

# **Common Motor Vehicle Statutes and Regulations Impacting Farmers**



**Compiled as a service of the New Jersey Farm Bureau  
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The following four-page `Overview of Motor Vehicle Statutes & Regulations Impacting New Jersey Farmers` was developed by the New Jersey Department of Agriculture.

All other information enclosed is to be used as a supplement to the NJDA Overview. In most cases, copies of specific regulations or statutes are included.

Questions, or request for additional information may be directed to New Jersey Farm Bureau, 609-393-7163

**AN OVERVIEW OF MOTOR VEHICLE STATUTES & REGULATIONS  
IMPACTING NEW JERSEY FARMERS  
December 2010 (revised)**

1. **'Farmer' License Plates for Vehicle:** N.J.S.A. 39:3-25 allows 'Farmer' plates for **motor trucks** engaged in the carrying or transportation of farm products, and farm supplies, and not engaged in hauling for hire, except for a truck being operated under contract with a municipality to remove snow. Vehicles with 'Farmer' plates can now be used for personal use. N.J.A.C. 13:21-12.8 prohibits a vehicle with 'Farmer' plates towing a farm implement to travel on any highway that is a part of the National System of Interstate and Defense Highways, or any highway designated a freeway or parkway.
  
2. **'Farm Use' Plates & Farm Tractors Exempt from Registration:** Under N.J.S.A. 39:24, 'Farm Use' plates can be issued for farm machinery or farm implements to travel on public highways from one farm to another farm. The hours of operation are limited to sunrise to sunset and cannot be used to travel more than 15 miles from the farm. Motor vehicle regulations governing vehicles with 'Farm Use' plates can be found in N.J.A.C. 13:21 et. seq. Under N.J.S.A. 39:3-24(c), farm tractors, traction equipment, farm machinery or farm implements, not for hire, that cannot be operated at a speed in excess of 20 miles per hour need not be registered with the Division of Motor Vehicles. Farmers are encouraged to keep a copy of the statutory exemption on hand when operating this farm equipment on the highway.
  
3. **Commercial Drivers License (CDL):** If a farmer is traveling intrastate, within 150 miles of their farm and not hauling for hire, Federal regulations and NJ's statute (N.J.S.A. 39:3-10(k)) exempt farmers from CDLs. However, the federal regulations require that a reciprocity agreement must be in place for the exemption to be recognized during interstate travel. New Jersey has a reciprocity agreement with Delaware and Pennsylvania recognizing the CDL exemption. No other state has agreed to sign a reciprocity agreement with NJ. Farmers are encouraged to keep a copy of the exemption in their vehicle. The agreements can be downloaded by visiting [www.nj.gov/agriculture/divisions/md/prog/farmermotorvehicles.html#9](http://www.nj.gov/agriculture/divisions/md/prog/farmermotorvehicles.html#9). For more information on the regulations governing Federal CDL licensing, visit the web at [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov) and link with the regulations section. A commercial motor vehicle means any self-propelled or towed motor vehicle used on a highway in interstate commerce to transport passengers or property when the vehicle 1) has a GVWR or gross combination weight rating, or gross vehicle weight or gross combination weight of 26,001 pounds or more; whichever is less or is designed or used to transport more than 8 passengers (including driver) for compensation; or is designed or used to transport 16 or more passengers, including driver, and is not used to transport passengers for compensation.  
  
**Medical Certificate:** Drivers of articulated vehicles, including farm vehicles, with a GCWR of 10,001 pound or more are required to possess a current medical certificate. Drivers who operate straight trucks, including farm vehicles, are exempt from medical certificates if all of the following conditions regarding the farm vehicle are met: controlled and operated by a farmer; used to transport either agricultural products, farm machinery, farm supplies, or both, to or from a farm; not being used as a for-hire motor carrier; not carrying hazardous materials; and being used within 150 air-miles of the farmer's farm.
  
4. **International Registration Plan (IRP):** IRP is a cooperative agreement for registering vehicles that travel interstate (between states). Commercial vehicles based in NJ will register with the NJ's Motor Carrier Unit and are issued one apportioned plate (or set of plates) and one cab card that lists all of the states for which the vehicle is authorized to travel. IRP covers apportioned vehicles used for transportation of persons for

hire or designed, used or maintained primarily for the transportation of property and: 1) is a power unit having two axles and a gross vehicle weight or registered gross vehicle weight in excess of 26,000 lbs.; 2) or is a power unit having three or more axles, regardless of weight; or is used in combination, when the weight of such combination exceeds 26,000 lbs. Commercial vehicle displaying restrictive plates, such as 'Farmer' plates, are exempt from IRP.

**NOTE:** An agreement was signed between New Jersey and Delaware, New York and Pennsylvania in which they recognize New Jersey's 'Farmer' plate exemption. New Jersey views 'Farmer' plates as commercial plates (restricted plates). Farmers are encouraged to keep copies of the agreement in the vehicle. Visit [www.nj.gov/agriculture/divisions/md/prog/farmermotorvehicles.html#9](http://www.nj.gov/agriculture/divisions/md/prog/farmermotorvehicles.html#9) for a copy of the agreements. For additional information concerning IRP, contact the Motor Carrier Unit, IRP Section, at (609) 633-9399 or visit [www.state.nj.us/mvc](http://www.state.nj.us/mvc).

5. **Markings on Commercial Vehicles and USDOT Numbers:** Federal regulations require that all commercial vehicles 10,001 pound or more that travel interstate must display their name and USDOT number on both sides of the power unit. Commercial motor vehicles with 'Farmer' plates that travel interstate must have a DOT number displayed. If the vehicle is only used for intrastate travel, New Jersey does not require a USDOT number. For more details visit [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov) and view the vehicle marking regulations (390.21). To register for a USDOT number, visit [www.fmcsa.dot.gov/forms/usdot/Dotno.htm](http://www.fmcsa.dot.gov/forms/usdot/Dotno.htm). There is no fee to register for a USDOT number. In addition to the federal requirements, NJ law requires every vehicle use for commercial purposes, including 'farmer' and 'farm use plates', to display the name and municipality no less than three inches high. Commercial motor vehicles with a gross vehicle rating or combined gross vehicle weight rating of 26,001 pounds or more must also display the GVWR.

6. **Unified Carrier Registration (UCR):** Any vehicle 10,001 pounds or more that travels interstate must register with the Uniform Carrier Registration (UCR). Under UCR any power units or trailers that travel interstate are assessed a UCR fee. A New Jersey motor carrier, motor private carrier (most farms fall in this category), broker, freight forwarder, or leasing company conducting interstate transportation must choose a single base state with which it shall register and pay its UCR agreement fee. UCR fees are based on the size of the fleet. To save money, only register those power units that may travel interstate. Since New Jersey is not enrolled in the UCR program, an entity is required to choose a participating UCR state that is nearest to the entity's principal place of business. When New Jersey becomes a UCR participating state, the entity shall, effective with the first registration year in which the state is a participating state, choose the state as its base state. Enforcement of the UCR started on November 15, 2007. NOTE: Before you register with the UCR, you must have a USDOT number. Once you have a USDOT number, you can register on-line at the UCR National Web site at [www.ucr.in.gov](http://www.ucr.in.gov) and follow the step-by-step instructions.

**Commercial Trucks & Cargo Vans Require Alerts:** All commercial trucks or cargo vans registered in NJ with a cargo area over 18 feet long must have an electronic rear backup monitoring device or a cross-view mirror located at the top left rear corner of the cargo area. "Farmer" plates are considered commercial.

**Exemption from Diesel Emission Inspection (Puff Test):** Diesel-powered motor vehicles with a GVWR of 8,500 or more pounds and registered with 'Farmer' or 'Farm Use' plates are exempt from the periodic diesel emission inspection requirements. (N.J.A.C. 13:20-26.17) Farmers are encouraged to keep a copy of the exemption in their vehicle. Visit the following web site for a copy of the regulation [www.nj.gov/agriculture/divisions/md/prog/farmermotorvehicles.html](http://www.nj.gov/agriculture/divisions/md/prog/farmermotorvehicles.html).

**International Fuel Tax Agreement (IFTA):** IFTA is an agreement among states and Canadian provinces to simplify the reporting of fuel taxes by interjurisdictional & interstate motor carriers. ‘Farmer’ plated vehicles are exempt from IFTA registration if they do not leave NJ. IFTA regulations require that a commercial vehicle used for transportation of persons or property with at least two axles and a gross vehicle weight exceeding 26,000 lbs. or used in combination, and the combination exceeds 26,000 lbs. or three or more axles regardless of weight that travels interstate (between states) must register with IFTA. For more information, contact the NJ Division of Motor Vehicles, IFTA Unit, at (609) 633-9400 or visit [www.state.nj.us/mvc/Commercial/IFTA.htm](http://www.state.nj.us/mvc/Commercial/IFTA.htm) on the web.

**Agricultural License for Students:** An agriculture license (Class G) is only valid for 16-17 years olds, and is to be used solely for farming purposes (the vehicle cannot be used for personal use). A basic driver license (Class D) can also be used to operate farming vehicles. The restrictions that come with the agricultural license include: May only operate vehicles registered under the provisions of N.J.S.A. 39:3-24 (farm tractors and traction equipment – “Farm Use”) or N.J.S.A. 39:3-25 (“Farmer”); no driving between 11:01 p.m. and 5:00 a.m.; you can't use cell phones, hand held video games or any other hand held electronic device; when driving a farm truck registered pursuant to N.J.S.A. 39:4-24 or 4-25 on public roads, the driver must be accompanied by an Adult Supervising Driver (at least 21 years old and licensed to drive for at least 3 years) in the front seat (does not apply to farm tractors or traction equipment); passengers shall be limited to persons who share the permit holder's residence and one additional passenger who does not reside with the permit holder; seatbelts must be worn at all times (does not apply to farm tractors or traction equipment); and an agriculture license cannot be used to drive any other type of vehicle.

**7. Reflective Tape on Trailers or Semitrailers:** All trailers and semitrailers with an overall width of 80 inches or more and a GVWR of 10,001 pounds or more must have reflective sheeting or reflex reflectors in federally mandated colors and patterns. For the appropriate location of the material on trailers, visit the web at [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov) and link with regulation 393.13.

**Transporting Migrant Workers:** Federal regulations (383.3) cover transporting passengers and require a CDL license for commercial motor vehicles used on a highway in interstate commerce to transport passengers when the vehicle is designed or used to transport more than 16 passengers, including the driver, and is not used to transport passengers for compensation. Part 398 of the Federal Motor Safety Act is a separate section that covers transportation of migrant workers. This regulation goes into effect when transporting interstate 3 or more migrant workers to or from employment by any motor vehicle other than a passenger automobile or station wagon for a total distance of more than seventy-five miles. In addition, NJ Motor Vehicle regulations address transporting migrant workers and the driver’s basic qualifications and vehicle safety equipment (N.J.A.C. 13:21 et seq.). Visit the federal regulations section on the web at [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov). **NOTE:** U.S. Department of Labor regulations contain additional provisions for vehicle safety when transporting workers (29 CFR 500.105).

To assist New Jersey’s agriculture industry on the various motor vehicle issues surrounding farm vehicles, the New Jersey Department of Agriculture has established a web site. “Motor Vehicle Laws and Regulations Impacting Farmers” and copies of the documents mentioned above can be found at [www.nj.gov/agriculture/divisions/md/prog/farmermotorvehicles.html](http://www.nj.gov/agriculture/divisions/md/prog/farmermotorvehicles.html).

Questions on these issues and other farm related motor vehicle questions can be directed to:

Karen Kritz  
Agricultural Economic Development  
NJ Department of Agriculture  
PO Box 330  
Trenton NJ 08625-0330  
(609) 984-2506  
Email: [Karen.Kritz@ag.state.nj.us](mailto:Karen.Kritz@ag.state.nj.us).

## **NJ Statute for "Farmer" Tag**

**39:3-25.** In addition to the motor vehicle licenses authorized to be issued pursuant to the provisions of this chapter, the administrator shall issue, upon application therefor, a license plate for trucks marked "farmer," which shall be issued upon evidence satisfactory to the administrator that the applicant is a farmer and is actually engaged in the growing, raising and producing of farm products as an occupation. License plates issued under authority of this section shall be placed upon motor trucks engaged in the carrying or transportation of farm products, and farm supplies, and not engaged in hauling for hire, except for a truck being operated under contract with a municipality to remove snow.

Applicants for license plates herein authorized shall pay a registration fee of \$25 plus \$4.25 for each 1,000 pounds or portion thereof in excess of 5,000 pounds. If the registration cycle established by the administrator is for more or less than 11 months, applicants shall pay amounts proportionately less or greater than the fees established by law.

Except as otherwise provided in this section, every registration for a farm truck shall expire and the certificate thereof shall become void on the last day of the eleventh calendar month following the month in which the certificate was issued; except that the administrator may require registrations which shall expire, and issue certificates thereof which shall become void, on a date fixed by the administrator, which shall not be sooner than three months or later than 26 months after the date of issuance of such certificates, and the fees for such registrations, including any other fees or charges collected in connection with the registration fee, shall be fixed by the administrator in amounts proportionately less or greater than the fees established by law. The administrator may fix the expiration date for registration certificates at a date other than 11 months if the administrator determines that such change is necessary, appropriate or convenient in order to aid in implementing the vehicle inspection requirements of chapter 8 of Title 39 or for other good cause.

The term "farmer" as used in this section means any person engaged in the commercial raising, growing and producing of farm products on a farm not less than five acres in area; the term "farm products" means any crop, livestock or fur products; and the term "farm supplies" means any farm-related supply or repair item.

Amended 1963, c.193; 1981, c.554, s.3; 1984, c.73, s.33; 1995, c.112, s.31, 1996, c.119, s.2; 2005, c.76.

## New Jersey Statute for “Farm Use” & “Tractor” Plates & Tractor Registration Exemption

### **39:3-24. Farm tractors, traction equipment; registration; operation; fee**

**39:3-24.** (a) The director shall register farm tractors and traction equipment used for farm operation to travel upon the public highways. The fee for such registration shall be \$5 per annum, whether the registration is issued for the yearly period or only a portion thereof. Such traction equipment or farm tractors may draw farm machinery and implements while in transit from one farm to another without additional registration therefor.

(b) The director may register motor vehicles, not for hire, used exclusively as farm machinery or farm implements, to travel upon the public highways, from one farm, or portion thereof, to another farm, or portion thereof, both owned or managed by the registered owner of the vehicle or vehicles. The fee for such registration shall be \$5 per annum, whether the registration is issued for a yearly period or only a portion thereof. Any vehicle so registered and any truck registered pursuant to the provisions of 39:3-25 of this Title may draw not more than one vehicle used exclusively on the farm and a vehicle so drawn need not be registered. A vehicle registered pursuant to this section or to R.S.39:3-25 may be used under contract with a municipality to remove snow upon a public highway.

(c) No vehicle registered pursuant to this section shall be operated on a public highway at any time from sunset to sunrise, except a vehicle being operated under contract with a municipality to remove snow. Every such vehicle when operated on a public highway shall have means adequate to control the movement of and to stop and hold such vehicle on any up or down grade and shall be operated in accordance with uniform rules and regulations prescribed by the Director of the Division of Motor Vehicles. Such rules and regulations shall specify the coverings that may be used on the wheels of such vehicles, the days, hours and conditions under which such vehicles can be operated, the circumstance under which escort vehicles shall be required, the distance that may be traveled upon the public highways and such vehicle equipment or other requirements or restrictions as may be necessary to protect the safety of the users of the public highways.

Motor vehicles, not for hire, which are used exclusively as farm tractors, traction equipment, farm machinery or farm implements which cannot be operated at a speed in excess of 20 miles per hour shall not be required to be registered under this section.

Amended 1938, c.66, s.7; 1947, c.317; 1961, c.71, s.2; 1963, c.128, s.1; 1968, c.130, s.8; 1994, c.60, s.16; 1996, c.31, 1996, c.119, s.1.



**"Farmer" & "Farm Use" NJ Regulations**

**SUBCHAPTER 12. FARM VEHICLES**

**-12.1 Vehicles exempted from statutory provisions**

Within the restrictions listed in this Subchapter, vehicles registered under the provisions of N.J.S.A. 39:3-1f-propelled farm tractors, traction equipment, farm machinery and implements being operated singly or while drawing other farm implements or machinery), and N.J.S.A. 39:3-25 (farmer trucks, while drawing a farm implement or machine) may be operated on highways of any width singly or while drawing one piece of farm machinery or implement except that a farm tractor may draw two pieces of farm machinery or implements, one of which may carry a load, and such vehicles or combinations thereof in any case may exceed the commercial vehicle weight and dimension limitations as provided for under N.J.S.A. 39:3-

**-12.2 Limitation on operation between farms**

Each farm vehicle, machinery or implements may be used or drawn upon the public highways from one farm or portion thereof, to another farm or portion thereof, owned or managed by the registered owner of the vehicle, machinery or implement.

**-12.3 Hours of travel; visibility requirements**

(a) Such vehicles as described in Section 12.1 (vehicles exempted from statutory provisions) of this subchapter shall not be operated on a public highway at any time between sunset and sunrise.  
(b) Movements shall not be made during those times when forward visibility is limited to 500 feet, or when hazardous road conditions, such as snow or ice, exist.

**-12.4 Distance of travel**

No vehicle or vehicles shall not be used to traverse a distance exceeding 15 miles of highway in traveling from one farm or portion thereof, to another farm or portion thereof, both owned or managed by the registered owner of the vehicle or vehicles.

**-12.5 Speed limitations**

(a) Movements of vehicles of the types described in this Subchapter shall be restricted to a maximum speed not in excess of 25 miles per hour.  
(b) Whenever more than one implement of farm machinery or vehicle is being towed by a farm tractor, the tractor shall be restricted to a maximum of 15 miles per

**13:21-12.6 Vehicle dimensions**

(a) Vehicles as described in this Subchapter may not be operated on a highway when the vehicle, including load, exceeds a maximum width of eight feet and/or maximum overall length exceeds 50 feet unless such operation is in compliance with the following safety regulations concerning vehicles in excess of these regulatory dimensions:

Any farm vehicle, implement or machinery, including load, which exceeds eight feet in width and/or 50 feet in length shall display four red flags, one each on the outside extremities of the vehicle, both front and rear:

- i. Such flags shall measure not less than 18 inches square.
  - ii. The top edge of the flags shall not be less than 48 inches from the surface of the roadway.
2. Any farm vehicle, implement or machinery and/or load which exceeds 12 feet in width and/or 60 feet in length will, in addition to the red flags provided for in subsection (a) of this Section, require one escorting vehicle when operating on a highway.
3. Farm vehicles, implements or machinery towed by a farm tractor shall be connected to the motor propelled vehicle or to the vehicle to which it is immediately attached, by at least one chain in addition to the hitch bar, of sufficient strength to hold the motor drawn vehicle on a hill if the hitching bar becomes disconnected.

**13:21-12.7 Priority of travel**

Operators of the type vehicles described in this Subchapter shall grant priority of the road to other vehicular travel at all times.

**13:21-12.8 Movement on certain highways**

Such vehicles may not travel any highway which is a part of the National System of Interstate and Defense Highways, or on any highway which has been designated a freeway or parkway.

**13:21-12.9 Tires; wheel coverings**

Vehicles not equipped with rubber tires shall be required to have attached to the wheels in such a manner to present a smooth surface to the highway, coverings of wood or other substances.

**13:21-12.10 (Reserved)**

HISTORY:  
Repealed by R.2006 d.250, effective July 3, 2006.  
See: 38 N.J.R. 445(a), 38 N.J.R. 2875(a).  
Section was "Authority of Director"

Amended by R.2012 d.072, effective April 2, 2012.  
See: 43 N.J.R. 1852(a), 44 N.J.R. 1123(c).

## 2 Bulletin from the Motor Vehicle Commission Explaining Tractor Exemption from Registration

FROM


1.27.1998 14:47

P. 2

NOV.-13' 97 (THU) 11:49 NJSP TRAFFIC BUREAU

TEL:609 883 0237

P. 002

 <p style="text-align: center;">STATE OF NEW JERSEY DEPARTMENT OF LAW AND PUBLIC SAFETY DIVISION OF STATE POLICE WEST TRENTON, NEW JERSEY 08625</p> <p style="text-align: center;"><b>TRAFFIC ENFORCEMENT BULLETIN</b></p>	DATE ISSUED
	July 29, 1997
	DATE EFFECTIVE
	June 6, 1996
	DISTRIBUTION
	L, C
<p>MP 419 (2-91)</p> <p>Subject: SLOW MOVING FARM VEHICLES EXEMPT FROM REGISTRATION</p>	
ISSUED BY	APPROVED BY
<i>[Signature]</i> Major, Operations Section	<i>[Signature]</i> Superintendent
	BULLETIN NUMBER
	97-7

Under the revised terms of N.J.S.A. 39:3-24, tractors and other slow moving farm equipment no longer need to be registered in order to operate on public roads.

Effective June 6, 1996, "motor vehicles, not for hire, which are used exclusively as farm tractors, traction equipment, farm machinery or farm implements which cannot be operated at a speed in excess of 20 miles per hour shall not be required to be registered."

*[Signature]*  
C. Richard Kamin, Director  
Division of Motor Vehicles

## ***CDL Exemption Laws***

### **Federal Exemption for Commercial Drivers License**

#### **§383.3 Applicability.**

(a) The rules in this part apply to every person who operates a commercial motor vehicle (CMV) in interstate, foreign, or intrastate commerce, to all employers of such persons, and to all States.

(b) The exceptions contained in [§390.3\(f\)](#) of this subchapter do not apply to this part. The employers and drivers identified in [§390.3\(f\)](#) must comply with the requirements of this part, unless otherwise provided in this section.

(c) **Exception for certain military drivers.** Each State must exempt from the requirements of this part individuals who operate CMVs for military purposes. This exception is applicable to active duty military personnel; members of the military reserves; member of the national guard on active duty, including personnel on full-time national guard duty, personnel on part-time national guard training, and national guard military technicians (civilians who are required to wear military uniforms); and active duty U.S. Coast Guard personnel. This exception is not applicable to U.S. Reserve technicians.

(d) **Exception for farmers, firefighters, emergency response vehicle drivers; and drivers removing snow and ice.** A State may, at its discretion, exempt individuals identified in paragraphs [\(d\)\(1\)](#), [\(d\)\(2\)](#), and [\(d\)\(3\)](#) of this section from the requirements of this part. The use of this waiver is limited to the driver's home State unless there is a reciprocity agreement with adjoining States.

(d)(1) Operators of a farm vehicle which is:

(d)(1)(i) Controlled and operated by a farmer, including operation by employees or family members;

(d)(1)(ii) Used to transport either agricultural products, farm machinery, farm supplies, or both to or from a farm;

(d)(1)(iii) Not used in the operations of a common or contract motor carrier; and

(d)(1)(iv) Used within 241 kilometers (150 miles) of the farmer's farm.

(d)(2) Firefighters and other persons who operate CMVs which are necessary to the preservation of life or property or the execution of emergency governmental functions, are equipped with audible and visual signals and are not subject to normal traffic regulation. These vehicles include fire trucks, hook and ladder trucks, foam or water transport trucks, police SWAT team vehicles, ambulances, or other vehicles that are used in response to emergencies.

(d)(3)(i) A driver, employed by an eligible unit of local government, operating a commercial motor vehicle within the boundaries of that unit for the purpose of removing snow or ice from a roadway by plowing, sanding, or salting, if

(d)(3)(i)(A) The properly licensed employee who ordinarily operates a commercial motor vehicle for these purposes is unable to operate the vehicle; or

(d)(3)(i)(B) The employing governmental entity determines that a snow or ice emergency exists that requires additional assistance.

(d)(3)(ii) This exemption shall not preempt State laws and regulations concerning the safe operation of commercial motor vehicles.

# ***NJ Commercial Drivers License Statute Exempting Farmers***

## **39:3-10j Findings, declaration concerning commercial driver's licenses.**

1. The Legislature finds that:

a. On September 20, 1988, the Secretary of the United States Department of Transportation granted the states of this nation the authority to exempt certain drivers from the licensing provisions of the "Commercial Motor Vehicle Safety Act of 1986," Pub.L.99-570 (49 U.S.C. s.2701 et seq.).

b. The "Commercial Motor Vehicle Safety Act of 1986" requires a commercial driver's license for anyone who operates a vehicle that has a gross weight rating in excess of 26,000 pounds, carries 15 or more passengers or transports hazardous materials.

c. While that act's objectives to regulate and improve the traffic safety of the commercial trucking industry are laudable, it could have an unintended, and largely adverse, impact upon certain non-commercial drivers.

d. Unless the State of New Jersey, in accordance with the Secretary of the United States Department of Transportation's directive, exercises its exemption authority, certain operators of firefighting apparatus, operators of emergency or rescue equipment operated for the purposes of a first aid, ambulance or rescue squad or for disaster control, non-civilian operators of military vehicles owned or operated by the United States Department of Defense or the National Guard, and farmers operating farm vehicles will be obligated to secure commercial driver's licenses under that act.

e. There appears to be no significant evidence that the operators of firefighting apparatus, operators of emergency or rescue equipment operated for the purposes of a first aid, ambulance or rescue squad or for disaster control, non-civilian operators of military vehicles owned or operated by the United States Department of Defense or the National Guard, or farmers operating farm vehicles in and about their regular agricultural activities pose or have created any safety hazards on the public highways which would warrant their being licensed under the provisions of the "Commercial Motor Vehicle Safety Act of 1986."

The Legislature, therefore, declares that it is altogether fitting and proper to authorize, in accordance with the directives issued by the Secretary of the United States Department of Transportation, that the designated operators of firefighting apparatus, operators of emergency or rescue equipment operated for the purposes of a first aid, ambulance or rescue squad or for disaster control, non-civilian operators of military vehicles owned and operated by the United States Department of Defense or the National Guard, and operators of farm vehicles under certain circumstances be exempted from the licensing requirements set forth in the "Commercial Motor Vehicle Safety Act of 1986."

L.1989,c.164,s.1; amended 1990, c.103, s.36; 1991, c.11, s.1; 1991, c.126, s.1; 1997, c.269, s.1.

(d)(3)(ii) This exemption shall not preempt State laws and regulations concerning the safe operation of commercial motor vehicles.

# **Delaware & NJ Reciprocal Agreement for CDL Exemption**

## **RECIPROCAL AGREEMENT REGARDING THE EXEMPTION FROM COMMERCIAL DRIVER LICENSE REQUIREMENTS FOR FARMERS**

THIS MEMORANDUM OF AGREEMENT is made and entered into by and between the State of New Jersey, acting through the Chief Administrator of the New Jersey Motor Vehicle Commission and the State of Delaware, acting through its Director of Motor Vehicles. (When referred to collectively, the State of New Jersey and the State of Delaware shall be referred to as the "signatory jurisdictions.")

### **WITNESSETH:**

WHEREAS, the "Commercial Motor Vehicle Safety Act of 1986," Pub.L.99-570 (49 U.S.C. §2701 et seq.), requires a person who operates a vehicle that has a gross vehicle weight rating in excess of 26,000 pounds, carries 15 or more passengers or transports hazardous materials to have a commercial driver license.

WHEREAS, Secretary of the United States Department of Transportation has granted the states of this nation the authority to exempt certain drivers, including operators of farm vehicles, from the commercial driver license requirements.

WHEREAS, the laws of the signatory jurisdictions under certain circumstances exempt drivers of farm vehicles from the requirement to possess a commercial driver license pursuant to N.J.S.A. 39:3-10k and Del. Code Ann. Tit. 21, §2621.

WHEREAS, the Federal Motor Carrier Safety Administration regulations limit the use of commercial driver license exemptions for the operators of farm vehicles to the driver's home state unless there is a reciprocity agreement with the adjoining states. 49 C.F.R. §383.3 (d).

WHEREAS, each of the signatory jurisdictions wishes to enter into a reciprocal agreement which provides to the farmers in each jurisdiction, who have a valid license and are exempted from commercial driver license requirements, the same exemption from a commercial driver license they have in their own jurisdiction.

NOW, THEREFORE, for and in consideration of the foregoing promises and the mutual promises set forth below, the signatory jurisdictions, with the intention of being legally bound, agree to the following:

#### **1. Recitals**

The foregoing recitals are incorporated by reference as a material part of this Agreement.

#### **2. Reciprocal Agreement**

The signatory jurisdictions agree that a person with a valid non-commercial license from the reciprocating jurisdiction may operate a farm vehicle within either jurisdiction provided that the farm vehicle:

- (a) Is properly registered as a farm vehicle under the laws of either jurisdiction;

IN WITNESS WHEREOF, both parties have caused this instrument to be signed, attested and sealed.

**For the State of New Jersey:**

By: Sharon J. Harrington  
Sharon Harrington, Chief Administrator  
New Jersey Motor Vehicle Commission

Date: January 21, 2009

The foregoing document has been reviewed and approved as to form.

Anne Milgram  
Attorney General of New Jersey

By: Malabry  
Deputy Attorney General

Date: 02/03/09

**For the State of Delaware**

By: J. Cohan  
Jennifer L. Cohan, Director  
Delaware Division of Motor Vehicles

Date: 12/31/08

The foregoing document has been reviewed and approved as to form.

By: F. Schranck  
Frederick H. Schranck  
Deputy Attorney General  
Delaware Department of Justice

Date: 12/31/08

# Reciprocity Agreement between NJ and Pa Regarding Exemption from CDL License

## RECIPROCAL AGREEMENT REGARDING THE EXEMPTION FROM COMMERCIAL DRIVER'S LICENSE REQUIRMENTS FOR FARMERS

THIS MEMORANDUM OF AGREEMENT is made and entered into by and between the Commonwealth of Pennsylvania, acting through the Department of Transportation and the State of New Jersey, acting through its Motor Vehicle Commission. (When referred to collectively, the Commonwealth of Pennsylvania and the State of New Jersey shall be referred to collectively as the "signatory jurisdictions.")

WITNESSETH:

WHEREAS, the "Commercial Motor Safety Act and 1986," Pub.L.99-570 (49 U.S.C. §2701 et seq.), requires a person who operates a vehicle that has a gross weight rating in excess of 26,000, carries 15 or more passengers or transports hazardous materials to have a commercial drivers license.

WHEREAS, Secretary of the United States Department of Transportation has granted the states of this nation the authority to exempt certain drivers, including operators of farm vehicles, from the commercial drivers license requirement.

WHEREAS, the laws of both signatory jurisdictions under certain circumstances exempt drivers of farm vehicles from the requirement to possess a commercial drivers license. 75 Pa.C.S. §1606(b) and 39 N.J. Stat. § 39:3-10k.

WHEREAS, Federal Motor Carrier Safety Administration regulations limit the use of commercial drivers license exemptions for the operators of farm vehicles to the driver's home state unless there is reciprocity agreement with adjoining states. 49 C.F.R. § 383.3 (d).

WHEREAS, each of the signatory jurisdictions wish to enter into a reciprocal agreement extending the commercial drivers license exemption to farmers who are licensed in the other signatory jurisdiction.

NOW, THEREFORE, for and in consideration of the foregoing promises and the mutual promises set forth below, the signatory jurisdictions, with the intention of being legally bound, agreed to the following:

**1. Recitals**

The foregoing recitals are incorporated by reference as a material part of this Agreement.

**2. Reciprocal Agreement**

The signatory jurisdictions agreed that a person with a valid non-commercial license from the reciprocating jurisdiction may operate a farm vehicle within either jurisdiction provided that the farm vehicle:

- (1) Is properly registered as a farm vehicle under the laws of either jurisdiction;
- (2) Is controlled and operated by a farmer who is properly licensed under the laws of that jurisdiction;
- (3) Is used exclusively to transport agricultural products, farm machinery or farm supplies to or from the farm of the farmer;
- (4) Is not used in the operations of a common or contract carrier; and
- (5) Is used within a radius of 150 miles of the farmer's farm.

**3. Interpretation.**

This Agreement shall be liberally construed so as to effectuate the purposes thereof. The final decision regarding interpretation of questions at issue relating to this Agreement



shall be reached by joint action of the signatory jurisdictions, acting through their proper officials. Any interpretations shall be placed in writing to become a part of the Agreement.

#### **4. Effective Date of Agreement**

This Agreement shall be effective upon execution of the signatory jurisdictions and shall continue in full force and effect until terminated by the proper official of a signatory jurisdiction.

#### **5. Termination**

Each signatory jurisdiction shall have the right to unilaterally terminate this Agreement for its convenience if the jurisdiction determines that termination is in its best interest. Termination of this Agreement shall be effective 30 days after written notice is provided the other jurisdiction.

#### **6. Amendments**

This Agreement may be amended only by joint action of the signatory jurisdictions in writing. This Agreement and amendments may be executed in counterparts, each of which shall be deemed as original, but all of which taken together shall constitute one and the same instrument.

#### **7. Scope of Agreement**

This Agreement constitutes the entire agreement between the signatory jurisdictions with respect to the subject matter of this Agreement and supersedes all prior and contemporaneous agreements, understandings, negotiations and discussions between the jurisdictions, whether oral or written; but this agreement shall not affect any other agreement, arrangement or understanding that a signatory jurisdiction has with any other jurisdiction.

IN WITNESS WHEREOF, the parties have hereunto set their hands.

For the Commonwealth of Pennsylvania:

BY *Debra Secor*  
*for* Secretary of Transportation

Date *5/13/05*

For the State of New Jersey:

*Sharon A. Harrison*  
Title: *Chief Administrator*

Date *5/25/05*

## Pennsylvania & NJ Reciprocal Agreement for Registration.



**State of New Jersey**  
 DEPARTMENT OF AGRICULTURE  
 HEALTH/AGRICULTURE BUILDING  
 JOHN FITCH PLAZA  
 PO Box 330  
 TRENTON NJ 08625-0330

CHRISTINE TODD WHITMAN  
*Governor*

January 11, 2000

ARTHUR R. BROWN, JR.  
*Secretary*

TO: S. Howard Davis, NJ Nursery and Landscape Association  
 Peter Furey, NJ Farm Bureau  
 Lynn Matthews, NJ Equine Advisory Board  
 Phillip Traino, Vegetable Growers' Association of NJ, Inc.  
 James Etsch, Grain and Forage Producers Association of NJ  
 Dr. Henry Indyk, Cultivated Sod Association of New Jersey, Inc.  
 Bruce Barbour, Cook College, Department of Ag and Resource  
 Management Agents  
 Rutgers Cooperative Extension County Agricultural Agents

FROM: Arthur R. Brown, Jr. *AB*

SUBJECT: International Registration Plan (IRP) Reciprocity Agreement

Since April 1999 our department has worked cooperatively with the New Jersey Division of Motor Vehicles and Pennsylvania Department of Transportation in an effort to have a reciprocity agreement signed for IRP between the two states. In effect, the agreement would exempt New Jersey farmer plates from being apportionally registered. Such an agreement allows New Jersey farmers using a commercial vehicle with a farmer plate to travel into Pennsylvania and conduct business in the Commonwealth. I am pleased to provide you the enclosed copy of the IRP reciprocity agreement signed by Pennsylvania and New Jersey.

In reviewing the Agreement you will see that it does not specifically mention "farmer plates." However, Section II, C.2 of the agreement states that reciprocity interstate operations shall be granted to restricted plates when properly registered in the jurisdiction in which the vehicle is based. Under the IRP agreement, "restricted plates" include farmer plates.

I ask that you distribute copies of this document to your members and cooperators and advise them to carry it with them in any New Jersey 'farmer' plate vehicles which are used to conduct business in the state of Pennsylvania.

If you have questions on IRP, contact the NJ Division of Motor Vehicle Services at (609) 633-9400.

Enclosure

AGREEMENT  
BETWEEN  
STATE OF NEW JERSEY  
and  
COMMONWEALTH OF PENNSYLVANIA

WHEREAS, the State of New Jersey and the Commonwealth of Pennsylvania seek to grant reciprocal recognition of motor vehicle registrations in the interstate and intrastate operation of vehicles; and

WHEREAS, the Director of the New Jersey Division of Motor Vehicles, Department of Transportation, has been authorized to enter into reciprocal agreements with the duly authorized representatives of other jurisdictions pursuant to N.J.S.A. 39:3-6.2; and

WHEREAS, the Secretary of the Pennsylvania Department of Transportation is authorized to enter into reciprocal agreements with other jurisdictions pursuant to 75 Pa.C.S.A. §§6141 and 6142; now therefore,

BE IT UNDERSTOOD AND AGREED by and between the State of New Jersey and the Commonwealth of Pennsylvania that, for and in mutual consideration of the mutual covenants herein, the parties agree as follows:

I. DEFINITIONS

The following words and phrases, when used in this Agreement will have the meanings set forth in this section, unless the context clearly indicates otherwise:

"Base" shall mean the location from which a vehicle is most frequently dispatched, where it is most frequently garaged, serviced, maintained, operated or otherwise controlled and from which it ordinarily departs and to which it ordinarily returns.

"Bus" shall mean a motor vehicle designed for carrying more than ten (10) persons, including the driver, and used for the transportation of persons; or, a motor vehicle, other than a taxicab, designed and used for the transportation of persons for compensation; "Bus" shall not mean a vehicle owned by a natural person or by a school, a religious organization or a tax-exempt charitable organization and used solely for non-commercial purposes;

"Carrying on business" shall mean operating a commercial vehicle in the furtherance of any commercial enterprise, whether or not for hire;

"Charter party" shall mean a group of persons who have acquired the exclusive use of a passenger carrying vehicle to travel together as a group to a specified destination or in accordance with a particular itinerary, under a single contract and at a fixed charge for the vehicle in accordance with the carrier's tariff lawfully on file with the United States Department of Transportation;

"Commercial vehicle" shall mean a vehicle or combination of vehicles designed and used for the transportation of persons or property in carrying on business;

"Government" shall mean the federal, state, or local government or that of Canada or its provinces and territories;

"Interstate Operation" shall mean the transportation of passengers or property between or through two or more jurisdictions;

"Intrastate Operation" shall mean the transportation of passengers or property having an origin and destination within the same jurisdiction;

"Jurisdiction" shall mean a state, district, territory or possession of the United States, a province or territory of Canada or a foreign country,

"Lessee" shall mean a person who leases a vehicle and has legal possession of and exclusive use and control of such vehicle;

"Non-Commercial Vehicle" shall mean a vehicle other than a commercial vehicle, designed for carrying ten passengers or fewer, including the driver, and primarily used for the transportation of persons;

"Reciprocity" shall mean the recognition of the licensing and registration of a vehicle registered in another jurisdiction and the exemption of said vehicle from further licensing or registration in the jurisdiction in which the said vehicle is operating;

"Registration" shall mean the authority for a vehicle to operate on a highway as evidenced by the issuance of an identifying document and plate or plates, including temporary credentials for use pending issuance of a permanent license;

"Restricted Plate" shall mean a registration plate that is issued for a shorter period than a registration year, or that has geographic area, mileage or commodity restrictions, and shall include registrations issued for special vehicle movements;

"Vehicle" shall mean any device in, upon or by which any person or property is or may be transported or drawn upon a highway, except devices used exclusively upon rails or tracks.

## II. ELEMENTS OF RECIPROCITY

A. Reciprocity for interstate and intrastate operation shall be granted to the following types of vehicles:

1. Non-commercial vehicles properly registered in the jurisdiction in which the owners are legal and bona fide residents for registration purposes. Students who are residents of reciprocating jurisdictions and who are currently enrolled in a school in another jurisdiction may continue to operate their non-commercial vehicles with registration plates issued by the jurisdiction in which they originally resided.
2. Properly registered vehicles owned or operated by schools, religious or tax exempt charitable organizations.
3. Properly registered vehicles owned or operated by government agencies and being operated in an official capacity.
4. Properly registered vehicles owned by dealers and manufacturers provided that such vehicles are in stock, available for sale, testing or demonstration, and that all vehicles capable of carrying a load are unladen.
5. Properly registered non-commercial vehicles owned by military personnel on active duty or their spouses.

B. Temporary reciprocity for interstate and intrastate operation for the period of time hereinafter specified shall be granted to the following types of vehicles:

1. Vehicles with hunter permits as provided in the International Registration Plan for facilitating the movement of the vehicle from one lessee to another for the period of time such permits are valid.
2. Properly registered buses transporting charter parties for a period not to exceed 30 days.
3. Non-commercial vehicles with properly issued temporary registration tags for the period of time such tags are valid.

C. Reciprocity for interstate operations shall be granted to the following types of vehicles when properly registered in the jurisdiction in which the vehicle is based:

1. Properly registered buses transporting charter parties.

- \* 2. Vehicles displaying restricted plates, as identified in Appendix 5 of the International Registration Plan, Inc. Information Manual, 528-99. Should any restricted plate be added to this list subsequent to the entry of this agreement, approval to include that plate within this agreement must be given by both New Jersey and Pennsylvania.
- 3. Commercial vehicles weighing 26,000 pounds or less, except those required to be registered through the International Registration Plan or operated by a person or company who owns and operates any type of facility within the jurisdiction in which the vehicle is being operated.

### III. OPERATIONAL LIMITATIONS

This Agreement shall not authorize the operation of any vehicle or combination of vehicles upon the highways of either jurisdiction in excess of the maximum weight, width, length or height allowed by the laws of the jurisdiction in which the vehicle is being operated, or contrary to any other provision of the duly enacted statutes or administrative rules and regulations of that jurisdiction. Violation of said law by any owner or operator or agent thereof shall constitute grounds for suspension or revocation of benefits granted herein.

### VI. OTHER AGREEMENTS

Except with respect to the International Registration Plan, this Agreement shall supersede any reciprocal or other agreement, arrangement or understanding covering, in whole or in part, any of the matters covered in this Agreement between the parties; but this Agreement shall not affect any reciprocal or other agreement, arrangement or understanding that the signatory jurisdictions have entered into with any other jurisdiction.

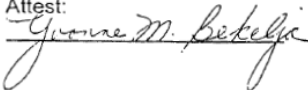
### VII. EFFECTIVE DATE

This Agreement shall become effective upon execution by the signatory jurisdictions and shall continue in full force and effect until canceled or revoked by proper officials of the signatory jurisdictions.

### VIII. TERMINATION

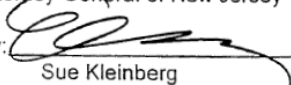
This Agreement may be canceled or revoked by either signatory's giving thirty (30) days written notice to the other signatory jurisdiction that it will no longer be bound by its terms.

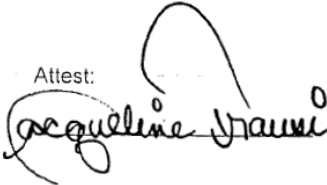
IN WITNESS WHEREOF, both parties have caused this instrument to be signed,  
attested and sealed.

Attest:  


The foregoing document has  
been reviewed and approved  
as to form.

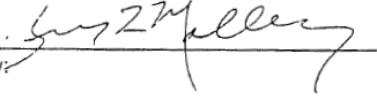
John J. Farmer, Jr.  
Attorney General of New Jersey

By:   
Sue Kleinberg  
Deputy Attorney General

Attest:  


JACQUELINE TRAUSI  
SECRETARY  
Department of Transportation

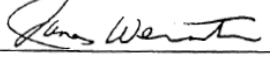
SECRETARY OF TRANSPORTATION  
COMMONWEALTH OF PENNSYLVANIA

By: 

DIRECTOR, DIVISION OF MOTOR VEHICLES,  
ASSISTANT COMMISSIONER  
DEPARTMENT OF TRANSPORTATION

  
C. Richard Kamin

COMMISSIONER, DEPARTMENT  
OF TRANSPORTATION

  
James Weinstein



# ***Delaware & NJ Reciprocal Agreement for Registration***

## RECIPROCAL AGREEMENT REGARDING THE EXEMPTION FROM REGISTRATION REQUIREMENTS FOR DELAWARE FARM TRUCKS AND NEW JERSEY FARM VEHICLES

THIS MEMORANDUM OF AGREEMENT is made and entered into by and between the State of New Jersey, acting through the Chief Administrator of the New Jersey Motor Vehicle Commission and the State of Delaware, acting through the Director of the Division of Motor Vehicles. (When referred to collectively, the State of New Jersey and the State of Delaware shall be referred to as the "signatory jurisdictions.")

### WITNESSETH:

WHEREAS, the laws of the signatory jurisdictions permit, under certain conditions and subject to certain limitations, a truck or truck tractor to be specially registered where such vehicle is used for agricultural purposes.

WHEREAS, N.J.S.A. 39:3-25 provides that a license plate for trucks marked "farmer," shall be issued upon evidence satisfactory to the administrator that the applicant is a farmer and is actually engaged in growing, raising and producing of farm products as an occupation.

WHEREAS, N.J.S.A. 39:3-25 provides the conditions and limitations of the use of the farm vehicle plate as follows:

License plates issued under authority of this section shall be placed upon motor trucks engaged in the carrying or transportation of farm products, and farm supplies, and not engaged in hauling for hire, except for a truck being operated under contract with a municipality to remove snow.

WHEREAS, N.J.S.A. 39:3-25 defines the term "farmer" as any person engaged in the commercial raising, growing and producing of farm products on a farm not less than five acres in area; the term "farm products" means any crop, livestock or fur products; and the term "farm supplies" means any farm related supply or repair item.

WHEREAS, Del. Code Ann. Title 21, §2113 (Special Farm Vehicle Registration) provides that farmers may qualify for the reduced registration fee for farm truck or "FT" license tags.

WHEREAS, Del. Code Ann. Title 21, §2113 provides the conditions and limitations of the use of the "FT" plate as follows:

Any vehicle upon which an "FT" license tag is affixed must be used exclusively in the operation of a farm; farmers shall not hire or rent the farm truck, or permit a farm truck to be used for hauling merchandise, farm products, or other items whatsoever under rent, hire, or for pay; and farmers shall not use any vehicle upon which an "FT" license tag is affixed for any use except in the operation of a farm

provided, however, that the Agreement shall not be effective until signed by all necessary officials of the signatory jurisdictions as provided by law. The date of the last signature shall be deemed to be the effective date.

5. Termination

Each signatory jurisdiction shall have the right to terminate this Agreement if the jurisdiction determines that termination is in its best interest. Termination of this Agreement shall be effective 30 days after written notice is provided the other jurisdiction.

6. Amendments

This Agreement may be amended only by joint action of the signatory jurisdictions in writing. This agreement and amendments may be executed in counterparts, each of which shall be deemed as original, but all of which taken together shall constitute one and the same instrument.


7. Scope of Agreement

This Agreement constitutes the entire agreement between the signatory jurisdictions with respect to the subject matter of this Agreement and supersedes all prior and contemporaneous agreements, understandings, negotiations and discussions between the jurisdictions, whether oral or written; but this Agreement shall not affect any other agreement, arrangement or understanding that a signatory jurisdiction has with any other jurisdiction.

IN WITNESS WHEREOF, both parties have caused this instrument to be signed, attested and sealed.

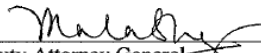
**For the State of New Jersey:**

Attest:

By:   
Sharon Harrington, Chief Administrator  
New Jersey Motor Vehicle Commission  
Date: 1/21/09

The foregoing document has been reviewed and approved as to form.

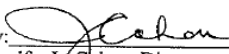
Anne Milgram  
Attorney General of New Jersey

By:   
Deputy Attorney General

Date: 02/03/09

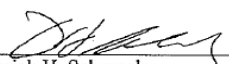
**For the State of Delaware:**

Attest:

By:   
Jennifer L. Cohan, Director  
Delaware Division of Motor Vehicles

Date: 12/21/08

The foregoing document has been reviewed and approved as to form.

By:   
Frederick H. Schranck  
Deputy Attorney General  
Delaware Department of Justice

Date: 12/31/08

## ***New York & NJ Reciprocal Agreement for Registration***

### **RECIPROCAL AGREEMENT REGARDING THE EXEMPTION FROM REGISTRATION REQUIREMENTS FOR NEW YORK AGRICULTURAL TRUCKS AND NEW JERSEY FARM VEHICLES**

THIS MEMORANDUM OF AGREEMENT is made and entered into by and between the State of New Jersey, acting through the Chief Administrator of the New Jersey Motor Vehicle Commission and the State of New York, acting through the Commissioner, Department of Motor Vehicles. (When referred to collectively, the State of New Jersey and the State of New York shall be referred to as the "signatory jurisdictions.")

#### **WITNESSETH:**

WHEREAS, the laws of the signatory jurisdictions permit, under certain conditions and subject to certain limitations, a truck or truck tractor to be specially registered where such vehicle is used for agricultural purposes.

WHEREAS, N.J.S.A. 39:3-25 provides that a license plate for trucks marked "farmer," shall be issued upon evidence satisfactory to the administrator that the applicant is a farmer and is actually engaged in growing, raising and producing of farm products as an occupation.

WHEREAS, N.J.S.A 39:3-25 provides the conditions and limitations of the use of the farm vehicle plate as follows:

License plates issued under authority of this section shall be placed upon motor trucks engaged in the carrying or transportation of farm products, and farm supplies, and not engaged in hauling for hire, except for a truck being operated under contract with a municipality to remove snow.

WHEREAS, N.J.S.A. 39:3-25 defines the term "farmer" as any person engaged in the commercial raising, growing and producing of farm products on a farm not less than five acres in area; the term "farm products" means any crop, livestock or fur products; and the term "farm supplies" means any farm related supply or repair item.

WHEREAS, N.Y. Veh. & Traf. Law § 401(7)(E) defines an agricultural truck as:

a truck owned by a person engaged in production by means of (a) the planting, cultivation and harvesting of agricultural, vegetable and food products of the soil, including horticultural specialties such as nursery stock, ornamental shrubs, ornamental trees and flowers, (b) the raising, feeding and care of live stock, bees and poultry or (c) dairy farming.

Whereas, N.Y. Veh. & Traf. Law § 401(7)(E) provides the conditions and limitations of the use of agricultural trucks as follows:

Such agricultural truck shall be used only for the transportation of [the person's] own agricultural or dairy commodities or supplies or for personal passenger use, or use in conjunction with lumbering operation connected with but only incidental to the operation of a farm.

WHEREAS, the signatory jurisdictions wish to extend to each other reciprocal privileges allowing vehicles registered as farm vehicles in the State of New Jersey and agricultural trucks in New York to operate on the roadways of the other signatory jurisdiction.

WHEREAS, the State of New Jersey, through the Chief Administrator of the Motor Vehicle Commission, is authorized to enter into reciprocal agreements with other states with respect to vehicles registered in New Jersey and other states pursuant to N.J.S.A 39:3-6.2.

WHEREAS, the State of New York, through the Commissioner of Motor Vehicles, is authorized to enter into reciprocal agreements with other states to effectuate the reciprocal recognition of the agricultural truck registration class pursuant to N.Y. Veh.& Traf. Law § 413.

NOW, THEREFORE, for and in consideration of the foregoing promises and the mutual promises set forth below, the signatory jurisdictions, with the intention of being legally bound, agree to the following:

1. Recitals

The foregoing recitals are incorporated by reference as a material part of this Agreement.

2. Reciprocal Agreement

The signatory jurisdictions agree that it is in the best interest of each jurisdiction and fair and equitable to each jurisdiction, that vehicles registered as farm vehicles in the State of New Jersey and as agricultural trucks in the State of New York shall be entitled to operate in the other signatory jurisdiction, subject to the conditions and limitations imposed by the signatory jurisdiction in which the vehicle is registered.

3. Interpretation

This Agreement shall be liberally construed so as to effectuate the purpose thereof. The final decision regarding interpretation of questions at issue relating to this Agreement shall be reached by joint action of the signatory jurisdictions, acting through their proper officials. Any interpretations shall be placed in writing and become a part of the Agreement.

4. Effective Date of Agreement

This Agreement shall be effective upon execution of the signatory jurisdictions and shall continue in full force and effect until terminated by the proper official of a signatory jurisdiction; provided, however, that the Agreement shall not be effective until signed by all necessary officials of the signatory jurisdictions as provided by law. The date of the last signature shall be deemed to be the effective date.

5. Termination

Each signatory jurisdiction shall have the right to terminate this Agreement if the jurisdiction determines that termination is in its best interest. Termination of this Agreement shall be effective 30 days after written notice is provided the other jurisdiction.

6. Amendments

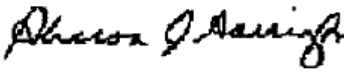
This Agreement may be amended only by joint action of the signatory jurisdictions in writing. This agreement and amendments may be executed in counterparts, each of which shall be deemed as original, but all of which taken together shall constitute one and the same instrument.

7. Scope of Agreement

This Agreement constitutes the entire agreement between the signatory jurisdictions with respect to the subject matter of this Agreement and supersedes all prior and contemporaneous agreements, understandings, negotiations and discussions between the jurisdictions, whether oral or written; but this Agreement shall not affect any other agreement, arrangement or understanding that a signatory jurisdiction has with any other jurisdiction.

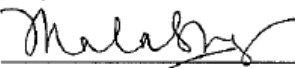
IN WITNESS WHEREOF, the parties have hereunto set their hands.

**For the State of New Jersey:**

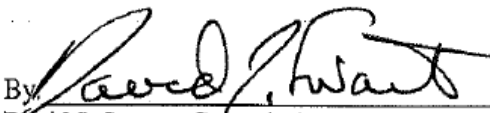
By:   
Sharon Harrington, Chief Administrator  
New Jersey Motor Vehicle Commission  
Date: 11/25/08

The foregoing document has been reviewed and approved as to form.

Anne Milgram  
Attorney General of New Jersey

By:   
Deputy Attorney General  
Date: 02/03/09  
(electronic signature not available; will be signed on original only)

**For the State of New York:**

By:   
David J. Swarts, Commissioner  
New York Department of Motor Vehicles  
Date: 10/23/08

# Maryland Letter to NJ Honoring NJ Farmer Tag



October 20, 2009

Maryland Motor  
Vehicle Administration  
6601 Ritchie Highway, N.E.  
Glen Burnie, Maryland 21062  
1-800-950-1MVA (1682)  
CUSTOMER SERVICE CENTER  
1-800-492-4575  
TTY  
www.MVA.Maryland.gov  
WEB SITE

Ms. Judith Gleason, Esquire  
Department of Agriculture  
Legal Affairs  
P. O. Box 330  
Trenton NJ 08625-0330

Dear Ms. Gleason:

This correspondence is a follow-up to a conference call held on October 1, 2009 with representatives from Maryland and New Jersey to discuss a potential reciprocity agreement between the two jurisdictions regarding farm plates.

As participants in the International Registration Plan (IRP), we are bound by the agreement and honor those plates that are considered restricted. Article II, Definitions of the IRP defines an apportionable vehicle and states that vehicles displaying restricted plates are excluded from IRP registration under this section.

Both Maryland and New Jersey recognize farm plates as restricted plates under IRP, and therefore vehicles displaying these plates are exempt from apportioned registration. As a result, there is no need to develop a reciprocity agreement, since this issue is addressed through the IRP. It is important to note that in Maryland farm plates are not exempt from entering weigh and inspection facilities to have their weights verified and from inspection for safety related issues.

I hope this information is helpful. If you have any questions or require additional information, please contact Ms. Sharon Crow at 410-787-2975 or [scrow@marylandmva.com](mailto:scrow@marylandmva.com). You may also contact Ms. Christine Nizer at 410-787-7830 or [cnizer@marylandmva.com](mailto:cnizer@marylandmva.com)

Sincerely,

John T. Kuo  
Administrator

cc: Mr. Shawn Sheekey, Acting Chief Administrator, New Jersey Motor Vehicle Commission  
Mr. Fred Phelps, Administrative Officer, Commercial Vehicle Enforcement Division, MSP  
Ms. Christine Nizer, Associate Administrator, Motor Vehicle Administration ✓  
Ms. Deborah A. Rogers, Director, Vehicle Programs  
Ms. Sharon Crow, Manager, Motor Carrier & Electronic Services Division

Marlin O'Malley - Governor  
Beverly K. Swaim-Staley - Secretary

Anthony G. Brown - Lt Governor  
John T. Kuo - Administrator

DA-092 (09-09)

## New Jersey Law Governing Vehicle Markings

### **39:4-46 Commercial motor vehicle identification; GVWR to be displayed**

a. Every vehicle used for commercial purposes on a street or highway, except for passenger automobiles and vehicles owned or leased by a pharmacy and utilized for the transportation or delivery of drugs, shall have conspicuously displayed thereon, or on a name plate affixed thereto, the name of the owner, lessee or lessor of the vehicle and the name of the municipality in which the owner, lessee or lessor has his principal place of business. Franchised public utilities and operators of fleets of 50 or more commercial vehicles, shall be exempted from displaying the name of the municipality, provided that their vehicles display a corporate identification number. The sign or name plate shall be in plain view and not less than three inches high. Where available space for lettering is limited, either by the design of the vehicle or by the presence of other legally specified identification markings, making a strict compliance herewith impractical, the size of the lettering required by this section shall be as close to three inches high as is possible, within the limited space area, provided the name is clearly visible and readily identifiable. In the case of a combination of two vehicles the requirements of this section will be served when either unit of the combination conforms with the above identification specifications. No person shall operate or drive or cause or permit to be operated or driven on a road or highway a commercial vehicle, except for passenger automobiles and vehicles owned or leased by a pharmacy and utilized for the transportation or delivery of drugs, which does not conform hereto.

For purposes of this section, a franchised public utility means a public utility, as defined in R.S.48:2-13, that has a defined geographical service territory approved by the Board of Public Utilities.

b. Every owner of a commercial motor vehicle as defined in section 3 of P.L.1990, c.103 (C.39:3-10.11) which has a gross vehicle weight rating or a combined gross vehicle weight rating of 26,001 pounds or more and is registered or principally garaged in this State shall display the gross vehicle weight rating (GVWR) for the vehicle in the manner set forth in subsection a. of this section. For purposes of this subsection, GVWR means the value specified by the manufacturer as the maximum loaded weight of a single or combination (articulated) vehicle, or registered gross weight, whichever is greater. Any person who knowingly displays or causes to be displayed on a commercial motor vehicle a GVWR less than the actual GVWR, or an owner who knowingly permits a commercial motor vehicle owned by him to be operated in this State with a displayed GVWR less than the actual GVWR shall, for each offense, be fined not more than \$5,000, or imprisoned for a term of not more than 90 days, or both.

Amended 1959, c.76; 1964, c.66; 1986, c.77; 1990, c.103, s.32; 1997, c.158.

## Instruction Sheet for UCR Carrier Registration-Year 2011

### What is my base state for UCR?

- (A) If your principal place of business as completed in Section 1 of the form is AK, AL, AR, CA, CO, CT, DE, GA, IA, ID, IL, IN, KS, KY, LA, MA, ME, MI, MN, MO, MS, MT, NC, ND, NE, NH, NM, NY, OH, OK, PA, RI, SC, SD, TN, TX, UT, VA, WA, WI or WV, **you must use that state as your base state.** If your principal place of business is not in one of these states, go to (B).
- (B) If your principal place of business is not one of the states listed in (A) above but you have an office or operating facility located in one of the states listed in (A) above, you must use that state as your base state.
- (C) If you cannot select a base state using (A) or (B) above, you must select your base state from (A) above that is nearest to the location of your principal place of business; or
- (D) Select your base state as follows:
  - a. If your principal place of business is in DC, MD, NJ, or VT or the Canadian Province of ON, NB, NL, NS, PE, or QC, you may select one of the following states: CT, DE, MA, ME, NH, NY, PA, RI, VA, or WV.
  - b. If your principal place of business is in FL or a state of Mexico, you may select one of the following states: AL, AR, GA, KY, LA, MS, NC, OK, SC, TN, or TX.
  - c. If your principal place of business is in the Canadian Province of ON, MB or NU, you may select one of the following states: IA, IL, IN, KS, MI, MN, MO, NE, OH, or WI.
  - d. If your principal place of business is in AZ, HI, NV, OR, or WY or the Canadian Province of AB, BC, MB, NT, NU, SK, or YT or a state of Mexico, you may select one of the following states: AK, CA, CO, ID, MT, ND, NM, SD, UT, or WA.

### Change of Base State

- If you selected your base state using (C) or (D) above and your principal place of business has moved to a qualified state in (A) or (B) above, you may at the next registration year change your base state to a state listed in (A) or (B).

### Section 1. – General Information

- Enter all identifying information for your company. The owner and DBA name should be identical to what is on file for your USDOT number (See <http://safer.fmcsa.dot.gov/CompanySnapshot.aspx>). Enter the principal place of business address that serves as your headquarters and where your operational records are maintained or can be made available.

### Section 2. – Classification (*Definitions*)

- “**Motor carrier**” means a person providing motor vehicle transportation for compensation.
- “**Motor private carrier**” means a person who provides interstate transportation of property in order to support its primary line of business.
- “**Broker**” means a person, other than a motor carrier, who sells or arranges for transportation by a motor carrier for compensation.
- “**Freight forwarder**” means a person who arranges for truck transportation of cargo belonging to others, utilizing for-hire carriers to provide the actual truck transportation, and also performs or provides for assembling, consolidating, break-bulk and distribution of shipments and assumes responsibility for transportation from place of receipt to destination.
- “**Leasing company**” means a person or company engaged in the business of leasing or renting for compensation motor vehicles they own without drivers to a motor carrier, motor private carrier, or freight forwarder.

### Section 3. - Fees Due-Brokers, Freight Forwarders and Leasing Companies

- Brokers, freight forwarders and leasing companies pay the lowest fee tier. If your company is also a motor carrier (whether private or for-hire) you will skip this section of the application.

### Section 4. - No. Of Motor Vehicles– Motor Carrier & Motor Private Carrier

- Check the appropriate box indicating where you obtained the vehicle count for the numbers you entered into the table in this section.
- **Line 1.** In the table, enter the number of commercial motor vehicles you reported on your last MCS-150 form or the total number of commercial motor vehicles owned and operated for the 12-month period ending June 30 of the year immediately prior to the year for which the UCR registration is made. This table includes owned and leased vehicles (term of lease for more than 30 days). Do not include any trailer counts in Columns A, C or D on this line. Trailers are no longer counted in determining fees under this program.
- **Line 2. Subtract the number of vehicles** designed to transport 10 passengers or less, including the driver, that are included in Column C of Line 1. (**Optional**). You may also subtract the number of property carrying vehicle(s) used solely in intrastate commerce (never used to carry interstate freight) that you included in Section 4, Columns A. You may not enter on this line the number of passenger carrying vehicles included in Column C that were used solely in intrastate commerce. You must maintain a list of vehicles you deleted under this option.
- **Line 3. (Optional).** You may add the number of owned commercial motor vehicles (straight trucks, tractors, motor coaches, school buses, mini-buses, vans or limousines) that were used only in intrastate commerce if they were not included in Column A or C above. You may also include on this line the number of other self propelled vehicles used in interstate or intrastate commerce to transport passengers or property for compensation that are not defined as a commercial motor vehicle that have a gross vehicle weight rating or gross vehicle weight of 10,000 lbs or less or a passenger capacity of 10 or less, including the driver.
- **Line 4, Total Number of Vehicles.** Total the number of vehicles shown in Column D. Use this total and go to the fee table in Section 5. Pay the amount due for your total number of vehicles.
- Definition - “**Commercial motor vehicle**” (as defined under 49 USC Section 31101) means a self-propelled vehicle used on the highways in commerce principally to transport passengers or cargo, if the vehicle: (1) Has a gross vehicle weight rating or gross vehicle weight of at least 10,001 pounds, whichever is greater; (2) Is designed to transport more than 10 passengers, including the driver; or (3) Is used in transporting material found by the Secretary of Transportation to be hazardous under section



5103 of this title and transported in a quantity requiring placarding under regulations prescribed by the Secretary under section 5103.”

**Section 5. – Fee Table for Motor Carrier & Motor Private Carrier**

- This table is the approved UCR fees you will pay dependent upon the number of vehicles reported in Section 4. This fee may change from year to year. Contact your base state if you do not have the fee table for the correct registration period.

**Section 6. – Fee Due for Motor Carrier & Motor Private Carrier**

- Enter the amount due for the total number of vehicles calculated in Section 4.

**Section 7. – Certification**

- The owner or an individual who has a power of attorney to sign on behalf of the owner or owners must sign this form. This certification indicates that the information is correct under penalty of perjury.

**UNIFIED CARRIER REGISTRATION FORM -Year 2011**

To register online go to [WWW.UCR.IN.GOV](http://WWW.UCR.IN.GOV)

SECTION 1. GENERAL INFORMATION						
USDOT Number	MC or MA Number	FF Number	Telephone Number	Fax Number		
Legal Name			E-Mail Address			
Doing Business Under The Following Name (DBA)						
Principal Place Of Business Street Address (See Instructions)						
Principal Business City		Principal Business State		Zip Code		
Mailing Street Address						
Mailing City		Mailing State		Mailing Zip Code		
SECTION 2. CLASSIFICATION – Check All That Apply						
<input type="checkbox"/> Motor Carrier <input type="checkbox"/> Motor Private Carrier <input type="checkbox"/> Broker <input type="checkbox"/> Leasing Company <input type="checkbox"/> Freight Forwarder						
SECTION 3. FEES DUE-BROKERS, FREIGHT FORWARDERS AND LEASING COMPANIES ONLY						
Note: If your company is also a motor carrier or motor private carrier, skip this section and go to section 4. Brokers, freight forwarders and leasing companies (not combined with a motor carrier entity), please submit the amount due of \$76 in the form of payment acceptable by your base state and go to Section 7.						
SECTION 4. NO. OF MOTOR VEHICLES– MOTOR CARRIER & MOTOR PRIVATE CARRIER						
Check only one box: <input type="checkbox"/> The number of vehicles shown below has been taken from section 26 of your last reported MCS-150 form. <input type="checkbox"/> The number of vehicles shown below is the total number owned and operated for the 12-month period ending June 30, 2010.						
LINE NO.	NUMBER OF STRAIGHT TRUCKS AND TRACTORS (COLUMN A)	(COLUMN B)	NUMBER OF MOTOR COACHES, SCHOOL BUSES, MINI-BUSES, VANS AND LIMOUSINES (COLUMN C)	TOTAL (COLUMN D)		
1.						
2.	Subtract: • The number of vehicles on Line 1 in Column C above that has a vehicle capacity of 10 or less passengers, including the driver. • (Optional) The number of vehicles on Line 1 in Column A above that is used only in intrastate commerce. You are required to maintain a list of vehicles excluded under this option.				(      )	
3.	(Optional) Add a number of vehicles not shown on Line 1 above that are: • Commercial motor vehicles operating solely in intrastate commerce. (See instructions for definition of commercial motor vehicle.) • Used in commerce to transport passengers or property for compensation and have a GVWR or GVW of 10,000 lbs or less, or a passenger capacity of 10 or less, including the driver.					
4.	Total Number of Vehicles (Line 1 minus Line 2 plus Line 3)					
SECTION 5. FEE TABLE						
Number of Vehicles	Amount Due	Number of Vehicles	Amount Due	Number of Vehicles	Amount Due	
0-2	\$76	6-20	\$452	101-1000	\$7,511	
3-5	\$227	21-100	\$1,576	1001 or more	\$73,346	
SECTION 6. FEES DUE – MOTOR CARRIER & MOTOR PRIVATE CARRIER						
Using the number of vehicles in Section 4, Line 4 above, enter the Amount Due from the table above.					\$	
Note: See last page of this pamphlet for the types of payment your selected base state will accept.						
SECTION 7. CERTIFICATION						
I, the undersigned, under penalty for false statement, certify that the above information is true and correct and that I am authorized to execute and file this document on behalf of the applicant. (Penalty provisions subject to the laws of the registration state.)						
Name Of Owner Or Authorized Representative (Printed)					Date	
Signature			Title			

# Federal Regulation Governing Vehicle Markings

## §390.21 Marking of CMVs.

(a) **General.** Every self-propelled CMV, as defined in [§390.5](#), subject to subchapter B of this chapter must be marked as specified in paragraphs (b), (c), and (d) of this section.

(b) **Nature of marking.** The marking must display the following information:

(b)(1) The legal name or a single trade name of the motor carrier operating the self-propelled CMV, as listed on the motor carrier identification report (Form MCS-150) and submitted in accordance with [§390.19](#).

(b)(2) The motor carrier identification number issued by the FMCSA, preceded by the letters "USDOT".

(b)(3) If the name of any person other than the operating carrier appears on the CMV, the name of the operating carrier must be followed by the information required by paragraphs (b)(1), and (2) of this section, and be preceded by the words "operated by."

(b)(4) Other identifying information may be displayed on the vehicle if it is not inconsistent with the information required by this paragraph.

(b)(5) Each motor carrier shall meet the following requirements pertaining to its operation:

(b)(5)(i) All CMVs that are part of a motor carrier's existing fleet on July 3, 2000, and which are marked with an ICCMC number must come into compliance with paragraph (b)(2) of this section by July 3, 2002.

(b)(5)(ii) All CMVs that are part of a motor carrier's existing fleet on July 3, 2000, and which are not marked with the legal name or a single trade name on both sides of their CMVs, as shown on the Motor Carrier Identification Report, Form MCS-150, must come into compliance with paragraph (b)(1) of this section by July 5, 2005.

(b)(5)(iii) All CMVs added to a motor carrier's fleet on or after July 3, 2000, must meet the requirements of this section before being put into service and operating on public ways.

(c) **Size, shape, location, and color of marking.** The marking must—

(c)(1) Appear on both sides of the self-propelled CMV;

(c)(2) Be in letters that contrast sharply in color with the background on which the letters are placed;

(c)(3) Be readily legible, during daylight hours, from a distance of 50 feet (15.24 meters) while the CMV is stationary; and

(c)(4) Be kept and maintained in a manner that retains the legibility required by paragraph (c)(3) of this section.

(d) **Construction and durability.** The marking may be painted on the CMV or may consist of a removable device, if that device meets the identification and legibility requirements of paragraph (c) of this section, and such marking must be maintained as required by paragraph (c)(4) of this section.

(e) **Rented CMVs.** A motor carrier operating a self-propelled CMV under a rental agreement having a term not in excess of 30 calendar days meets the requirements of this section if:

(e)(1) The CMV is marked in accordance with the provisions of paragraphs (b) through (d) of this section; or

(e)(2) The CMV is marked as set forth in paragraph (e)(2)(i) through (iv) of this section:

(e)(2)(i) The legal name or a single trade name of the lessor is displayed in accordance with paragraphs (c) and (d) of this section.

(e)(2)(ii) The lessor's identification number preceded by the letters "USDOT" is displayed in accordance with paragraphs (c) and (d) of this section; and

(e)(2)(iii) The rental agreement entered into by the lessor and the renting motor carrier conspicuously contains the following

information:

(e)(2)(iii)(A) The name and complete physical address of the principal place of business of the renting motor carrier.

(e)(2)(iii)(B) The identification number issued the renting motor carrier by the FMCSA, preceded by the letters "USDOT," if the motor carrier has been issued such a number. In lieu of the identification number required in this paragraph, the following may be shown in the rental agreement:

(1) Information which indicates whether the motor carrier is engaged in "interstate" or "intrastate" commerce; and

(2) Information which indicates whether the renting motor carrier is transporting hazardous materials in the rented CMV;

(e)(2)(iii)(C) The sentence: "This lessor cooperates with all Federal, State, and local law enforcement officials nationwide to provide the identity of customers who operate this rental CMV"; and

(e)(2)(iv) The rental agreement entered into by the lessor and the renting motor carrier is carried on the rental CMV during the full term of the rental agreement. See the leasing regulations at [49 CFR 376](#) for information that should be included in all leasing documents.

(f) **Driveaway services.** In drive away services, a removable device may be affixed on both sides or at the rear of a single driven vehicle. In a combination drive away operation, the device may be affixed on both sides of any one unit or at the rear of the last unit. The removable device must display the legal name or a single trade name of the motor carrier and the motor carrier's USDOT number.

[53 FR 18052, May 19, 1988; 53 FR 27689, July 22, 1988, as amended at 53 FR 47543, Nov. 23, 1988; 55 FR 6993, Feb. 28, 1990; 57 FR 3142, Jan. 28, 1992; 60 FR 38744, July 28, 1995; 62 FR 49942, Sept. 24, 1997; 65 FR 35296, June 2, 2000]

## *Reflective Tape on Trailers Regulations*

Subpart B—Lamps, reflective devices and electrical wiring

§393.13 Retroreflective sheeting and reflex reflectors, requirements for semitrailers and trailers manufactured before December 1, 1993.

(a) Applicability. All trailers and semitrailers manufactured prior to December 1, 1993, which have an overall width of 2,032 mm (80 inches) or more and a gross vehicle weight rating of 4,536 kg (10,001 pounds) or more, except trailers that are manufactured exclusively for use as offices or dwellings, pole trailers (as defined in [§390.5](#) of this subchapter), and trailers transported in a driveaway-towaway operation, must be equipped with retroreflective sheeting or an array of reflex reflectors that meet the requirements of this section. Motor carriers operating trailers, other than container chassis (as defined in [§393.5](#)), have until June 1, 2001, to comply with the requirements of this section. Motor carriers operating container chassis have until December 1, 2001, to comply with the requirements of this section.

(b) Retroreflective sheeting and reflex reflectors. Motor carriers are encouraged to retrofit their trailers with a conspicuity system that meets all of the requirements applicable to trailers manufactured on or after December 1, 1993, including the use of retroreflective sheeting or reflex reflectors in a red and white pattern (see Federal Motor Vehicle Safety Standard No. 108 ([49 CFR 571.108](#)), S5.7, Conspicuity systems). Motor carriers which do not retrofit their trailers to meet the requirements of FMVSS No. 108, for example by using an alternative color pattern, must comply with the remainder of this paragraph and with paragraph (c) or (d) of this section. Retroreflective sheeting or reflex reflectors in colors or color combinations other than red and white may be used on the sides or lower rear area of the semitrailer or trailer until June 1, 2009. The alternate color or color combination must be uniform along the sides and lower rear area of the trailer. The retroreflective sheeting or reflex reflectors on the upper rear area of the trailer must be white and conform to the requirements of FMVSS No. 108 (S5.7). Red retroreflective sheeting or reflex reflectors shall not be used along the sides of the trailer unless it is used as part of a red and white pattern. Retroreflective sheeting shall have a width of at least 50 mm (2 inches).

(c) Locations for retroreflective sheeting.

(c)(1) Sides. Retroreflective sheeting shall be applied to each side of the trailer or semitrailer. Each strip of retroreflective sheeting shall be positioned as horizontally as practicable, beginning and ending as close to the front and rear as practicable. The strip need not be continuous but the sum of the length of all of the segments shall be at least half of the length of the trailer and the spaces between the segments of the strip shall be distributed as evenly as practicable. The centerline for each strip of retroreflective sheeting shall be between 375 mm (15 inches) and 1,525 mm (60 inches) above the road surface when measured with the trailer empty or unladen, or as close as practicable to this area. If necessary to clear rivet heads or other similar obstructions, 50 mm (2 inches) wide retroreflective sheeting may be separated into two 25 mm (1 inch) wide strips of the same length and color, separated by a space of not more than 25 mm (1 inch).

(c)(2) Lower rear area. The rear of each trailer and semitrailer must be equipped with retroreflective sheeting. Each strip of retroreflective sheeting shall be positioned as horizontally as practicable, extending across the full width of the trailer, beginning and ending as close to the extreme edges as practicable. The centerline for each of the strips of retroreflective sheeting shall be between 375 mm (15 inches) and 1,525 mm (60 inches) above the road surface when measured with the trailer empty or unladen, or as close as practicable to this area.

(c)(3) Upper rear area. Two pairs of white strips of retroreflective sheeting, each pair consisting of strips 300 mm (12 inches) long, must be positioned horizontally and vertically on the right and left upper corners of the rear of the body of each trailer and semitrailer, as close as practicable to the top of the trailer and as far apart as practicable. If the perimeter of the body, as viewed from the rear, is not square or rectangular, the strips may be applied along the perimeter, as close as practicable to the uppermost and outermost areas of the rear of the body on the left and right sides.

(d) Locations for reflex reflectors.

(d)(1) Sides. Reflex reflectors shall be applied to each side of the trailer or semitrailer. Each array of reflex reflectors shall be positioned as horizontally as practicable, beginning and ending as close to the front and rear as practicable. The array need not be continuous but the sum of the length of all of the array segments shall be at least half of the length of the trailer and the spaces between the segments of the strip shall be distributed as evenly as practicable. The centerline for each array of reflex reflectors shall be between 375 mm (15 inches) and 1,525 mm (60 inches) above the road surface when measured with the trailer empty or unladen, or as close as practicable to this area. The

center of each reflector shall not be more than 100 mm (4 inches) from the center of each adjacent reflector in the segment of the array. If reflex reflectors are arranged in an alternating color pattern, the length of reflectors of the first color shall be as close as practicable to the length of the reflectors of the second color.

(d)(2) Lower rear area. The rear of each trailer and semitrailer must be equipped with reflex reflectors. Each array of reflex reflectors shall be positioned as horizontally as practicable, extending across the full width of the trailer, beginning and ending as close to the extreme edges as practicable. The centerline for each array of reflex reflectors shall be between 375 mm (15 inches) and 1,525 mm (60 inches) above the road surface when measured with the trailer empty or unladen, or as close as practicable to this area. The center of each reflector shall not be more than 100 mm (4 inches) from the center of each adjacent reflector in the segment of the array.

(d)(3) Upper rear area. Two pairs of white reflex reflector arrays, each pair at least 300 mm (12 inches) long, must be positioned horizontally and vertically on the right and left upper corners of the rear of the body of each trailer and semitrailer, as close as practicable to the top of the trailer and as far apart as practicable. If the perimeter of the body, as viewed from the rear, is not square or rectangular, the arrays may be applied along the perimeter, as close as practicable to the uppermost and outermost areas of the rear of the body on the left and right sides. The center of each reflector shall not be more than 100 mm (4 inches) from the center of each adjacent reflector in the segment of the array.

[64 FR 15605, March 31, 1999, as amended at 66 FR 30339, June 6, 2001.]

## DIESEL EMISSION INSPECTION EXEMPTION 'FARMER' & 'FARM USE' TAGS – REGULATION

**13:20-26.17 Compliance with diesel emission standards, equipment requirements, and test procedures; periodic inspection program for diesel emissions; self-inspection; exempt vehicles.**

(a) Except as otherwise provided in P.L. 1995, c.157, heavy-duty diesel trucks, as defined by that Act, operating in New Jersey shall be subject to applicable diesel emission standards established by the Department of Environmental Protection at N.J.A.C. 7:27-14, an examination of the muffler and diesel emission control apparatus pursuant to N.J.A.C. 7:27-14, and diesel test procedures set forth in N.J.A.C. 7:27B-4.

(b) On or after July 1, 1998, the owner or lessee of a heavy-duty diesel truck, as defined in P.L. 1995, c.157 and registered in this State, shall submit proof to the Division that the vehicle has, within 90 days after the date of registration or renewal thereof, complied with the requirements for periodic inspection. Compliance with the requirements for periodic inspection shall mean that the vehicle has been tested for opacity at a diesel emission inspection center licensed pursuant to N.J.A.C. 13:20-47 and that the vehicle has successfully passed a test procedure for opacity as set forth in N.J.A.C. 7:27B-4.

(c) Certification of self-inspection pursuant to N.J.A.C. 13:20-26.11 and 26.13 is a representation by the owner or lessee of any heavy-duty diesel truck that, at a minimum, the diesel vehicle is in compliance with the DEP emission standards set forth in N.J.A.C. 7:27-14, all applicable requirements regarding the muffler and emission control apparatus, and that the diesel vehicle can successfully pass the test procedures set forth in N.J.A.C. 7:27B-4. On or after July 1, 1998, any certification of self-inspection shall require compliance with the requirements of (b) above.

(d) The following motor vehicles, some of which may be subject to inspection under other provisions of law or regulation, shall be exempt from the periodic diesel emission inspection requirements of this subchapter:

1. Diesel-powered motor vehicles, as defined in N.J.S.A. 39:8-60, that are registered as contractor equipment in-transit vehicles pursuant to N.J.S.A. 39:4-30;
2. Heavy-duty diesel trucks and other diesel-powered motor vehicles, as defined in N.J.S.A. 39:8-60, which are designed for farming purposes and registered pursuant to N.J.S.A. 39:3-24 or 39:3-25; and
3. Heavy-duty diesel trucks and other diesel-powered motor vehicles, as defined in P.L. 1995, c.157, which are owned and operated by a county, municipality, fire district, or duly incorporated nonprofit organization and used for first aid, emergency, ambulance, rescue, or fire-fighting purposes.

## NJ Statute Definitions for Diesel emission Exemption

### 39:8-60 Definitions relative to emissions inspections.

2. As used in this act:

"Diesel bus" means any diesel-powered autobus or motorbus of any size or configuration, whether registered in this State or elsewhere, that is designed or used for intrastate or interstate transportation of passengers for hire or otherwise on a public road, street or highway or any public or quasi-public property in this State, and shall include, but need not be limited to: autobuses under the jurisdiction of the commission pursuant to Titles 27 or 48 of the Revised Statutes; autobuses of the New Jersey Transit Corporation and its contract carriers that are under the inspection jurisdiction of the commission; autobuses that are subject to federal motor carrier safety regulations; autobuses under the authority of the Interstate Commerce Commission or its successor agency; school buses, as defined pursuant to R.S.39:1-1; hotel, casino, charter, and special buses; and any other diesel-powered autobus or motorbus as determined by rule or regulation adopted by the commission in consultation with the Department of Transportation;

"Diesel-powered motor vehicle" means a vehicle, whether registered in this State or elsewhere, that is self-propelled by a compression ignition type of internal combustion engine using diesel fuel and that (1) is designed or used for transporting persons or property on any public road, street or highway or any public or quasi-public property in this State, (2) is greater than 8,500 pounds gross vehicle weight, (3) is not a diesel bus or heavy-duty diesel truck, and (4) is not a heavy-duty diesel truck or other diesel-powered motor vehicle owned and operated by a county, municipality, fire district, or duly incorporated nonprofit organization for first aid, emergency, ambulance, rescue, or fire-fighting purposes. Diesel-powered motor vehicle shall also mean a vehicle that is designed or used for construction or farming purposes and is greater than 8,500 pounds gross vehicle weight, except that the commission, in consultation with the Department of Environmental Protection, may exempt from the requirements of this act diesel-powered motor vehicles that are registered as construction vehicles under Titles 39 and 41 of the Revised Statutes or that are greater than 8,500 pounds gross vehicle weight and are designed or used for construction or farming purposes;

"EPA" means the United States Environmental Protection Agency;

"Gross vehicle weight rating" or "GVWR" means the value specified by the manufacturer as the loaded weight of a single or combination (articulated) vehicle. The GVWR of a combination (articulated) vehicle, commonly referred to as the "gross combination weight rating" or "GCWR," is the GVWR of the power unit plus the GVWR of the towed unit or units;

"Heavy-duty diesel truck" means any diesel-powered motor vehicle, whether registered in this State or elsewhere, with a GVWR of 18,000 or more pounds that is designed or used for the transporting of property on any public road, street or highway or any public or quasi-public property in this State. Heavy-duty diesel truck shall not mean a heavy-duty diesel truck owned and operated by a county, municipality, fire district, or duly incorporated nonprofit organization for first aid, emergency, ambulance, rescue, or fire-fighting purposes;

"Periodic inspection program" or "periodic inspection" means a program in which diesel buses, heavy-duty diesel trucks, and other diesel-powered motor vehicles registered in this State are periodically inspected in accordance with the provisions of this act;

"Person" means a corporation, company, association, society, firm, partnership, or joint stock company, or an individual, and shall also include the State and all of its political subdivisions and any agencies, authorities, corporations, or instrumentalities of the State or any political subdivision thereof; and

"Roadside enforcement program" or "roadside inspection" means a roadside examination program conducted pursuant to this act for the inspection of exhaust emissions, emission control apparatus and such other items as the Department of Environmental Protection, in consultation with the commission and the Commissioner of Transportation, prescribes, of diesel buses, heavy-duty diesel trucks, and other diesel-powered motor vehicles along any public road, street or highway or any public or quasi-public property in this State or at such other locations as may be designated by the commission in consultation with the Commissioner of Transportation.

L.1995,c.157,s.2; amended 2003, c.13, s.76.

# Federal Motor Carrier Safety Administration Regulations for Load Securement

## **Background**

On September 27, 2002, the Federal Motor Carrier Safety Administration (FMCSA) published new cargo securement rules. Motor carriers operating in interstate commerce must comply with the new requirements beginning January 1, 2004. The new rules are based on the North American Cargo Securement Standard Model Regulations, reflecting the results of a multi-year research program to evaluate U.S. and Canadian cargo securement regulations; the motor carrier industry's best practices; and recommendations presented during a series of public meetings involving U.S. and Canadian industry experts, Federal, State and Provincial enforcement officials, and other interested parties. The new rules require motor carriers to change the way they use cargo securement devices to prevent articles from shifting on or within, or falling from commercial motor vehicles. The changes may require motor carriers to increase the number of tiedowns used to secure certain types of cargo. However, the rule generally does not prohibit the use of tiedowns or cargo securement devices currently in use. Therefore, motor carriers are not required to purchase new cargo securement equipment or vehicles to comply with the rule. The intent of the new requirements is to reduce the number of accidents caused by cargo shifting on or within, or falling from, commercial motor vehicles operating in interstate commerce, and to harmonize to the greatest extent practicable U.S., Canadian, and Mexican cargo securement regulations.

## **Applicability of the New Rules**

The new cargo securement rules apply to the same types of vehicles and cargo as the old rules, covering all cargo-carrying commercial motor vehicles (as defined in 49 CFR 390.5) operated in interstate commerce. This includes all types of articles of cargo, except commodities in bulk that lack structure or fixed shape (e.g., liquids, gases, grain, liquid concrete, sand, gravel, aggregates) and are transported in a tank, hopper, box or similar device that forms part of the structure of a commercial motor vehicle.

A securement system is a securement method that uses one or a combination of the following elements:

1. Vehicle Structure.
2. Securing Devices.
3. Blocking and Bracing Equipment.

*What securement system should you choose? (Section 2.1.2)*

The securement system chosen **must** be appropriate for the cargo's size, shape, strength, and characteristics.

*Are there any requirements for the cargo? (Section 2.1.2)*

The articles of cargo **must** have sufficient structural integrity to withstand the forces of loading, securement, and transportation.

This includes packaged articles, unitized articles, and articles stacked one on the other.

## **Components of a Securement System *Vehicle structure (Section 2.1.1)***

### What is included?

- Floors
- Walls
- Decks
- Tiedown anchor points
- Headboards
- Bulkheads
- Stakes
- Posts
- Anchor points.

### How strong must the vehicle structure and anchor points be?

All elements of the vehicle structure and anchor points must be strong enough to withstand the following forces.

- Forward force: 0.8 g (80%)
- Rearward force: 0.5g (50%)
- Sideways force: 0.5 g (50%)



- Upward force: 0.2 g (20%)

All elements of the vehicle structure and anchor points must be in good working order:

- No obvious damage.
- No distress.
- No weakened parts.
- No weakened sections.

### ***Components of a Securement System Securing devices (Section 2.1.3)***

#### What is a securing device?

Any device specifically manufactured to attach or secure cargo to a vehicle or trailer.

- Synthetic Webbing
- Chain
- Wire rope
- Manila rope
- Synthetic rope
- Steel strapping
- Clamps and latches
- Blocking
- Front-end structure
- Grab hooks
- Binders
- Shackles
- Winches
- Stake pockets
- D-rings
- Pocket
- Webbing ratchet
- Bracing
- Friction mat

#### What is a tiedown?

A combination of securing devices that forms an assembly that:

- Attaches cargo to, or restrains cargo on a vehicle.
- Is attached to anchor point(s).

Some tiedowns are attached to the cargo and provide direct resistance to restrain the cargo from movement.

Some tiedowns pass over or through the cargo. They create a downward force that increases the effect of friction between the cargo and the deck. This friction restrains the cargo

#### Tiedown construction and maintenance

A tiedown **must** be designed, constructed, and maintained so that the driver can tighten it (Exception: steel strapping). All components of a tiedown must be in proper working order.

- No knots or obvious damage
- No distress
- No weakened parts
- No weakened sections

#### Tiedown use

Each tiedown must be attached and secured so that it does not become loose or unfastened, open, or release during transit.

All tiedowns and other components of a cargo securement system must be located within the rubrails (when present).

## Edge protection

Edge protection must be used if a tiedown could be cut or torn when touching an article of cargo. The edge protection itself must also resist crushing, cutting, and abrasion

### ***Blocking and bracing (Section 2.1.4)***

#### Material used

The material used for blocking or bracing and as chocks and cradles **must** be strong enough to withstand being split or crushed by the cargo or tiedowns.

This requirement also applies to any material used for dunnage.

If wood is used:

- Hardwood is recommended.
- It should be properly seasoned.
- It should be free from rot or decay, knots, knotholes, and splits.

The grain should run lengthwise when using wood for blocking or bracing.

#### **All types of cargo must meet one of three conditions:**

- **Condition 1:** Cargo is **fully contained** by structures of adequate strength.
  - Cargo cannot shift or tip
  - Cargo is restrained against horizontal movement by vehicle structure or by other cargo. Horizontal movement includes forward, rearward, and side to side.
- **Condition 2:** Cargo is **immobilized by structures** adequate strength or a combination of structure, blocking, and bracing to prevent shifting or tipping.
- **Condition 3:** To prevent shifting or tipping, cargo is **immobilized or secured on or within** a vehicle by tiedowns along with:
  - Blocking.
  - Bracing.
  - Friction mats.
  - Other cargo.
  - Void fillers.
  - Combination of these.

### ***Containing, Immobilizing, and Securing Cargo Loading the cargo properly (Section 2.2.2)***

For articles of cargo placed beside each other and secured by side-to-side tiedowns:

- Either place them in direct contact with each other
- Or prevent them from shifting towards each other in transit by using blocking or filling the space with other cargo

Some articles have a tendency to roll. To prevent rolling, provide more than one point of contact:

- Lift the cargo off the deck AND/OR
- Place chocks, wedges, a cradle, or other equivalent means that prevent rolling. These **must** be secured to the deck.

The method used to prevent rolling must not become unfastened or loose while the vehicle is in transit.

For articles that have a tendency to tip:

- Prevent tipping or shifting by bracing the cargo.

### ***Containing, Immobilizing, and Securing Cargo Restraining the cargo correctly (Section 2.2.3.1)***

#### How many tiedowns are required?

If cargo is **not prevented** from forward movement (for example, by the headboard, bulkhead, other cargo, or tiedown attached to the cargo), secure the cargo according to the following requirements:

1. 5 ft or shorter 1,100 lb. or lighter – 1 tiedown
2. 5 ft or shorter Over 1,100 lb. – 2 tiedowns
3. More than 5ft but 10ft or less - 2 tiedowns
4. Longer than 10 ft 2tiedowns+ 1 tiedown for every additional 10 ft, or part thereof

When cargo is prevented from forward movement (for example, by the headboard, bulkhead, other cargo, or tiedown), secure the cargo according to the following requirements:

- All Cargo 1 tiedown for every 10 ft, or part thereof

Tiedowns can be used in two ways:

- Attached to the cargo
- Tiedowns attached to the vehicle and attached to the cargo.
- Tiedowns attached to the vehicle, pass through or around an article of cargo, and then are attached to the vehicle again.
- Pass over the cargo
- Tiedowns attached to the vehicle, passed over the cargo, and then attached to the vehicle again.

#### Tiedown placement

- Place the tiedown as close as possible to the spacer.
- Position the tiedowns as symetrically as possible over the length of the article.
  1. Tiedowns attached to the cargo
  2. Tiedowns attached to the cargo work by counteracting the forces acting on the cargo.
  3. The angle where the tiedown attaches to the vehicle should be shallow, not deep (ideally less than 45).
  4. To counteract forward movement, attach the tiedown so it pulls the cargo toward the rear of the vehicle.
  5. To counteract rearward movement, attach the tiedown so it pulls the cargo toward the front of the vehicle.

#### ***Containing, Immobilizing, and Securing Cargo Using adequate securing devices***

##### What is a Working Load Limit (WLL)?

The Working Load Limit is **the maximum load that may be applied to a component of a cargo securement system during normal service**. The WLL is usually assigned by the component manufacturer.

The WLL for a tiedown is the lowest WLL of any of its parts or the WLL of the anchor points it is attached to, whichever is less. Every device contributes to the WLL of the securement system.

For a synthetic webbing tiedown, the WLL is the working load limit of the tiedown assembly or the anchor point it is attached to, whichever is less.

The WLL of all components used to block cargo from forward movement must be 50% (or more) of the weight of the article being blocked.

##### ***Working Load Limits: marked components (Section 2.1.6)***

Some manufacturers mark their manufactured securing devices with a numeric WLL value. The WLL for these devices is equal to the numeric value assigned by the manufacturer.

Other manufacturers mark components using a code or symbol that is defined in a recognized standard. For example:

A piece of grade 7 chain may be marked with a 70 or 700, in accordance with the standard of the National Association of Chain Manufacturers. The standard then gives the WLL for that piece of chain, depending on its size.

##### ***Working Load limits: unmarked components (Section 2.1.7)***

Any securing device that is not marked by the manufacturer is considered to have a WLL as specified in Appendix A: Default WLLs for Unmarked Tiedowns.

Carriers are recommended to purchase and use components that are rated and marked by their manufacturer. In that way, the carrier, driver, shipper and inspector can all verify that the proper equipment is being used for the job.

### **Aggregate Working Load Limit (Section 2.2.3)**

#### What is the Aggregate Working Load Limit?

The sum of the working load limits of each device used to secure an article on a vehicle is called the aggregate working load limit.

#### How do you calculate Aggregate Working Load Limit for tiedowns?

To calculate Aggregate Working Load limit, add together:

- 50% of the WLL of each end section of a tiedown that is attached to an anchor point. Or 100% of the total rating for the tiedaown.
- 50% of the WLL of each end section that is attached to the cargo.

#### How much should the Aggregate Working Load Limit be?

The aggregate working load limit of any securement system must be at least 50% of the weight of the cargo being secured

### **Inspection Requirements (Section 2.3.2)**

The driver is responsible for the following cargo securement inspection activities.

Driver action required	Pre-Trip	Within first 80 km (50 mi)	When duty status of driver changes	At 3 hour intervals or every 240 km (150 mi), whichever is first
Inspect Cargo and Securing devices	✓	✓	✓	✓
Inform Carrier if Packaging is Not Adequate	✓			
Adjust Cargo and/or Securing devices	As necessary	As necessary	As necessary	As necessary
Add Additional Securing devices	As necessary	As necessary	As necessary	As necessary

**Additional Details can be found on FMSA website at:**

<http://www.fmcsa.dot.gov/rules-regulations/truck/driver/education-material.htm>

## Default WLLs for Unmarked Tiedowns

### Working Load Limit

Size	Grade 90 proof coil	Grade 43 High test	Grade 70 Transport	Grade 80 Alloy	Grade 100 Alloy
7 mm (1/4 in)	580 kg (1300 lb)	1180 kg (2600 lb)	1430 kg (3150 lb)	1570 kg (3500 lb)	1890 kg (4300 lb)
8 mm (5/16 in)	860 kg (1900 lb)	1770 kg (3900 lb)	2130 kg (4700 lb)	2000 kg (4500 lb)	2600 kg (5700 lb)
10 mm (3/8 in)	1200 kg (2650 lb)	2450 kg (5400 lb)	2980 kg (6600 lb)	3200 kg (7100 lb)	4000 kg (8800 lb)
11 mm (7/16 in)	1680 kg (3700 lb)	3270 kg (7200 lb)	3970 kg (8750 lb)	-	-
13 mm (1/2 in)	2030 kg (4500 lb)	4170 kg (9200 lb)	5130 kg (11300 lb)	5440 kg (12000 lb)	6800 kg (15000 lb)
16 mm (5/8 in)	3130 kg (6900 lb)	5910 kg (13000 lb)	7170 kg (15800 lb)	8200 kg (18100 lb)	10300 kg (22800 lb)
Chain Marks					
Example 1	3	4	7	8	10
Example 2	30	40	70	80	100
Example 3	300	400	700	800	1000
NYLON ROPE		POLYPROPYLENE FIBER ROPE (3-STRAND AND 8-STRAND)		POLYESTER FIBER ROPE (3-STRAND AND 8-STRAND)	
Diameter	WLL	Diameter	WLL	Diameter	WLL
10 mm (3/8 in)	130 kg (278 lb.)	10 mm (3/8 in)	180 kg (400 lb.)	10 mm (3/8 in)	250 kg (555 lb.)
11 mm (7/16 in)	190 kg (410 lb.)	11 mm (7/16 in)	240 kg (525 lb.)	11 mm (7/16 in)	340 kg (750 lb.)
13 mm (1/2 in)	240 kg (525 lb.)	13 mm (1/2 in)	280 kg (625 lb.)	13 mm (1/2 in)	440 kg (960 lb.)
16 mm (5/8 in)	420 kg (935 lb.)	16 mm (5/8 in)	420 kg (925 lb.)	16 mm (5/8 in)	680 kg (1500 lb.)
20 mm (3/4 in)	640 kg (1420 lb.)	20 mm (3/4 in)	580 kg (1275 lb.)	20 mm (3/4 in)	850 kg (1880 lb.)
25 mm (1 in)	1140 kg (2520 lb.)	25 mm (1 in)	950 kg (2100 lb.)	25 mm (1 in)	1500 kg (3300 lb.)

MANILA ROPE		STEEL STRAPPING	
Diameter	WLL	Width-Thickness Inch	WLL
10 mm (3/8 in)	90 kg (205 lb.)	31.7 x 0.74 (1-1/4 x 0.029)	540 kg (1190 lb.)
11 mm (7/16 in)	120 kg (265 lb.)	31.7 x 0.79 (1-1/4 x 0.031)	540 kg (1190 lb.)
13 mm (1/2 in)	150 kg (315 lb.)	31.7 x 0.89 (1-1/4 x 0.035)	540 kg (1190 lb.)
16 mm (5/8 in)	210 kg (465 lb.)	31.7 x 1.12 (1-1/4 x 0.044)	770 kg (1690 lb.)
20 mm (3/4 in)	290 kg (640 lb.)	31.7 x 1.27 (1-1/4 x 0.050)	770 kg (1690 lb.)
25 mm (1 in)	480 kg (1050 lb.)	31.7 x 1.5 (1-1/4 x 0.057)	870 kg (1925 lb.)
DOUBLE BRAIDED NYLON ROPE		50.8 x 1.12 (2 x 0.044)	1200 kg (2650 lb.)
		50.8 x 1.27 (2 x 0.050)	2650 lb.)
WIRE ROPE (6 x 37, Fiber Core)		Diameter	WLL
		7 mm (1/4 in)	640 kg (1400 lb.)
		8 mm (5/16 in)	850 kg (2100 lb.)
		10 mm (3/8 in)	1360 kg (3000 lb.)
		11 mm (7/16 in)	1860 kg (4100 lb.)
		13 mm (1/2 in)	2400 kg (5300 lb.)
		16 mm (5/8 in)	3770 kg (8300 lb.)
		20 mm (3/4 in)	4940 kg (10900 lb.)
		22 mm (7/8 in)	7300 kg (16100 lb.)
		25 mm (1 in)	9480 kg (20900 lb.)
SYNTHETIC WEBBING		Width	WLL
		45 mm (1-3/4 in)	790 kg (1750 lb.)
		50 mm (2 in)	910 kg (2000 lb.)
		75 mm (3 in)	1360 kg (3000 lb.)
		100 mm (4 in)	1810 kg (4000 lb.)