

Specific Instructions for Wisconsin Department of Transportation Permit Form MV2582: “No Fee Permit Application for Implements of Husbandry (IOH) – Local Government”

Information for Part A and Part B shall be submitted by the applicant. Information for Part C shall be submitted by the maintaining authority (MA). For purposes of Permit Form MV 2582, a MA could be a town, village, city or county. In addition to Part C, there is a box in Section 1 of Part A and a box in Section 2 of Part B of the application for the MA to enter the permit number if the application is approved.

If an application is approved, the MA should retain a copy of the application and permit for their records and return the approved permit and application form – Parts A, B, and C - to the applicant. Any and all attached maps of highway routes by the applicant should be copied and retained by the MA and shall be available for use by the MA, law enforcement or the DOT for cross referencing purposes.

While a person may apply to a MA for an annual or consecutive month permit, the MA has the authority to issue the permit for a period that is longer than one year or for which there is no expiration.

The applicant is responsible for carrying the entire issued permit – Parts A, B and C - on the vehicle during operations. The permit must be carried and produced in either printed or electronic format.

Part A –Applicant

Section 1: Applicant Information

1. Fill out all applicable information in the boxes provided. The address information is used to return the application/permit to the applicant. Other contact information may be utilized in the event a maintaining authority has specific questions for the applicant before a permit may be issued.
2. If this is an original request for a no fee permit, check the appropriate box.
3. If this is an amendment to a permit that has already been issued to an applicant, check the appropriate box and then fill in the line with the permit number you seek to amend.

Section 2: Routes

- 1) If an applicant has a specific route(s) for which approval is being sought, it can either be written out in the lines provided on the application, or a map can be attached with the road(s) marked or highlighted. For applicants unsure of routes that may be utilized throughout the period of time for which an applicant is seeking the permit, two solutions exist. First solution: Instead of indicating travel on Farm Town Road from location a to location b, an applicant may want to highlight the entire road, or other roads, in case new clients/business may potentially be found on that road(s).
Second solution: If an applicant does find new clients/business within the maintaining authority’s jurisdiction for which a permit has already been issued, the applicant will need to seek an additional no fee permit (not an amendment) to travel on roads not previously approved via the original permit.

Section 3: Signature of Applicant

- 1) Sign and date the application otherwise it may delay the application process.

Part B – Type of Permit and Vehicle Information

For additional vehicles that will exceed statutory weight or length limits, please print as many copies of Part B as needed to cover all of the equipment an applicant intends to operate overweight or over length on the local highways.

For final submission of a no-fee permit application, an applicant only completes Part A once, even if that person has multiple units (and thus multiple pages [Part B] attached to the application) of overweight/over length vehicles, AS LONG AS all those units are utilizing the same route listed on the application. However, if an applicant has multiple units (and thus multiple pages [Part B] attached to the application), but those units require different route listings, then complete Part A for each unit and attach to the corresponding Part B page. Routes in Part A need to connect to vehicle(s) in Part B.

Section 1: Type of Permit

- 1) This section is intended to delineate exactly what type of permit an applicant is seeking – an over length no fee permit or an overweight no fee permit. However, there are two qualifiers that can determine if an applicant is overweight; specific weight on a single axle and/or gross vehicle weight.
- 2) If application is only for an IOH or IOH vehicle combination over length permit, check box “a.”
- 3) If application is only for an IOH or an IOH vehicle combination with any single axle that exceeds 23,000 lbs, check box “b.” This box will need to be checked if the equipment will be operated on a state or U.S. highway and an axle exceeds 23,000 lbs. For municipal and county roads, the axle weight requirement is dependent on how local governments applied the law. Please check with local road authority or go to www.dot.wisconsin.gov/business/ag/localgov.htm for an online catalog of “local options” adopted by municipalities and counties across the state.
- 4) If application is only for an IOH or an IOH vehicle combination with a gross vehicle weight (GVW) that exceeds the weight table in **s. 348.15(3)(g), Wis. Stats.**, then check box “c.” The IOH weight table can be found at www.dot.wisconsin.gov/business/ag/weight.htm. For municipal and county roads, the GVW requirement is dependent on how local governments applied the law. Please check with local road authority or go to www.dot.wisconsin.gov/business/ag/localgov.htm for an online catalog of “local options” adopted by municipalities and counties across the state.
- 5) If an applicant qualifies for more than one type of permit, then check all that apply.

Section 2: Description(s) of the IOH

- 1) This section is intended to identify the specific IOH, or IOH vehicle combination, for which an applicant is applying to be permitted.
- 2) Fill in the boxes indicating the make, model and description of the IOH power unit. The “Fleet Number” box is intended for those applicants who may have several of the same vehicle (i.e. multiple terragators, sprayers or other applicators) under their ownership. This will help both the applicant and the maintaining authority to identify specific vehicles within a fleet.
- 3) If an IOH power unit, or IOH vehicle combination, is a Category B then check the appropriate box. Category B (defined in s. 340.01(24)(a)1.b. Wis. Stats.) is a “self-propelled combine; self-propelled forage harvester; self-propelled fertilizer or pesticide application equipment but not including manure application equipment; towed tillage, planting, and cultivation equipment and its towing power unit; or another self-propelled vehicle that directly engages in harvesting farm products, directly applies fertilizer, spray, or seeds but not manure, or distributes feed to livestock.”
- 4) For power units that are NOT overweight or over length but are towing an overweight/over length IOH, the applicant still needs to fill in the appropriate power unit information. Here are three different examples on how to fill in the information:

- A. First example – Case IH Puma 200 pulling a disc plow. The power unit (tractor) does not legally require an overweight/over length no-fee permit but the plow does. Fill in the make (Case IH), model (Puma 200) and description (farm tractor) of the tractor, check the Category B box, and fill in the “Towed Unit Information” for the overweight disc plow.
 - B. Second example – John Deere 6125M pulling a liquid manure spreader. The power unit (tractor) does not legally require an overweight/over length no-fee permit but the manure tanker does. Fill in the make (John Deere), model (6125M) and description (farm tractor) of the tractor, DO NOT check the “Category B” box, and fill in the “Towed Unit Information” for the overweight liquid manure tanker.
 - C. Third example – Chevrolet 3500 HD pulling a corn planter. The power unit is NOT an IOH and does not legally require an overweight/over length no-fee permit but the corn planter does. Fill in the make (Chevrolet), model (3500HD) and description (farm truck) of the power unit, check the Category B box, check the “not an IOH” box, and fill in the “Towed Unit Information” for the overweight corn planter.
- 5) “Towed Unit Information” is meant to be any overweight or over length IOH vehicle that will only be in combination with the power unit at the time of operation. For example, if an applicant has two different overweight chisel plows that potentially can be towed by the same overweight power unit listed in the application, only one chisel plow should be listed (unless, of course, it is the applicant’s intent to pull both chisel plows at the same time in a three-vehicle train). Otherwise, a second application will need to be completed for the second overweight chisel plow.

Section 3: Vehicle Length

- 1) This section is exclusive to over length single IOH or an IOH vehicle combination. Fill in as is appropriate.

Section 4: Vehicle Weight

- 1) This section is exclusive to overweight single IOH or an IOH vehicle combination. Enter the total gross weight that the IOH will be, or is intended to be, operated at on the roadway.
- 2) “Maximum Axle Weights” is the weight of each individual axle on an IOH or in an IOH vehicle combination. The axle weight listed should be the weight that the axle will be, or is intended to be, operated at on the roadway. All power units (both IOH and non-IOH) will need maximum axle weights listed. It doesn’t matter if the power unit is of legal weight, all information under “Axle Weight and Spacing” is required.
- 3) “Identify Axle” is essentially identifying the “tire” on the vehicle. Pneumatic means that the tire(s) is inflated via pressurized air. Tracks have no air component to them. If the axle has a pneumatic tire put “P” in the box, and if the axle has a track tire, put “T” in the box. **To qualify as an individual axle, each axle must be no less than 42 inches from the next closest axle and carry at least 8% of the GVW of the vehicle or vehicle combination.
- 4) “Gauge/Width of Axles” is the crosswise distance in feet and inches between the center of the tires on either side of the vehicle. Most conventional vehicles have a gauge of six feet. IOH axle gauge will vary greatly and is also dependent on whether the vehicle has double or triple tires on any particular axle.
- 5) “Spacing Between Axles” is the measured distance between each and every axle hub, even those connected via an IOH vehicle combination. This should not be mistaken for axle gauge.
- 6) How do I measure vehicles with rubber tracks? Measure the distance from the center of the hubs on the foremost idler to the rearmost idler, or from the center of the hub on the driver to center of the hub on the idler (depends on the track configuration). Remember, to qualify as a legal axle, the

center of the axle hubs must be no less than 42 inches apart and an axle must carry 8% of the gross vehicle weight. Midrollers (or bogeys) in a track configuration cannot qualify as an axle. For more detailed information on tracks and how to measure them, see WisDOT "Highway Maintenance Manual Chapter 04-05-02" .

- 7) For more detailed information and to view a sample permit to see how axle weight, axle type, axle gauge and axle spacing is determined and should be listed, please visit www.dot.wisconsin.gov/business/ag/permits.htm.

Section 5: Frequency and Use

- 1) For each month that an applicant plans on operating either over length and/or overweight IOH, fill in the applicable boxes with the estimated trips per day and the number of weeks operating within any particular month. All entries should be a numeric value (i.e. 2, 4, 7, 10, etc.)

Part C –

Section 1: IOH No Fee Permit

- 1) All applicable information will be entered by the MA.
- 2) Once an application is received, the MA must record the date to establish a timeline for official response to the applicant.
- 3) For an original application, the MA has exactly 3 weeks to respond. If after 3 weeks no response is granted, the applicant can operate the equipment in such a manner as the applicant has requested. However, the MA can still approve or deny an application after the initial 3-week period up until 6 weeks from receipt of the application. If the MA fails to approve or deny the application within 6 weeks of its receipt, the application is automatically approved for the time period requested on the application.
- 4) For an amendment to an original application, the MA has exactly 5 days to respond. If after 5 days no response is granted, the applicant can operate the equipment in such a manner as the applicant has requested. However, the MA can still approve or deny an amendment after the initial 5-day period up until 10 days from receipt of the amendment. If the MA fails to approve or deny the amendment within 10 days of its receipt, the amendment is automatically approved for the time period requested on the amendment.

Section 2: Category B Approved Alternate Route

- 1) If a MA receives a permit application with respect to a Category B IOH and the only basis to deny the application is the listing or map of highways accompanying the application, the MA shall check the appropriate box in Section 1 and modify the application in Section 2 to include an approved alternate route or map of highways for operation of the IOH, and the application shall be approved.

Section 3: Approved Amendment to IOH No Fee Permit

- 1) All applicable information will be entered by the MA and the timeline mentioned above must be met.