

State differences from Federal regulations regarding non-CDL vehicles

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Below is a list of the 16 states known to have significant differences for intrastate operation of commercial vehicles not requiring a commercial driver license. Although all attempts have been made to assure the accuracy of this list we can not guarantee it is accurate. Please check with the state(s) you plan on operating in to confirm.

Alabama exempts all intrastate operations of commercial motor vehicles with gross weight ratings less than 26,000 pounds, except hazardous materials and passenger carriers, from all Federal Motor Carrier Safety Regulations. They also have special rules for farm owned and operated vehicles.

<http://www.dps.alabama.gov/Documents/Documents/MCSU-InterstateCommercialMotorVehicleRegulations.pdf>

Alaska requires update of the MCS_150 form with FMCSA every 12 months for intrastate only operations, exempts commercial and sport fishing activities from motor carrier regulation and has specific hours of service regulations that are more permissive than mainland US regulations.

<http://dot.alaska.gov/mscve/webdocs/17AAC25.pdf>

Arizona exempts tow trucks with gross weight ratings less than 26,000 pounds from Parts 300-399 of the FMCSRs when operated intrastate. They also have an intrastate medical qualification waiver for commercial drivers that do not transport hazardous materials or passengers.

https://apps.azsos.gov/public_services/Title_17/17-05.pdf

California has more permissive hours of service regulations for intrastate only and agricultural drivers. California also has a different definition of a Class A vehicle for residents. If you live in California you will need a Class A license to pull any trailer greater than 10,001 pounds regardless of the combination weight rating. Most pickup trucks with their factory beds in tact are excluded from weigh stations and commercial vehicle inspections, however the regulations still apply.

<http://www.dot.ca.gov/hq/paffairs/faq/faq32.htm>

Florida provides for agricultural exemptions for all commercial vehicles, has more permissive hours of service regulations for intrastate only operators of all commercial vehicles and exempts operators of commercial vehicles weighing less than 26,000 pounds from most of the FMCSRs.

http://www.leg.state.fl.us/statutes/index.cfm?mode=View%20Statutes&SubMenu=1&App_mode=Display_Statute&Search_String=316.302&URL=0300-0399/0316/Sections/0316.302.html

<https://www.flhsmv.gov/pdf/cve/2016truckingmanual.pdf>

Hawaii has more permissive hours of service regulations than the mainland US for all carriers.

<http://hidot.hawaii.gov/highways/files/2016/09/mvso-HAR-19-141.pdf>

Indiana exempts commercial vehicles not requiring a CDL (under 26,001 GVWR, no haz-mat or passengers) operated not for hire from all FMCSRs. These would be private fleet vehicles moving their own product such as utility companies, food distributors, or parts warehouses. This does not apply to any transportation of property not owned by the motor carrier. They also exempt farming operations during harvest season. They exempt construction vehicles in intrastate operation from hours of service.

<https://www.in.gov/dor/files/cmvg.pdf>

Idaho exempts non-cdl vehicles from hours of service requirements and does not require them to enter weigh stations or ports of entry.

<https://www.itd.idaho.gov/dmv/cvs/documents/MotorCarrierServicesManual.pdf>

Montana exempts non-cdl vehicles from entering weigh stations, however they may still be stopped and inspected by enforcement officers. Some RV's being delivered to or thru Montana for dealers or distributors are also exempted from weigh stations. Commercial vehicles not requiring a CDL are exempt from FMCSRs including hours of service and medical certification.

<https://www.mdt.mt.gov/other/webdata/external/mcs/mcs-guide-and-regulations.pdf>

New Mexico allows a 150 air-mile radius for short haul exemptions on all commercial motor vehicles. Operators of commercial vehicles with a gross weight rating less than 26,000 pounds are not subject to hours of service or medical qualifications if operated solely in intrastate commerce. This does not include buses or vehicles transporting hazardous materials.

<http://mvd.newmexico.gov/port-of-entry-information.aspx>

Nevada has more permissive hours of service regulations for all intrastate only motor carriers. They also exempt special motor carriers such as those engaged in the hotel, resort or motion picture industry. Licensed contractors and farmers are exempt from motor carrier regulation while operating in intrastate commerce.

<https://www.leg.state.nv.us/NRS/NRS-706.html#NRS706Sec675>

Pennsylvania does not regulate vehicles with a gross weight rating of 17,000 pounds or less as commercial vehicles unless transporting passengers or hazardous materials. Medical certification and hours of service requirements do not apply.

<https://www.pacode.com/secure/data/067/chapter231/chap231toc.html>

Texas has more permissive hours of service regulations for all intrastate commercial vehicles. Generally operators of commercial motor vehicles with a gross weight rating less than 26,000 pounds (except buses or hazardous materials) are exempt from motor carrier regulation if operated solely intrastate.

<https://www.dps.texas.gov/InternetForms/Forms/MCS-9.pdf>

Washington exempts non-cdl trucks from hours of service compliance.

<http://www.wsdot.wa.gov/commercialvehicle/>

Wisconsin has more permissive hours of service for intrastate operations.

<http://www.wistrans.org/cfire/documents/TruckersGuideFinal.pdf>

Wyoming allows a 150 air-mile radius on all short haul hours of service exceptions.

http://www.dot.state.wy.us/home/trucking_commercial_vehicles.html

Below is a link to the Federal Motor Carrier Safety Administration webpage that links to a list of state and international operational information including links to jurisdiction specific webpages.

<https://www.fmcsa.dot.gov/international-programs/canada/us-canada-mexico-cross-border-operations-jurisdiction>