**R909. Transportation, Motor Carrier.**

**R909-2. Utah Size and Weight Rule.**

**R909-2-1. Purpose and Applicability.**

The purpose of this rule is to protect and preserve Utah's highway infrastructure, enhance safety, and facilitate commerce. Commercial motor vehicle operators and motor carriers engaged in the movement of over-dimensional and overweight vehicles and loads must comply with this rule.

**R909-2-2. Authority.**

This rule is enacted under the authority of Sections 41-1a-231, 41-1a-1206, 72-1-201, 72-7-402, 72-7-404, 72-7-406, 72-7-407, 72-9-301, and 72-9-502.

**R909-2-3. Definitions.**

(1) "Appurtenance" has the same meaning as defined in 23 CFR Part 658, and Section 72-7-402.

(2) "Articulated vehicle" means two or more vehicles that are connected by a joint that can pivot.

(3) "Automobile transporter" means any vehicle combination designed and used for the transport of assembled highway vehicles, including truck camper units. An automobile transporter will not be prohibited from transporting cargo or general freight on a backhaul, so long as it complies with weight limitations for a truck tractor and semitrailer combination.

(4) "Bridge formula" is a bridge protection formula used by federal and state governments to regulate the amount of weight that can be put on each of a vehicle's axles, or the number of axles, and the distance between the axles or group of axles must be to legally carry a given weight.

(5) "Cargo or cargo carrying length" means the total length of a combination of trailers or loads measured from the foremost of the first trailer or load to the rearmost of the last trailer or load including coupling devices.

(6) "CSA" means the Compliance, Safety, Accountability program administered by the Federal Motor Carrier Safety Administration, where they work together with state partners and industry to further reduce commercial motor vehicle crashes, fatalities, and injuries on our nation's highways.

(7) "Commercial vehicle" has the same meaning as defined in Section 72-9-102.

(8) "Daylight" means one-half hour before sunrise and one-half hour after sunset.

(9) "Department" means the Utah Department of Transportation.

(10) "Divisible load" means a load that can reasonably be dismantled or disassembled and does not meet the definition of non-divisible as defined in this section.

(11) "Division" means the Motor Carrier Division.

(12) "Drawbar" means the connection between two vehicles, measured from box to box or frame to frame or actual drawbar, one of which is towing or drawing the other on a highway.

(13) "Dromedary unit" means a truck tractor capable of carrying a load independent of a trailer. Units manufactured before December 1, 1982, are exempt as a truck trailers.

(14) "Emergency vehicle" means a vehicle designed to be used under emergency conditions: to transport personnel and equipment; and to support the suppression of fires and mitigation of other hazardous situations.

(15) "Fixed axle" means an axle that is not steerable, self-steering, or retractable.

(16) "Flagger" means a person that is trained to direct traffic using signs or flags to aid the over-dimensional load or vehicles in the safe movement along the highway as designated on the over-dimensional load permit.

(17) "Freeway" means a divided highway facility with full control of access and two or more lanes for the exclusive use of through traffic in each direction. A freeway includes a highway that is part of the interstate system and SR-201 from I-80 to 7200 West.

(18) "Full trailer" means a vehicle without motive power designed for carrying property and for being drawn by a motor vehicle and constructed so that no part of its weight rests upon the towing vehicle.

(19) "High-risk motor carrier" means a carrier that is:

(a) above the threshold in the Crash or Fatigue or Unsafe BASIC that is greater than or equal to 85%, plus one other BASIC at or above the "all other" motor carrier threshold; or

(b) a motor carrier with any four or more BASICs at or above the "all other" motor carrier threshold.

(20) "Highway" means any public road, street, alley, lane, court, place, viaduct, tunnel, culvert, bridge, or structure laid out or erected for public use, or dedicated or abandoned to the public, or made public in an action for the partition of real property, including the entire area within the right-of-way.

(21) "Implement of husbandry" means every vehicle designed or adapted or used exclusively for an agricultural operation and only incidentally operated or moved upon the highways.

(22) "Incidental" means transportation that occurs occasionally or by chance but does not exceed a distance of 20 miles.

(23) "Interstate system" means any highway designated as interstate.

(24) "Laden" means carrying a load.

(25) "Longer combination vehicle" or "LCV" means a combination of trucks, truck tractors, semitrailers, and, trailers, that exceed legal dimensions and operate on highways by permit for transporting divisible loads.

(26) "Longer combination vehicle authority" means authorization given to a specific company to exceed standard permitted length allowances for vehicle configuration on pre-approved routes.

(27) "Manufactured home" means a transportable factory-built housing unit constructed on or after June 15, 1976, in one or more sections, and designed to be used as a dwelling with or without a permanent foundation if connected to the required utilities, and includes the plumbing, heating, air-conditioning, and electrical systems.

(28) "Manufactured mobile home" means a transportable factory-built housing unit built before June 15, 1976, in accordance with a state mobile home code, which existed before the Federal Manufactured Housing and Safety Standards Act.

(29) "Motor carrier" has the same meaning as the phrase defined in Section 72-9-102.

(30) "MVR" means motor vehicle record.

(31) "MUTCD" means Manual on Uniform Traffic Control Devices.

(32) "Multi-trip" means two or more daily trips or a minimum of ten weekly trips in the proximity of a port of entry.

(33) "Natural gas vehicle" means the vehicle's engine is fueled primarily by natural gas.

(34) "Non-divisible" means any load or vehicle exceeding applicable length, width, height, or weight limits which, if separated into smaller loads or vehicles would:

(a) compromise the intended use of the load or vehicle;

(b) destroy the value of the load or vehicle; or

(c) require more than eight work hours to dismantle using appropriate equipment. The applicant for a non-divisible load permit has the burden of proof as to the number of work hours required to dismantle the load.

(35) "Out-of-service" means a condition where a motor vehicle, because of mechanical condition or loading, is considered imminently hazardous and likely to cause an accident or breakdown; or where a driver violation renders a commercial vehicle operator unqualified to drive.

(36) "Pole trailer" means every vehicle without motive power designed to be drawn by another vehicle and attached to the towing vehicle by a reach, or pole, or by being boomed or otherwise secured to the towing vehicle and is ordinarily used for transporting long or irregular shaped loads such as poles, pipes, or structural members generally capable of sustaining themselves as beams between the supporting connections.

(37) "Port of entry bypass permit" means a permit that allows a motor carrier to bypass a designated port of entry.

(38) "Quad axle group" means a group of four consecutive fixed axles.

(39) "Recreational vehicle" means a vehicle or vehicles that are driven solely as a family or personal conveyance for non-commercial purposes.

(40) "Retractable axle" means an axle that can be mechanically raised and lowered by the driver of the vehicle, but which may not have its weight-bearing capacity mechanically regulated.

(41) "Saddle mount" means a truck or tractor towing other vehicles with the front axle of each towed vehicle mounted on top of the frame of the preceding vehicle or vehicles.

(42) "Secondary highway" means routes not designated as interstate or freeways. Two-lane, two-way highways are synonymous with secondary highways.

(43) "Semitrailer" means every vehicle without motive power designed for carrying property and for being drawn by a motor vehicle and constructed so that some part of its weight and its load rests on or is carried by another vehicle.

(44) "Special event" means the movement of an over-dimensional load or vehicle.

(45) "Special mobile equipment" or SME means a vehicle or vehicle exempt from registration that is not designed or used primarily for the transportation of persons or property; is not designed to operate in traffic and is only incidentally operated or moved over the highways.

(46) "Special truck equipment" or "STE" means a vehicle by nature of design that cannot meet the non-divisible weight allowances such as concrete pump trucks, well boring trucks, or cranes with a lift capacity of five or more tons.

(47) "Spread axle" means two single axles that exceed 96 inches apart.

(48) "Tandem axle" means two axles spaced not less than 40 inches nor more than 96 inches apart and having at least one common point of weight suspension.

(49) "Tillerman or Steerman" means an individual who steers any axle of an articulated trailer.

(50) "Towaway trailer transporter combination" means a combination of vehicles consisting of a trailer transporter towing unit and two trailers or semitrailers.

(51) "Trailer transporter towing unit" means a power unit that is not used to carry property if operating in a towaway trailer transporter combination.

(52) "Tridem axle" means any three consecutive axles whose extreme centers are not more than 144 inches apart, and are individually attached to or articulated from, or both, a common attachment to the vehicle including a connecting mechanism designed to equalize the load between axles.

(53) "Triple trailer" means a tractor and three trailers of approximately equal length.

(54) "Truck" means any self-propelled motor vehicle, except a truck tractor, designed or used for the transportation of property, laden or un-laden.

(55) "Truck tractor" means a motor vehicle designed and used primarily for drawing other vehicles and not constructed to carry a load other than a part of the weight of the vehicle and load that is drawn.

(56) "Trunnion axle" means an axle configuration with two individual axles mounted in a transverse plane, with four tires on each axle.

(57) "Trunnion axle group" means two or more consecutive trunnion axles that are attached to the vehicle by a weight-equalizing suspension system and whose consecutive centers are more than 40 inches, but not more than 96 inches apart.

(58) "UCR" means Unified Carrier Registration.

(59) "Un-laden" means a vehicle is not carrying a load.

(60) "Variable load suspension axle" or "VLS" means an axle that can be adjusted mechanically to various weight-bearing capacities and can also be mechanically raised and lowered.

(61) "Vehicle" means every 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.

**R909-2-4. Legal Size Vehicle Dimensions.**

(1) Maximum legal vehicle dimensions, laden and un-laden, that may be operated without special permits on Utah Highways:

(a) height: 14 feet;

(b) width: 8 feet 6 inches; and

(c) length: See Table 1 Legal Size Vehicle Dimensions.

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| TABLE 1  Legal Size Vehicle Dimensions | | |
| Vehicle | Maximum Length | Comments |
| Single motor vehicle | 45 feet | Measured from bumper to bumper. |
| Semitrailer | 53 feet | A trailer may not exceed 53 feet. |
| Double trailer combinations | 61 feet | Measured from the front of the first trailer to the rear of the second trailer, excluding appurtenances. There is no overall length limitation on a truck tractor and double trailer combination when the trailers coupled together measure 61 feet or less. |
| Stringer steered automobile transporter | 80 feet or less | Stinger-steered automobile transports are measured from bumper to bumper and may have a front overhang of 4 feet or less and a rear overhang of 6 feet or less, with a maximum vehicle length of 80 feet or less, excluding overhangs. |
| Saddle Mount | 97 feet | This will allow a maximum of three saddle-mount vehicles, one power unit, and one full-mount. |
| Truck trailer | 65 feet | Measured from bumper to bumper combination |
| Dromedary unit | 65 feet | Truck tractor unloaded box deck, and trailer. A dromedary unit is considered a truck trailer configuration whether laden or un-laden. |
|  | 75 feet | Dromedary units transporting Class 1 Explosives or munitions related security materials, as specified by the Department of Defense, are allowed up to 75 feet of overall length on the interstates, US highways and reasonable access routes without requiring a permit. Reasonable access means to the Interstate or US highway system. |
| All other combinations including recreational vehicles | 65 feet | Measured from bumper to bumper. |
| Overhang | 3 feet front 6 feet rear | Vehicle may not carry any load extending more than 3 feet beyond the front of the power unit or more rear than 6 feet beyond the rear of the bed or body of the vehicle. |
| Drawbar | 15 feet | The drawbar or other connection between any two vehicles, one of which is towing or drawing the other on a highway, may not exceed 15 feet in length from one vehicle to the other, measured from box to box or frame to frame, except in the case of a connection between any two vehicles transporting poles, pipe, machinery, or structural material that cannot be dismembered when transported upon a pole trailer. |
| Commercial delivery of light and weight and medium-duty trailers | 82 feet or less | Consisting of a trailer transporter towing unit and two trailers or semitrailers with a total weight not to exceed 26,000 pounds; and in which the trailers or semitrailers carry no property and constitute inventory property of a manufacturer, distributer, or dealer of such trailers or semitrailers, may have an overall length limitation of 82 feet or less on a towaway trailer transporter combination. |

**R909-2-5. Legal Weight Limitations.**

(1) Except as otherwise provided in this section, operating a vehicle that exceeds the maximum gross and axle weight limitations described in Table 2 is prohibited.

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| TABLE 2  Maximum Gross and Axle Weight Limitations | |
| Axles | Weight |
| Single Wheel | 10,500 pounds |
| Single Axle | 20,000 pounds |
| Tandem Axle | 34,000 pounds |
| Tridem Axle | Must comply with the bridge formula |
| Gross Vehicle Weight | 80,000 pounds |

(2) An overweight permit must be obtained to authorize any exception to the maximum weight limitations described in Table 2.

(3) The weight limitation described in Table 2 do not apply to a covered heavy-duty tow and recovery vehicle.

(4) Emergency vehicles may exceed the weight limits, described in Table 2 with the following limitations:

(a) 24,000 pounds on a single steering axle;

(b) 33,500 pounds on a single-drive axle;

(c) 62,000 pounds on a tandem axle;

(d) 52,000 pounds on a tandem rear drive steer axle; and

(e) 82,000 pounds gross vehicle weight.

(5) A vehicle fueled primarily by natural gas or powered primarily by electric battery power may exceed any vehicle weight limit, up to a maximum gross vehicle weight of 82,000 pounds, by any amount that is equal to the difference between:

(a)(i) the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle; or

(ii) the weight of the vehicle attributable to the electric battery power system; and

(b) the weight of a comparable diesel tank and fueling system.

**R909-2-6. Tire Load Provisions.**

(1) In circumstances where weight limitations are based on tire width, the manufacturer's size, as indicated on the sidewall will be used to determine the maximum tire width:

(a) for non-permitted or legal vehicles, no tire may exceed 600 pounds per inch of tire width as indicated on the sidewall;

(b) tire loading on vehicles requiring a Divisible Overweight Permit must not exceed 500 pounds per inch of tire width for tires 11 inches wide or greater;

(c) tires that are greater than 11 inches but less than 14 inches must have a weight limit not to exceed 5,500 pounds;

(d) tires less than 11 inches wide may not exceed 450 pounds per inch of tire width; and

(e) except as provided in Section R909-2-6, single axle loading may not exceed 20,000 pounds, and tandem axle loading must not exceed 34,000 pounds.

**R909-2-7. Axle Provisions.**

(1) No more than three fixed axles may be allowed in any truck and trailer combination.

(2) Vehicles with variable load axles are limited as follows:

(a) retractable or variable load suspension axles installed after January 1990 must be self-steering, provided however, variable load suspension axles that are within 60 inches of a drive axle or are within 60 inches of a trailer axle, need not be self-steering;

(b) non-divisible loads may be exempt from these restrictions upon written approval from the division;

(c) no axle in a group with a retractable or VLS axle may exceed legal or bridge formula weight requirements, or the manufacturer's tire rating; and

(d) controls for raising or lowering retractable or VLS axles may be located in the cab of the power unit. The pressure regulator valve must be positioned outside of the cab and be inaccessible from the driver's compartment.

**R909-2-8. General Oversize or Overweight Provisions.**

(1) Except when entering on Northbound I-15 at the St. George Port of Entry, Westbound I-80 at the Echo Port of Entry, and Eastbound I-80 at the Wendover Port of Entry, the appropriate permit must be obtained before operating within Utah.

(2) Each oversized or overweight permit must be carried in the vehicle or combination vehicles and may be in paper or electronic format.

(3) The conditions that must be met to obtain an oversized or overweight permit are:

(a) the motor carrier complies with the financial responsibility obligations;

(b) the vehicle or vehicles must be properly registered;

(c) the driver or drivers are properly licensed with appropriate endorsements;

(d) the motor carrier complies with the Federal Motor Carrier Safety Regulations;

(e) the motor carrier complies with the Hazardous Material Regulations; and

(f) the motor carrier complies with the Unified Carrier Registration or UCR as required.

(4) Exception: Length limitations do not apply to combinations of vehicles operated at night by a public utility if required for emergency repair of public service facilities or properties, or when operated with an oversized or overweight permit.

(5) Liability of permittee: The applicant or permittee, as a condition for obtaining an oversized permit, must assume responsibility for crashes, including injury to any persons or damage to public or private property caused by their operations.

(6) Indemnity clause. The applicant or permittee must agree to indemnify and hold harmless the department from claims resulting directly or indirectly from the operation and transportation of vehicles or a combination of vehicles operating under an oversized or overweight permit.

**R909-2-9. Transfer or Replacement of Permits.**

(1) Division personnel may transfer permits from one vehicle to another up to two times per permit for a fee under the following conditions:

(a) annual and semi-annual permits may be transferred to another unit within a company;

(b) the customer has sold or purchased a vehicle;

(c) lease changes from one company to another by providing evidence of permit ownership; or

(d) the vehicle has become disabled.

(2) A transfer permit will be issued with the same expiration date as the original permit.

**R909-2-10. Permit Revocation, Suspension, and Confiscation.**

(1) Violations of any permit that may result in the revocation, suspension, or confiscation of the permit include:

(a) speeding or driving faster than the posted speed limit or the speed indicated on the permit;

(b) lane travel;

(c) weather;

(d) load securement;

(e) violations of the Federal Motor Carrier Safety Regulations; and

(f) violations of the Hazardous Material Regulations.

(2) Before a vehicle can be moved, it must be made legal, properly permitted, and the out-of-service violations corrected.

(3) Patterns of non-compliance at a carrier level may result in the following actions:

(a) civil penalties;

(b) suspension or revocation of permit privileges; or

(c) an order to cease and desist operations.

**R909-2-11. Weather Travel Restrictions.**

(1) No carrier may operate a longer combination vehicle LCV, a tractor-trailer combination more than 81 feet cargo carrying length, or a truck and two-trailer combination more than 92 feet measured bumper to bumper when the following conditions exist:

(a) wind more than 45 mph;

(b) any accumulation of snow and ice on the roadway; or

(c) visibility less than 1,000 feet.

(2) No carrier may operate an oversize vehicle or load more than 10 feet wide, 105 feet long, and 10 feet front or rear overhang when the following conditions exist:

(a) any accumulation of snow and ice on the roadway; or

(b) visibility less than 1,000 feet.

**R909-2-12. Curfew Congestion Restrictions.**

(1) Unless otherwise authorized, travel is prohibited for loads or vehicles more than 10 feet wide, 105 feet overall length, and 14 feet 6 inches in height, Monday through Friday between 6 a.m. and 9 a.m. and between 3:30 p.m. and 6 p.m. mountain time on the following highways:

(a) highways south of Perry Willard Interchange, I-15, Exit #357;

(b) highways in Weber, Davis, and Salt Lake Counties;

(c) highways in Utah County north of I-15, Exit #261;

(d) SR 68, North of milepost 16 in Utah County;

(e) I-80 East side of Salt Lake County milepost 139 to milepost 101 on the West side of Salt Lake County; and

(f) I-84 west of milepost 91.

(2) The division may authorize exceptions to the curfew congestion restrictions based on mitigating circumstances.

**R909-2-13. Holiday Travel Restrictions.**

(1) Travel is prohibited for loads more than 10 feet wide, 105 feet overall length, and 14 feet 6 inches in height during the following holidays:

(a) Christmas Day;

(b) New Year's Day;

(c) Memorial Day;

(d) Independence Day;

(e) Labor Day; and

(f) Thanksgiving Day.

(2) Holiday restrictions begin at 2 p.m. the day before the holiday and extend to sunrise the day after the holiday.

(3) Monday holidays and Monday observed holiday restrictions begin at 2 p.m. through midnight on the Friday before the holiday. Normal travel may resume from sunrise on Saturday through Sunday at midnight. Monday holiday restriction continues at 12:01 a.m. on Monday and ends Tuesday at sunrise.

(4) The division may authorize exceptions to the holiday travel restriction based on mitigating circumstances.

(5) The division may prohibit the movement of oversized loads during days of anticipated high traffic volume such as those that occur during other holidays, weather conditions, or special events.

**R909-2-14. Nighttime Restrictions.**

(1) Except as provided in Section R909-2-15, loads exceeding the following dimensions are restricted to daylight hours:

(a) 14 feet 6 inches high;

(b) 12 feet wide;

(c) 105 feet in length; or

(d) an overhang of more than 10 feet.

**R909-2-15. Nighttime Travel Provisions.**

(1) The movement of oversize loads at night will be allowed under the following conditions:

(a) except as provided under Subsection (1)(b), loads may not exceed 12 feet wide on secondary highways, 14 feet wide on the interstate system, or 14 feet 6 inches high on highways;

(b) except as provided in Subsection (3), loads exceeding 12 feet wide, 105 feet overall length, or 10 feet front, or rear overhang are required to have one certified pilot escort on the interstate system and two certified pilot escorts on secondary highways;

(c) loads exceeding 92 feet overall length are required to have proper lighting every 25 feet, with amber lights to the front and sides of the load marking extreme width, and red to the rear; and

(d) nighttime travel authorization does not supersede adverse weather conditions.

(2) The division may authorize exceptions to the nighttime travel provisions based on mitigating circumstances.

(3) Notwithstanding Subsection (1)(b), a tow truck towing vehicles with a total length of up to 120 feet or 10 feet wide may travel during hours of darkness and does not require a certified pilot escort.

**R909-2-16. Oversize Divisible Load Provisions.**

(1) An oversized permit may be issued for moving a combination of vehicles and loads exceeding the legal limits under the following conditions:

(a) the height of the combination or load does not exceed 14 feet 6 inches;

(b) the width of the combination or load does not exceed 8 feet 6 inches;

(c) in multiple trailer combinations, a lighter trailer may not be placed in front of a heavier trailer when the weight difference is greater than 4,000 pounds; and

(d) drawbars exceeding 15 feet in length must be marked with retro-reflective tape on half of the entire length of the drawbar on both the left and right sides of the drawbar.

(i) The drawbar must display an amber light visible from both the right and left sides of the drawbar located near the center of the drawbar.

**R909-2-17. Oversize Non-Divisible Load Provisions.**

(1) Permitted vehicles must comply with the following conditions:

(a) vehicles and loads must be reduced to the minimum practical dimensions;

(b) semi-annual and annual permits may be issued for dimensions up to, but not exceeding:

(i) 14 feet 6 inches in height;

(ii) 14 feet 6 inches in width; and

(iii) 105 feet in length.

(2) Exceptions may be granted by the division for annual permitted loads that exceed the dimensions identified in this section.

(3) Bulldozer blades, loader buckets, or similar equipment exceeding 16 feet in width must be removed for transport and may be hauled on the same load with the machinery after removal.

(4) Loads exceeding 17 feet in width on two-lane routes, 20 feet in width on interstates, or 17 feet 6 inches in height on public highways may be allowed under the following terms and conditions:

(a) the permittee must notify the division by submitting a permit application online, of the dimensions of the oversize vehicle or load and the proposed route to be used;

(b) the division will notify the department region or district permit official affected by the proposed route, and will obtain authorization for the move;

(c) the permittee must request authorization through the online system at least 48 hours in advance of the movement;

(d) a permit is not valid until the permittee has assumed the cost and responsibility to obtain utility company authorizations and clearances; and

(e) the permittee will assume all costs when a certified police escort or escorts are required.

(5) Tow trucks may purchase a semi-annual or annual non-divisible oversize permit up to 10 feet wide and 165 feet in length. Loads exceeding 10 feet wide, and 165 feet long shall purchase a single trip permit.

**R909-2-18. Oversize Non-Divisible Load Provisions Requiring Pilot Escort Vehicles.**

(1) One pilot vehicle is required for vehicles or loads that exceed the following dimensional conditions:

(a) 12 feet in width on secondary highways, and 14 feet in width on a freeway;

(b) 105 feet in length on secondary highways and 120 feet in length on a freeway;

(c) tow trucks that measure greater than 165 feet or more in length; and

(d) overhangs of more than 20 feet shall have a pilot escort vehicle positioned to the front for front overhangs and to the rear for rear overhangs.

(2) Two pilot escort vehicles are required for vehicles or loads that exceed the following dimensional conditions:

(a) 14 feet in width on secondary highways;

(b) 16 feet in width on a freeway;

(i) mobile and manufactured homes with eaves greater than 12 inches shall be measured for overall width including eaves and pilot escort vehicles assigned as specified; or

(c) 120 feet in length on secondary highways;

(d) 16 feet in height on all highways; or

(e) when otherwise required by the division.

(3) In addition to freeway systems, routes also authorized to be recognized as a freeway system are SR-201 from I-80 to 7200 West.

**R909-2-19. Oversize Non-Divisible Load Provisions Requiring Police Escorts.**

(1) Police escorts are required for vehicles with loads that exceed the following:

(a) 17 feet wide or 17 feet 6 inches high on secondary highways; or

(b) 20 feet wide or 17 feet 6 inches high on highways; or

(c) loads more than 175 feet in length must have a minimum of two police escorts; and

(d) loads more than 200 feet in length will require a minimum of two police escorts.

(2) The division may authorize exemptions to this rule in coordination with the Utah Highway Patrol.

**R909-2-20. Oversize Non-Divisible Load Lighting, Signing, and Flag Requirements.**

(1) Oversize non-divisible load lighting:

(a) warning lights required when headlights are necessary;

(b) front overhang of more than three feet must be marked with a steady, amber marker light and red flag;

(c) rear overhang exceeding four feet must be marked with red clearance lights for night travel;

(d) vehicles with front or rear overhang exceeding 20 feet from the front or rear bumper of a vehicle, or from the center of the closest axle in the absence of a bumper, a rotating or flashing beacon visible from a minimum of 500 feet, and must be displayed at a minimum height of four feet above ground;

(e) tow vehicle headlights must be operated on low beam, day or night, as an additional warning to traffic; and

(f) nighttime travel, when authorized by the division may be permitted with marker lights indicating extreme width using amber lights front and center, and red lights to the rear.

(2) Non-divisible oversize loads exceeding 10 feet in width, 14 feet 6 inches in height, and 105 feet in length must display an "OVERSIZE LOAD" sign, to warn the motoring public that extra-large vehicles are in operation. Signs must:

(a) be 7 feet by 18 inches;

(b) have a yellow background with 10-inch-high black letters that are painted with 1 5/8 inches wide stroke to read: "OVERSIZE LOAD";

(c) be impervious to moisture;

(d) have front signs mounted on the front bumper or on top of the vehicle cab with letters presented toward the front of the vehicle;

(e) have rear signs positioned at the rearmost part of the vehicle or load as feasible, ensuring in cases that the load does not obstruct the view of the sign;

(f) if possible, have the bottom edge of the sign be positioned not more than 5 feet above the road surface;

(g) be mounted with adequate supporting anchorage, constructed, maintained, and displayed so that they are always clearly legible;

(h) be covered, removed, or placed face down when the vehicle is not engaged in an oversized movement; and

(i) oversize load signs are not required on LCVs.

(3) Oversize non-divisible load flag requirements. Red or orange flags must be affixed on extremities when:

(a) a vehicle or load exceeds ten feet in width;

(b) loads on a vehicle exceeding three feet to the front or four feet to the rear of the bed or body while in operation;

(c) flags must be completely clean and not torn, faded, or worn out and must be fastened to wave freely; and

(d) over-dimensional flagging is not required on LCVs.

(4) Tow trucks that exceed 120 feet in length are required to:

(a) display one sign on the rearmost end of a towed vehicle;

(b) the sign must have a yellow background with 10-inch-high black letters that are painted with 1 5/8 inches wide stroke to read: "IN-TOW LONG LOAD"; and

(c) be 4 feet wide by 2 feet tall minimum.

**R909-2-21. Convoys.**

(1) The movement of more than one permitted vehicle is allowed provided prior authorization is obtained from the division with the following conditions:

(a) the number of permitted vehicles in the convoy must not exceed two;

(b) loads may not exceed 12 feet wide or 150 feet overall length;

(c) distance between vehicles may not be less than 500 feet or more than 700 feet;

(d) distance between convoys must be a minimum of one mile;

(e) convoys must have a certified pilot escort in the front and rear with proper signs;

(f) police escorts or department personnel may be required;

(g) convoys must meet lighting requirements;

(h) convoys are restricted to freeway and interstate systems; and

(i) approval for convoys or nighttime travel may be obtained by contacting the division, and exceptions may be granted by the division on a case-by-case basis.

**R909-2-22. Trailers More Than 53 to 57 Feet in Length.**

Trailers exceeding 53 feet but not to exceed 57 feet may acquire a single trip, semi-annual, or annual permit.

**R909-2-23. Longer Combination Vehicles.**

(1) Motor Carriers operating longer combination vehicles must apply and be approved to operate on designated routes on Utah's freeway system.

(2) Authorized motor carriers may operate LCVs with cargo or cargo carrying length as follows:

(a) a tractor and two-trailer or tractor and three-trailer combination more than 81 feet not to exceed 95 feet cargo or cargo carrying length; or

(b) a truck and two-trailer combination more than 92 feet not to exceed 95 feet in length, 14 feet 6 inches in height, or 8 feet 6 inches in width.

(3) LCV conditions for operation:

(a) non-divisible dimensions with a width greater than 8 feet 6 inches or height greater than 14 feet 6 inches, may not be transported on LCVs; and

(b) acceptable travel conditions exist in accordance with hazardous conditions for loads more than 81 feet of cargo or cargo carrying length.

(4) A truck and single trailer exceeding legal length may be permitted up to 88 feet but requires LCV authority when exceeding 88 feet up to 92 feet.

(5) A dromedary unit exceeding legal length may be permitted up to 88 feet.

(6) LCVs and double trailers exceeding 81 feet of cargo carrying length may not operate on secondary highways other than those pre-approved by the division.

**R909-2-24. Overweight Divisible Load Provisions.**

(1) An overweight divisible load permit may be issued for moving a combination of vehicles and loads exceeding the legal limits under the following conditions:

(a) The vehicle or combination of vehicles is properly registered for 78,001 to 80,000 pounds;

(b) the width of the vehicle does not exceed 8 feet 6 inches wide or 14 feet 6 inches high; and

(c) Axles weighing more than 11,000 pounds are required to have at least four tires per axle except for steering axles, self-steering variable load suspension or retractable axles, or wide-base single tires, that are 14 inches or greater as indicated by the manufacturer's sidewall rating.

(2) Overweight divisible load options are:

(a) dual tires on axles;

(b) super wide single tires that are 14 inches wide or greater;

(c) not to exceed 11,000 pounds per axle;

(d) the axle, groups of axles, and GVW do not exceed the bridge formula W = 500(LN/(N-1) + 12N+36); and

(e) all axles in the group must be duals or super singles to be allowed maximum authorized weight.

(3) The combination unit will conform to the bridge formula and the legal axle and gross vehicle weight limits.

(4) A divisible load permit may not be used to transport a non-divisible load.

(a) Exception. An overweight non-divisible load may operate with a divisible overweight permit provided the axle, gross, and bridge limitations do not exceed those specified on the permit.

**R909-2-25. Overweight Non-Divisible Load Provisions.**

(1) Permitted vehicles must comply with the following conditions:

(a) vehicles and loads must be reduced to the minimum practical dimensions; and

(b) the vehicle or combination of vehicles is properly registered for 78,001 to 80,000 pounds or the total gross weight of the vehicle.

(2) Actual weight must comply with the bridge table formula ~1.47 x 500 (LN/N-1 + 12N + 36).

(3) A permit for a non-divisible load may not be used to transport a divisible load.

(4) Vehicles with a gross vehicle weight of less than 125,000 may be permitted on a single trip, semi-annual trip, or annual trip basis as described in Table 3:

|  |  |
| --- | --- |
| TABLE 3  Single Trip, Semi-Annual, Annual, Permits allowed up to: | |
| Axles | Weight |
| Single axle | 29,500 pounds |
| Tandem axle | 50,000 pounds |
| Tridem axle | 61,750 pounds |
| Trunnion Axle | 60,000 pounds |
| Gross weight | 125,000 pounds |

(5) Tow trucks must be properly registered to purchase annual, semi-annual, or single trip permits if they exceed legal weight limitations.

(a) The properly registered or permitted weight of the towed vehicle is not calculated in the tow truck towed vehicle's gross combined weight.

(b) Tow trucks must be properly registered and permitted for the weight of the tow truck and any additional weight placed upon it.

(c) If the towed weight is not properly registered or permitted, the towing vehicle will be responsible for the permitting and registration requirements of the towed vehicle.

(6) Vehicles transporting milk products may exceed the gross weight limit of 80,000 pounds or the maximum weight allowed by the Federal Bridge Formula. This requires an appropriate non-divisible permit issued by the department.

(7) Milk products being carried using multiple trailers will be required to abide by divisible requirements and do not get the non-divisible exception.

**R909-2-26. Overweight Non-Divisible Loads Exceeding 125,000 Pounds Gross or Axle Weights.**

(1) Loads exceeding 125,000 pounds gross, or axle weights in Section R909-2-24 may only purchase single trip permits.

(2) Axle, bridge, and gross weight allowances will be determined based on the non-divisible bridge table formula ~1.47 x 500 (LN/N-1 + 12N + 36) or in accordance with the bridge table.

(3) 9-foot-wide axles are allowed 7.5% more weight than 8-foot-wide axles.

(4) 10 feet wide axles are allowed 15% more weight than 8 feet wide axles.

(5) If using an axle equipped with eight tires, rather than four, add 10% to the weight authorized for an 8-foot-wide axle group.

(6) Tires must comply with the manufacturer's tire load rating as indicated on the tire side wall.

(7) STE operations must have an STE profile sheet if the axle limitations specified in Table 3, or the bridge table are exceeded.

**R909-2-27. Mobile and Manufactured Homes.**

(1) Mobile and manufactured homes exceeding 14 feet 6 inches to 16 feet in wall-to-wall width, transported on their own running gear, may be issued a single trip permit under the following conditions:

(a) trailer axles must be equipped with operational brakes; and

(b) axle and suspensions may not exceed the manufacturer's capacity rating.

(2) The open sides of a mobile manufactured home must be covered by a rigid material of 0.5-millimeter plastic sheathing backed by a rigid grillwork not exceeding squares of four feet to prevent billowing and must fully enclose the open sides of the units in transit.

(3) rear-mounted stop and turn signal lights must be a minimum of 6 inches in diameter with a type 35 red reflector lens.

(a) The lens must be mounted not more than 18 inches from the outer edge of the unit and not less than 15 inches or more than 8 feet above the road surface.

(b) Houses, buildings, and structures not manufactured or built to be transported will not require tail, brake, or signal lights mounted on the structures as a certified pilot and police escort vehicles provide sufficient warning of the intent to brake, turn, or stop.

(4) Two safety chains must be used, one on the right and left sides but separate from the coupling mechanism connecting the tow vehicle and the mobile and manufactured home while in transit.

(5) Tow vehicles shall comply with the following minimum requirements:

(a) conventional or cab-forward configuration must have a minimum wheelbase of 120 inches;

(b) cab-over-engine tow vehicles must have a minimum wheelbase of 89 inches;

(c) have a minimum of four rear tires; and

(d) mirrors on each side of the tow vehicle must be arranged so that the driver can see the entire length of both sides of the towed unit.

(6) Trailer brake requirements:

(a) mobile manufactured homes more than 8 feet 6 inches wide, up to 12 feet wide, and equipped with one axle, must have operational brakes; and

(b) a minimum of two axles equipped with operative brake assemblies is required on each mobile manufactured home unit more than 12 feet wide.

**R909-2-28. Pilot Escort Requirements and Certification Program.**

(1) Pilot escort driver requirements. Individuals who operate a pilot escort vehicle must meet the following requirements:

(a) must be a minimum of 18 years of age;

(b) must possess a valid driver's license for the state jurisdiction in which the driver resides;

(c) must obtain a certification card from an authorized qualified certification program as outlined in this section, and shall have it in their possession while in pilot escort operations;

(d) within 30 days pilot escort drivers must provide a current Motor Vehicle Record (MVR) certification to the qualified certification program at the time of the course;

(e) no passengers under 16 years of age are allowed in pilot escort vehicles during the movement of oversized loads;

(f) a pilot escort driver may not perform as a tillerman or steerman while performing pilot escort operations; and

(g) a pilot escort driver must meet the requirements of 49 CFR 391.11 if using a vehicle for escort operations that weighs more than 10,000 lbs.

(2) Driver certification process.

(a) Drivers domiciled in Utah must complete a Utah pilot escort certification course authorized by the division. A list of authorized instructors may be obtained by contacting (801) 965-4892.

(b) Pilot escort drivers domiciled outside of Utah may operate as a certified pilot escort driver with another state's certification credential, provided the course meets the minimum requirements outlined in the Pilot Escort Training Manual - Best Practices Guidelines as endorsed by the Specialized Carriers and Rigging Association, Federal Highway Administration, and the Commercial Vehicle Safety Alliance.

(c) The department may enter into a reciprocal agreement with other states provided they can demonstrate that course materials are comprehensive and meet the minimum requirements outlined by the department.

(i) A current listing of reciprocity states may be obtained by contacting the division at 801-965-4892.

(d) The pilot escort driver's initial certification expires four years from the date issued, and it is the responsibility of the driver to maintain certification.

(i) One additional four-year certification may be obtained through a mail-in or online re-certification process provided by a qualified pilot escort training entity.

(3) Suspensions and revocations.

(a) Pilot escort drivers may have their certification denied, suspended, or revoked by the division if it is determined that a disqualifying offense has occurred within the previous four years.

(b) Drivers convicted of serious traffic violations such as excessive speed, reckless driving and driving maneuvers reserved for emergency vehicles, and driving under the influence of alcohol or controlled substances may have their certification denied, suspended, or revoked by the division.

(c) The division may suspend for first offenses for up to one year. Subsequent offenses may result in permanent revocation of driver certification.

(d) If a driver is denied pilot escort driving privileges for reasons other than the conditions set forth in this rule, the individual may file an appeal.

(i) The appeals will be handled by a steering committee created by the division.

(e) The steering committee will have the powers granted to the deputy director in Section R907-1-3 for appeals from other division administrative actions. This committee's decision, if adopted by the director of the division, will be considered a final agency order under Administrative Procedures in Rule R907-1.

(4) Pilot escort vehicle standards.

(a) Certification inspections are valid for up to one year.

(b) Pilot escort vehicles may be either a passenger vehicle or a two-axle truck with a 95-inch minimum wheelbase and a maximum gross vehicle weight of 12,000 lbs. and properly registered and licensed as required under Sections 41-1a-201 and 41-1a-401.

(c) Equipment must not reduce visibility or mobility of pilot escort vehicle while in operation.

(d) Trailers may not be towed at any time while in pilot escort operations.

(e) Pilot escort vehicles must be equipped with a two-way radio capable of transmitting and receiving voice messages over a minimum distance of one-half mile.

(i) Radio communications must be compatible with accompanying pilot escort vehicles, utility company vehicles, permitted vehicle operators, and police escorts, if necessary.

(ii) If operating with police escorts a CB radio is required.

(f) Pilot escort vehicles may not carry a load.

(5) Pilot escort vehicle signing requirements. Sign requirements on pilot escort vehicles are as follows:

(a) pilot escort vehicles must display an "OVERSIZE LOAD" sign, which must be mounted on the top of the pilot escort vehicle;

(b) signs must be a minimum of 5 feet wide by 10 inches high visible surface space, with a solid yellow background and 8-inch-high by 1-inch-wide black letters, and solid means, if viewed from the front or rear at a 90-degree angle, no light transmits through the sign;

(c) the sign for the front pilot escort vehicle must be displayed so it is always clearly legible and readable by oncoming traffic; and

(d) the rear pilot escort vehicle must display its sign, so it is readable by traffic overtaking from the rear and clearly legible.

(6) Pilot escort vehicle lighting requirements. Two methods of lighting are authorized by the division; the requirements are as follows:

(a) two AAMVA-approved amber flashing lights mounted with one on each side of the required sign, which must be a minimum of six inches in diameter with a capacity of 60 flashes per minute with warning lights illuminated during operation;

(b) an AAMVA-approved amber rotating, oscillating, or flashing beacon or light bar mounted on top of the pilot escort vehicle, which must be unobstructed and visible for 360 degrees with warning lights illuminated during operation; and

(c) incandescent, strobe or diode lights may be used provided they meet the criteria stated in Subsections R909-2-28(6)(a) and R909-2-28(6)(b).

(7) Pilot escort vehicle equipment requirements. Pilot escort vehicles must be equipped with the following safety items:

(a) standard 18-inch or 24-inch red and white "STOP" and black and orange "SLOW" paddle signs, and for nighttime travel moves, signs must be reflective in accordance with MUTCD standards;

(b) nine reflective triangles or 18-inch reflective orange traffic cones, not to replace or be replaced by Subsection R909-2-28(7)(c) or Subsection R909-2-28(7)(d);

(c) eight red-burning flares, glow sticks, or equivalent illumination devices approved by the division;

(d) three orange 18-inch-high cones;

(e) a flashlight with a minimum 1 1/2-inch lens diameter, with extra batteries or charger, and an emergency type shake, or crank flashlight will not be allowed;

(f) 6-inch minimum length red or orange cone or traffic wand for use if directing traffic;

(g) an orange hardhat and class 2 safety vest for personnel involved in pilot escort operations and class 3 safety vests are required for nighttime travel moves;

(h) a height-measuring pole made of a non-conductive, non-destructive, flexible, or frangible material, only required if escorting a load exceeding 16 feet in height;

(i) a fire extinguisher;

(j) a first aid kit that is clearly marked;

(k) one spare "OVERSIZE LOAD" sign, 7 feet by 18 inches;

(l) one serviceable spare tire, tire jack, and lug wrench;

(m) a handheld two-way simplex radio or another compatible form of communication for operations outside pilot escort vehicles; and

(n) vehicles must not have unauthorized equipment on the vehicle such as those generally reserved for law enforcement personnel.

(8) Police escort vehicle equipment and safety requirements. Police escort vehicles must be equipped with the following safety items:

(a) officers must have a CB radio to communicate with the pilot and transport vehicles;

(b) officers must complete a Utah Law Enforcement Check List and Reporting Criteria Form;

(c) officers will verify that pilot escorts possess current pilot escort inspections, or they will complete an inspection before load movement;

(d) police vehicles must be clearly marked with emergency lighting visible 360 degrees; and

(e) officers must be in uniform while conducting police escort moves.

(9) Insurance for pilot escort vehicles.

(a) A driver must possess a current certificate of insurance or endorsement that indicates that the driver, or the driver's employer, has in effect not less than $750,000 combined single limit coverage for bodily injury and property damage as a result of the operation of the escort vehicle, the escort vehicle operator, or both causing the bodily injury and property damage arising out of an act or omission by the pilot escort vehicle operator of the escort duties required by the regulations. The insurance or endorsement, as applicable, must always be maintained during the term of the pilot escort certification.

(b) Pilot escort vehicles must have a minimum amount of $750,000 liability. This is not a cumulative amount.

(10) Pre-trip planning and coordination requirements. A coordination and planning meeting must be held before load movement. The drivers carrying or pulling the oversized loads, the pilot escort vehicle drivers, law enforcement officers, department personnel, and public utility company representatives must attend as required. When police escorts are present, a Utah Law Enforcement Checklist and Reporting Criteria Form must be completed. This meeting must include discussion and coordination on the conduct of the move, including at least the following topics:

(a) the person designated as being in charge, such as a department representative or a law enforcement officer;

(b) documentation for authorized routing and permit conditions is distributed to appropriate individuals involved in the move;

(c) communication and signals coordination;

(d) permitted dimensions will be verified with measurement of load dimensions; and

(e) copies of permit and routing documents must be provided to parties involved with the permitted load movement.

(11) Permitted vehicle restrictions on certain highways. Certified pilot escort operators must refer to highway restrictions specified in the secondary highway restrictions before load movements.

(12) Flagging requirements. During the movement of an over-dimensional load or vehicle, the pilot escort driver, in the performance of the flagging duties required by Section R909-2-28, may control and direct traffic to stop, slow, or proceed in any situations where it is deemed necessary to protect the motoring public from the hazards associated with the movement of the over-dimensional load or vehicle. The pilot escort driver, acting as a flagger, may aid the over-dimensional load or vehicle in the safe movement along the highway designated on the over-dimensional load permit and must:

(a) assume the proper flagger position outside the pilot escort vehicle, and as a minimum standard, have in use the necessary safety equipment as defined in 6E.1 of the MUTCD;

(b) use "STOP" and "SLOW" paddles or a 24-inch red or florescent orange or red square flag to indicate emergency situations, and other equipment as described in 6E.1 of the MUTCD; and

(c) comply with the flagging procedures and requirements as set forth in the MUTCD and the Utah Department of Transportation Flagger Training Handbook.

**R909-2-29. Requirements for Pilot Escort Qualified Training and Certification Programs.**

(1) Application process. Application to become a third-party pilot escort trainer or instructor must be made on a form furnished by the division, and must include the following:

(a) name and address of entity;

(b) list of instructors;

(c) resumes of each instructor outlining related experience in the pilot escort, heavy haul, academia, or commercial vehicle enforcement fields;

(d) a copy of the entity's business license;

(e) sample of digital image certification card that will be issued to students upon completion of the course;

(f) sample of the "Flagger" certification card that will be issued to students upon completion of the course;

(g) procedural guidelines that outline security measures implemented to safeguard students' personal information; and

(h) copies of course curriculum and testing materials. Course materials will be reviewed and approved by the division to ensure that requirements are met.

(2) Course curriculum requirements. An extensive course curriculum description and information can be obtained by contacting the UDOT Motor Carrier Division Customer Service or Super load team at (801) 965-4892. Course curriculum to certify pilot escort drivers to operate in Utah must cover the following topics:

(a) division rules governing oversize load movements;

(b) pilot escort operations;

(c) flagging maneuvers for over-dimensional loads;

(d) oversize or overweight load movement, coordination, planning, and communication requirements and best practices;

(e) pilot escort vehicle positioning and situational training;

(f) rail grade crossing safety;

(g) routing techniques, including pre-trip surveys; and

(h) insurance coverage requirements and liability issues.

(3) Testing procedures. Testing materials must be submitted to the division for approval. Tests should be structured with a minimum of 40 questions per exam. A minimum of two different examinations must be submitted and used randomly during the instruction of the course and structured as follows:

(a) 12 Fill in the blank;

(b) 12 Multiple choice;

(c) 12 true and false questions;

(d) one to six questions dealing with safety equipment;

(e) one to four questions dealing with the duties of pilot escort drivers;

(f) one to six questions dealing with the maintenance of equipment; and

(g) one to six questions dealing with items that must be collected in a route survey.

(4) Grading of examinations. The entity must provide an explanation of how the test will be administered.

(5) Students must pass with an 80% score to be certified.

(6) Students receiving less than 80% score will be allowed to attend one additional class without additional cost except for reimbursement of any additional materials and postage costs.

(7) If a contract is terminated with the third-party pilot and escort trainer, it will be the responsibility of the entity to provide an electronic database to the division, of students that have completed the course.

(8) Applicant Re-certification Procedures.

(a) The entity must provide means through which an individual may be re-certified either by mail or the internet.

(b) The entity must submit written procedures documenting the process for the examination that will allow the applicant re-certification. The examination must not be a duplicate of the examination used during the initial certification process and should be constructed to educate the student on updates pertaining to pilot escort certification and legal requirements.

(c) Re-certification tests must be structured as outlined in Section R909-2-29.

(d) Applicant's receiving less than 80% score will be allowed to retake the certification exam one additional time at no additional class without additional cost except for reimbursement of any additional materials and postage costs.

(e) Students receiving less than 80% score will be allowed to attend one additional class or certify by mail or online without additional cost except for reimbursement of any additional materials and postage costs.

(9) Training costs. Costs associated with providing classroom instruction, materials, testing, and credentialing will be the responsibility of the authorized training entity.

(a) These costs may be passed on to the students for certification in the form of tuition determined by the training entity based on business model and expenses.

(b) Cost proposal and course fees must be submitted to the division for approval as part of the application process.

(10) Suspensions and revocations of pilot escort training entities.

(a) The division may suspend or revoke the entity's ability to provide services if the entity fails to meet conditions and requirements set forth in Section R909-2-29.

(b) If an entity has authority to provide services revoked or suspended, the entity may appeal the decision.

(i) The appeals will be handled by a steering committee created by the division.

(ii) The steering committee will have the powers granted to the department's deputy director for appeals from other division administrative actions.

(iii) This committee's decision, if adopted by the director of the division, will be considered a final agency order under the Utah Administrative Procedures Act.

(11) The division has the right to review:

(a) rates;

(b) fees;

(c) procedures; and

(d) the certification process established by the entity when the division deems it necessary to ensure compliance with this rule.

(12) Record retention and data management requirements. Authorized pilot escort qualified training and certification entities or institutions must maintain the following certification and re-certification records for a period of eight years:

(a) student's name, address, and contact information;

(b) driver's license number, original MVR and original proof of insurance information from insurance provider;

(c) copy of each student's written exam;

(d) digital copy of certification flagger card, including photo;

(e) training and expiration dates on students;

(f) re-certification and expiration dates; and

(g) list of instructors, proctors, administrators, and a copy of their resumes and date of classroom instruction and re-certification dates providing services.

(13) Records may be scanned and kept electronically provided entity has necessary data backup and retrieval procedures.

(a) The division has the right to review any records retained and may observe the instruction given both in the classroom and through the re-certification process when the division deems it necessary to ensure compliance with this rule.

(b) The loss, mutilation, or destruction of any records which an entity is required to maintain, must be immediately reported by the entity by an affidavit stating the date these records were lost, mutilated, or destroyed, and the circumstances involving the loss, mutilation, or destruction.

(c) Records must be retained by the entity for eight years, except for the computerized file, which is to be kept permanently, during which time the entity will be subject to inspection by the division during reasonable business hours. If the entity goes out of business, the permanent record must be submitted by the entity to the division.

(d) It is the responsibility of the entity to provide a list of applicants that have successfully re-certified along with the corresponding grade to the division at the end of each quarter of each calendar year.

(e) Records, including computerized records, must be provided to the division if requested for an audit or review of the entity's records. Failure to provide records as requested by the division is a violation of this rule.

(f) Entities must maintain accurate, up-to-date records.

**R909-2-30. Farmers, Implements of Husbandry and Agricultural Operations.**

(1) Vehicle combinations for hay truck operations may transport two rolls or bales of hay side by side if:

(a) the two rolls or bales are 10 feet or less in combined width;

(b) the load is being operated with a valid non-divisible oversize permit;

(c) oversize loads exceeding 8 feet 6 inches may not be transported on double trailers exceeding 61 feet cargo or cargo carrying length;

(d) the load must meet other divisible load requirements in Section R909-2-24; and

(e) loads are properly secured.

(2) Implements of husbandry moved by a farmer, rancher, or their employees in connection with an agricultural operation must comply with:

(a) every farm tractor and towed farm equipment, towed or self-propelled implements of husbandry, designed for operation at speeds not more than 25 miles per hours, must always be equipped with a slow-moving vehicle emblem mounted on the rear; and

(b) every farm tractor and every self-propelled implement of husbandry manufactured or assembled after January 1970 shall be equipped with vehicular hazard warning lights visible from a distance not less than 1,000 feet to the front and rear in normal sunlight, which must be displayed when any such vehicle is operated upon a highway.

**R909-2-31. Snowplow Operations.**

(1) Blades more than 8 feet 6 inches must be equipped with a yellow, rotating beacon warning light.

(2) Snowplows with up to 12 feet wide blades may operate without oversize permits, if they comply with:

(a) lights which provide adequate illumination if the blade is in either the up or down position;

(b) signaling lights must not be obscured; and

(c) blades must be angled so that the minimum width is exposed to oncoming traffic during periods of travel between jobs.

**R909-2-32. Parade Floats.**

(1) Parade floats are not required to obtain an overweight or oversized permit, but they must meet the following requirements:

(a) floats must have sufficient proof of insurance;

(b) floats must carry the necessary safety equipment for the safe operation of the vehicle during movement;

(c) the float driver must have a clear 360-degree visibility;

(d) movement to and from parades should be made only during daylight hours unless the vehicle is adequately lighted and there is minimal congestion; and

(e) floats more than 14 feet 6 inches in height, must be routed by the division.

**R909-2-33. Transportation of Utility Poles.**

(1) Utility poles may be transported up to 120 feet in overall length, including overhangs, with a single trip, semi-annual or annual permit in accordance with:

(a) oversize load restrictions;

(b) pilot escort requirements;

(c) travel restrictions; and

(d) signing and lighting requirements.

(2) Permits are issued to the trailer transporting the poles using the trailer registration information.

(a) Upon company request, the permit may be issued to the truck or truck tractor.

(b) Utility poles exceeding 120 feet must purchase a single trip, non-divisible oversize permit.

**R909-2-34. Special Mobile Equipment.**

(1) Special mobile equipment or SME refers to vehicles:

(a) not designed or used primarily for the transportation of persons or property;

(b) not designed to operate in traffic; and

(c) only incidentally operated or moved over the highways.

(2) Special mobile equipment exempt from registration includes:

(a) farm tractors; and

(b) offroad motorized construction or maintenance equipment including backhoes, bulldozers, compactors, graders, loaders, road rollers, tractors, trenchers, and ditch digging apparatus.

(3) Heavy equipment designed for off-highway uses such as scrapers, loaders, off-highway cranes, and rock trucks, but not tracked vehicles may be issued single trip permits to operate under their own power, on approved routes other than interstate highways, as follows:

(a) the distance traveled must not generally exceed 20 miles;

(b) only daylight operations are authorized, and oversize restrictions apply;

(c) weights must comply with the bridge formula for non-divisible loads;

(d) single axles equipped with single tires must not be authorized to exceed 40,000 pounds;

(e) a minimum of one pilot escort vehicle is required; and

(f) special mobile equipment must be routed by the division.

(4) Special mobile equipment or SME affidavit. Persons who operate or cause to operate an SME exempt from registration must submit a completed special mobile equipment affidavit to the division.

(a) To be deemed complete, an affidavit must be on the form provided by the division and required fields filled in. Affidavits will be available at ports of entry. Affidavits must be turned into a port of entry.

(b) Special mobile equipment exempt from registration must carry a copy of the approved affidavit in the vehicle at all times.

(c) Vehicles that are not special mobile equipment must register with the Utah State Tax Commission before operating the vehicle on a public highway.

(d) Upon receipt of a denial of special mobile equipment, if the owner or operator wishes to appeal the decision of the division, a petition may be filed with the department, within 30 days.

(i) A response to an appeal from the department will be made in writing within 30 days.

**R909-2-35. Special Truck Equipment.**

(1) The following vehicle configurations are considered special truck equipment:

(a) concrete pumper trucks;

(b) cranes or trucks performing crane service with a crane lift capacity of five tons or more; and

(c) well boring trucks.

(2) Vehicles classified as special truck equipment may be issued an oversized or overweight permit if exceeding legal dimensions.

(a) An approved profile sheet for special truck equipment must be carried in the vehicle with the permit if the axle limitations specified in Section R909-2-5 Table 2 or the actual bridge or gross are exceeded.

(b) Must meet the requirements of a non-divisible load as defined in Subsection R909-2-3(33).

(3) Vehicles classified as special truck equipment are eligible for a 50 % registration fee reduction.

**R909-2-36. Port - of -Entry Bypass Permit Provisions.**

(1) A temporary bypass permit may be issued to accommodate the multi-trip highway transportation needs to motor carriers who meet the following criteria:

(a) Motor carriers must meet the multi-trip definition to receive and maintain bypass privileges.

(i) A motor carrier may receive an exception from this requirement on a case-by-case basis if the motor carrier can demonstrate that denial of a bypass permit will cause a hardship if the vehicle must be diverted to a port of entry.

(b) The basis for qualification to participate in the bypass program is based in part on the carrier's safety history as shown in the Federal Motor Carrier Safety Administration's Safety Measurement System.

(i) A carrier with a CSA basic score equal to or greater than the intervention thresholds noted in Table 4 for General, HM, and Passenger, plus one other BASIC at or above the motor carrier threshold is not eligible to participate in the bypass program.

(ii) A carrier is not eligible for a bypass permit if the carrier meets the definition of a High-Risk Motor Carrier in Table 4.

|  |  |  |  |
| --- | --- | --- | --- |
| TABLE 4  High-risk Motor Carrier Criteria | | | |
| Basic | General | HM | Passenger |
| Unsafe Driving | 65% | 60% | 50% |
| Fatigue Driving (HOS) | 65% | 60% | 50% |
| Driver Fitness | 80% | 75% | 65% |
| Controlled Substances and Alcohol | 80% | 75% | 65% |
| Vehicle Maintenance | 80% | 75% | 65% |
| Cargo-Related | 80% | 75% | 65% |
| Crash Indicator | 65% | 60% | 50% |

(c) A carrier may become eligible for a bypass permit after a focused or comprehensive review indicates that the carrier is in compliance.

(d) As a condition of receiving a bypass permit, a motor carrier is subject to audits, safety assessments, and inspections as the division considers necessary to carry out state and federal law.

(e) Vehicles that obtain bypass privileges must have a weight ticket, from a scale certified by the Department of Agriculture, available for inspection by law enforcement. Scale tickets must be electronically printed and must specify the time, date, unit-specific information, and destination.

(2) Bypass applications must be submitted to the division.

(a) Bypass privilege carriers must re-apply annually.

(b) Subcontractors operating under their authority must apply for bypass privileges independently.

(c) Carriers who lease vehicles from a subcontractor must ensure that the established bypass criterion is met to maintain privileges.

(d) Bypass permit privileges are valid from the approval date and expire at the end of the application year on December 31.

(e) Applications must show routing information including point of origin, destination, and routine routes traveled.

(3) Approved vehicles within a motor carrier's fleet will be issued a bypass decal, specific to each vehicle, and will receive a bypass certificate that must be carried in the vehicle.

(4) Bypass privileges may be granted to carriers traversing multiple ports of entry within the same route.

(5) Authorized bypass routes are allowed for the following Port of Entries:

(a) Daniels Port of Entry on SR 40 with empty vehicles, traveling eastbound only;

(b) Kanab Port of Entry on Highway 89 from Kanab's Main Street to the Kanab Port of Entry, while traveling on Hwy 389 between Las Vegas, Nevada and Page, Arizona, and vehicles must clear the St. George Port of Entry;

(c) Perry Port of Entry may be bypassed and travel on Highway 89 between Brigham City and Ogden; and

(d) Monticello Port of Entry may be bypassed on US-191 with empty vehicles only.

(6) Bypass privileges may be revoked or suspended should a carrier fail to meet the safety standards as set forth in the:

(a) compliance, Safety, Accountability (CSA) program of the Federal Motor Carrier Safety Administration;

(b) Federal Motor Carrier Safety Regulations;

(c) size and weight limitations;

(d) bypass zone routes; and

(e) out-of-service criteria.

(7) If an application for a bypass permit is denied the motor carrier may file an appeal.

(a) The appeal will be handled by the division hearing officer.

(8) The division will notify local law enforcement agencies of those carriers meeting the criteria for bypass privileges.

**R909-2-37. Annual Review of Permit Regulations and Conditions.**

(1) During a Motor Carrier Advisory Board meeting, the board will review permit conditions and regulations as needed.

(2) Motor Carrier Advisory Board meetings provide a forum for interested parties to provide evidence to support or challenge regulation or permit condition modification.

(3) Interested parties must notify the division of these issues by March 1st of each year to ensure placement on the agenda.

**KEY: permits, safety regulations, size and weight, trucks**

**Date of Last Change: October 22, 2024**

**Notice of Continuation: April 30, 2024**

**Authorizing, and Implemented or Interpreted Law: 72-1-201; 72-7-406; 72-9-303; 41-1a-102; 41-1a-231; 41-1a-1206; 72-7-402; 72-7-404; 72-7-407; 72-9-301; 72-9-502**