
50			75,500	79,000	84,000			
51			76,000	80,000	84,500			
52			76,500	80,500	85,000			
53			77,500	81,000	85,500			
54			78,000	81,500				
55			78,500	82,500				
56			79,500	83,000				
57			80,000	83,500				
58				84,000				
59				85,000				
60				85,500				

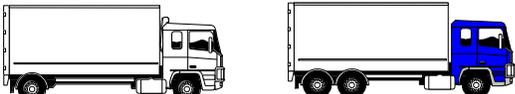
Two consecutive sets of tandem axles may carry 34,000 pounds each if the overall distance between the first and last axles is 36 feet or more.

- ❖ Maximum gross weight allowed on Kansas interstate highways is 80,000 pounds.
- ❖ Maximum gross weight allowed elsewhere, without permit, is 85,500 pounds.

Maximum weight on any wheel 10,000 lbs.
Maximum weight on any single axle 20,000 lbs.
Maximum weight on tandem axles 34,000 lbs.



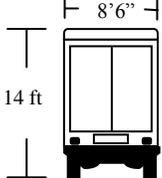
Single Motor Vehicle
Maximum Length 45 feet, excluding bumpers



Truck Tractor
No Length Limit



8'6"



14 ft

Truck Tractor / Semi-Trailer Combination
No overall length limit.
Semi-trailer length limited to 59 ft. 6 inches

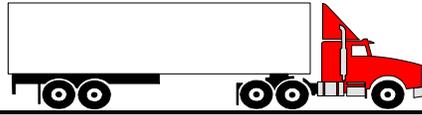


Revised August 15, 2005

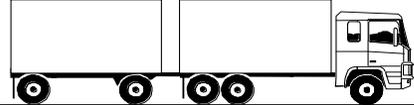
Truck Tractor / Semi-Trailer Combination
No overall length limit.
Semi-trailer length limited to 59 ft. 6 inches



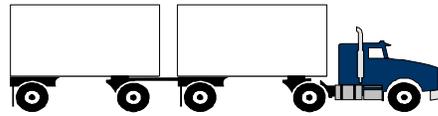
Truck Tractor / Semi-Trailer Combination
No overall length limit.
Semi-trailer length limited to 59 ft. 6 inches



Truck / Trailer Combination
Overall length limited to 65 ft. If combine trailer, limited to 75 ft. plus legal overhangs.



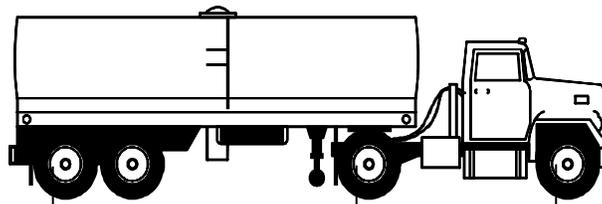
Truck Tractor / Semi-Trailer / Trailer Combination
No overall length limit.
Each trailer limited to 28 1/2 feet.



Bridge Formula and Axle Combinations

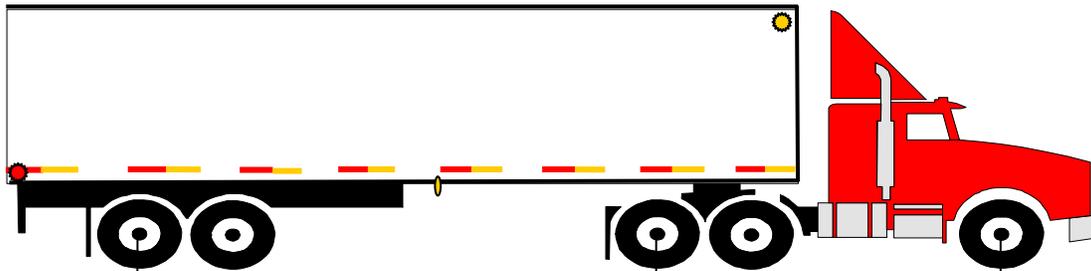


Outer Bridge
Gross Weight



Interior Interior

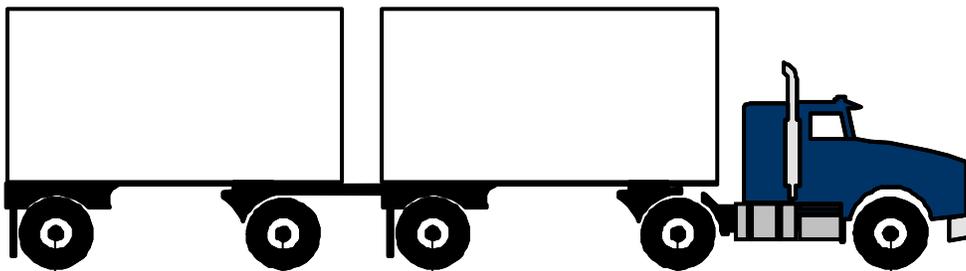
Outer Bridge (Gross
Weight)



Interior Bridge
Axles 1 - 3

Interior Bridge
Axle 2 - 5

Outer Bridge
Axles 1 - 5
Gross Weight



Internal - Internal Internal Internal

Internal Bridge

Internal Bridge

Internal Bridge

Internal Bridge

Outer Bridge (Gross Weight)