



International Registration Plan, Inc.

Law Enforcement Best Practices Guide

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Introduction

Enforcement is an essential part of the International Registration Plan (IRP). The IRP generates more than \$4.5 Billion in revenue to jurisdictions each year. Most of these funds go to the maintenance and support of North America's highways and bridges.

Apportioned registration allows movement on both an interjurisdictional and intrajurisdictional basis. It is not, however, a substitute for other fees and requirements (i.e., fuel tax, weight-distance tax, etc.) of any jurisdiction and does not exempt the registrant from obtaining the proper operating authority or reporting and paying other taxes. The base jurisdiction will accept the registrant's registration fees on behalf of the other jurisdictions, will apportion and distribute the fees to the other jurisdictions, and will issue the registrant a single license plate and cab card that will be accepted by all the other jurisdictions.

This document was created by the IRP Law Enforcement Committee (LEC). The LEC provides a forum for commercial motor vehicle (CMV) law enforcement within the IRP community, identifying trends affecting IRP compliance, and addressing fraudulent IRP credentials. The Committee is also responsible for developing best practices for roadside enforcement, conducting statistical data collection, providing updates and training, participating in research, and offering law enforcement outreach and technological support. For more information about the LEC, go to the IRP website.

It is recommended that CMV enforcement groups develop a working relationship with the IRP administrative offices in their jurisdictions. It is suggested that periodic meetings be scheduled with IRP office personnel to discuss IRP issues. The scheduled meetings may also include representatives from other groups in their jurisdictions that issue other types of commercial vehicle credentials including IFTA, UCR, oversize/over dimensional, etc.). It may also be beneficial to include the state/provincial trucking association in the meetings.

History of the International Registration Plan

The need for a highway system began to be felt in the early 1900's with the increased production of motor vehicles, but how to finance was the question. The result was a 3-tiered tax consisting of:

- License fees
- Motor fuel taxes
- Weight / distance or # of axles tax

Automobiles were granted full reciprocity from the outset, and while total cooperation still does not exist for commercial vehicles, we've come a long way due to the implementation and evolution of the International Registration Plan.

In the years following World War I, the jurisdictions began to take a hard look at the use of their highway system by non-resident commercial vehicles. Jurisdictions started levying taxes that ranged from having to buy license plates in each jurisdiction to purchasing a special permit just to enter. The reciprocity situation between jurisdictions on commercial vehicles was complicated; thus, the flow of interstate commerce across North America was severely hampered.

During WWII Interstate barriers were removed and war goods and other commodities flowed freely, until the war ended, and the spirit of cooperation began to wane. By then, the jurisdictions realized there was a need for reciprocity agreements or arrangements that would be mutually beneficial. Numerous bilateral agreements between jurisdictions were negotiated; and in some instances, multiple jurisdictions became signatories to a single agreement or compact. Two compacts encompassed most of the US prior to the International Registration Plan.

- Multi State Reciprocal Agreement
- Uniform Vehicle Registration Proration and Reciprocity Agreement (aka Western Compact)

The only true advantage to the Multi State Reciprocal Agreement was the ability to display one license plate.

The Uniform Vehicle Registration Proration and Reciprocity Agreement (or Western Compact) was based on a system of paying registration fees according to the percentage of use. The carriers paid and the states received their share of revenues for the use of the highway system. It seemed fair and equitable, but other aspects were tremendously burdensome. Annual stickers were issued by the member jurisdictions for each vehicle. They were required to be displayed on a backing plate to denote payment

In 1968, The American Association of Motor Vehicle Administrators (AAMVA) formed a

subcommittee that had a tall task – develop a registration reciprocity agreement that would be fair to the transportation industry while providing a fair share of revenue to the jurisdictions. That group studied the earlier compacts, taking elements from each as their foundation, the simplified proration provisions from the Western Compact and the Single plate per vehicle and fee distribution concept of the Multi-State Agreement. Note: these agreements are still in effect today.

In Sept 1972, AAMVA went on record as endorsing the Standard Reciprocal Agreement Governing the Operations of Vehicles between Jurisdictions. At the 1972 AAMVA conference an Ad Hoc Committee was formed to develop the proposed plan into an agreement that was acceptable to both industry and the licensing jurisdictions. The committee was made up of motor vehicle administrators from each of AAMVA's four regions.

Then in 1973, a Pilot Agreement was made between 3 states; Kentucky (KY), Missouri (MO), and Tennessee (TN) to initiate a prototype, which was done with little difficulty beginning with the 1973 registration year.

In July 1973, the name was changed from National Proportional Registration to the International Registration Plan (IRP), which encourages states' participation in the International Registration Plan. Later that year, a resolution was passed that made IRP a reality with the hope of creating the first national uniform interjurisdictional registration plan. The International Registration Plan (The Plan) is available to the public on the IRP website.

In 1974, IRP became truly International with Alberta signing on as the first Canadian IRP Jurisdiction. The first IRP registrations were issued by the original nine signatory states of Kentucky, Missouri, Tennessee, Texas, Minnesota, Nebraska, Colorado, Utah and Oregon.

In 1991, the Intermodal Surface Transportation Efficiency Act is signed into federal law. The ISTEA encourages all states to participate in IRP. Section 4008(f) of ISTEA provides that after September 30, 1996, no State (other than a State which is participating in the International Registration Plan) shall establish, maintain, or enforce any commercial motor vehicle registration law, regulation, or agreement which limits the operation of any commercial motor vehicle within its borders which is not registered under the laws of the State if the vehicle is registered under the laws of any other State participating in the International Registration Plan.

In 1994, IRP, Inc. was created to serve as the corporate repository of the International Registration Plan (IRP), providing for a stronger leadership board to determine the future and direction of the plan. Previously, the repository functions had been carried out by a committee within the organizational structure of the American Association of Motor Vehicle Administrators (AAMVA).

In 1995, the Federal Highway Administration and IRP, Inc. sign a cooperative agreement to implement a pilot project for an electronic Clearing house between the IRP jurisdictions to



facilitate the electronic exchange and reconciliation of registration information and fees among jurisdictions.

In 2003, the Articles of Incorporation of IRP, Inc. were amended to provide for the direct election of the Board of Directors of IRP, Inc. by the IRP member jurisdictions. The IRP bylaws continued to provide that the Chair of the Board of AAMVA would serve as a voting member of the IRP, Inc. Board, and that amendments to the IRP, Inc., bylaws must be approved by AAMVA.

On July 1, 2008, Ballot 333, or the Plan Re-Write Ballot, becomes effective. The re-write gives greater clarity and uniformity in determining IRP registration fees, incorporates principals of reasonableness and accountability concerning Plan administration and provides for the full implementation of NAFTA with anticipation of Mexico to join the Plan as a member jurisdiction.

In 2011, IRP, Inc. becomes a fully independent organization. The Chair of the AAMVA Board no longer serves as a voting member of the IRP, Inc. Board, and the approval of AAMVA is no longer required for amendments to the IRP, Inc., bylaws.

On Jan. 1, 2015, Ballot 384, Full Reciprocity Plan, becomes effective. With this change, registrant cab cards reflect all member jurisdictions and fees are based on the actual operation of the fleet during the preceding reporting period. This change allows greater flexibility for motor carriers and reduces the complexity of IRP administration.

In May 2024, IRP celebrated its 50th anniversary.

The International Registration Plan

The International Registration Plan is an agreement providing for registration reciprocity among Member Jurisdictions. The unique feature of the Plan is that, even though Apportionable Fees are paid to the various Jurisdictions in which Vehicles of a Fleet are operated, the only Plate and Cab Card issued for each Fleet Vehicle are the Plate and Cab Card issued by the Base Jurisdiction. The Plan provides for payment of Apportionable Fees on the basis of the proportion of Total Distance operated in all Jurisdictions by the Fleet of which a Vehicle is part. A Fleet Vehicle is called an Apportionable Vehicle in the Plan, and such a Vehicle, when registered under the Plan and so far as registration is concerned, may be operated both between Member Jurisdictions and within any single Jurisdiction for which it is so registered. The Plan was initially developed by the American Association of Motor Vehicle Administrators (AAMVA) and is recommended for adoption by all Jurisdictions. The critical importance of the Plan for interjurisdictional commerce is underscored by the cumbersome, inadequate system of registration reciprocity which preceded the adoption of the Plan. That system, which was poorly adapted to the movement of commercial vehicles among Jurisdictions, could not sustain the level of freight and passenger transportation demanded by the economies of the Member Jurisdictions in the 21st century.

Fundamental Principle (§105)

The fundamental principle of the Plan is to promote and encourage the fullest possible use of the highway system by authorizing apportioned registration of Fleets of Apportionable Vehicles and the recognition by each Member Jurisdiction of the registration of Vehicles apportioned by other Member Jurisdictions, thus contributing to the economic and social development and growth of the Member Jurisdictions.

Official Commentary

Freedom of Vehicle movement is a fundamental principle of the Plan. This freedom is to be attained by authorizing apportioned registration of Fleets. The apportioned registration system makes possible greater flexibility of commerce between and among the Member Jurisdictions. Such efficient use of the highway system is beneficial to the economic and social growth of the Member Jurisdictions. Freedom of Vehicle movement is achieved through official recognition of Apportioned Vehicles by all Member Jurisdictions.

Effect of the Plan on Other Agreements (§115)

The Plan preempts any agreement, arrangement, or understanding of any kind between any two or more Member Jurisdictions concerning matters within the Plan. The Plan shall not, however, affect any agreement, arrangement, or understanding between a Member Jurisdiction and a Jurisdiction that is not a Member Jurisdiction. Official Commentary This section refers primarily to registration reciprocity agreements between or among Plan members. Such agreements frequently apply both to Apportionable Vehicles and to non-Apportionable Vehicles. The Plan does not affect the validity of such an agreement insofar as it concerns matters not covered by the Plan.

Other reciprocity agreements include:

- The Multi State Reciprocal Agreement
- Uniform Vehicle Registration Proration and Reciprocity Agreement (aka Western Compact)
- Canadian Agreement on Vehicle Registration (CAVR)
- Bilateral agreements between jurisdictions

Granting of Reciprocity (§125)

It is the purpose of the Plan to provide a system through which Member Jurisdictions grant Reciprocity to apportioned Fleets of Vehicles and to provide for the continuance of Reciprocity granted to those Vehicles that are not eligible for apportioned registration under the Plan.

Official Commentary

Apportioned Fleets must be granted Reciprocity. Fleets not so registered are subject to pre-existing registration requirements but may, nevertheless, be granted Reciprocity. Vehicles displaying Restricted Plates, such as farm vehicles, may be exempt from additional fees if the Member Jurisdiction's law, applicable agreements, understandings, or declarations so provide.

Fleets registered under the Plan are not charged additional Apportionable Fees by Member Jurisdictions unless authorized under the Plan. The Plan is therefore construed to be a Reciprocity Agreement providing for the recognition of fees paid to other Member Jurisdictions.

Under the IRP, a registrant operating apportionable vehicles in more than one (1) jurisdiction will register with its base jurisdiction.

Apportioned Registration Exclusive (§300)

Registration under the Plan shall be in lieu of registration under any other registration statute of any Member Jurisdiction.

Cooperative Agreement (§1200)

The Plan is a cooperative agreement, membership in which entails the fulfillment of certain duties:

- (a) Each Member Jurisdiction shall administer the Plan in such a way that no other Member Jurisdiction is unfairly disadvantaged and with a reasonable degree of care and prudence toward the interests of the other Member Jurisdictions.
- (b) The Base Jurisdiction shall cooperate with other Member Jurisdictions in connection with applications and the collection of Apportionable Fees.
- (c) Each Member Jurisdiction shall exercise particular care with respect to the administration of any aspect of the Plan that affects the Apportionable Fees of other Member Jurisdictions.

(d) Each Member Jurisdiction shall expend reasonable resources to enforce the provisions of the Plan, and to be vigilant against fraud and sham, particularly in the areas of Registrant basing and distance reporting.

(e) Each Member Jurisdiction shall administer the Plan in a way consistent with the fundamental purpose of the Plan set forth in Section 105.

Official Commentary

Among other things, this Section is to be understood to require a Member Jurisdiction to take reasonable measures to prevent an Applicant from using a Grace Period to escape the payment of Apportionable Fees.

Selection of Base Jurisdiction (§305)

- (a) An Applicant may elect as its Base Jurisdiction any Member Jurisdiction
- (i) where the Applicant has an Established Place of Business,
 - (ii) where the Fleet the Applicant seeks to register under the Plan accrues distance, and
 - (iii) where Records of the Fleet are maintained or can be made available.

(b) “Established Place of Business” means a physical structure located within the Base Jurisdiction that is owned or leased, such lease agreements shall be for no less than 12 months by the Applicant or Registrant and whose street address shall be specified by the Applicant or Registrant. The physical structure shall have clear company signage and hours of operation posted, be open for business and shall be staffed a minimum of 20 hours per week by one or more persons employed by the Applicant or Registrant on a permanent basis (i.e., not an independent contractor) for the purpose of the general management of the Applicant’s or Registrant’s trucking-related business (i.e., not limited to credentialing, distance and fuel reporting, and answering telephone inquiries). Trucking-related business encompasses a wide range of activities related to the transportation of goods by trucks. These operations involve several key components, such as:

- (i) Logistics Planning
- (ii) Fleet Management
- (iii) Driver Management
- (iv) Load Handling
- (v) Regulatory Compliance
- (vi) Customer Service
- (vii) Technology Integration

For the purposes of the IRP Established Place of Business requirements, virtual and/or shared office spaces shall not qualify. Shared or virtual offices:

Shared or virtual offices are spaces where multiple businesses or individuals share common facilities and resource, such as office space, meeting rooms, and administrative services shall not be used to qualify for an Established Place of Business under the IRP.

Records concerning the Fleet shall be maintained at this physical structure (unless such records are to be made available in accordance with the provisions of Section 1035). The Base Jurisdiction may accept information it deems pertinent to verify that an Applicant or Registrant has an Established Place of Business within the Base Jurisdiction.

(c) If an Applicant does not have an Established Place of Business in any Jurisdiction the Applicant may designate as a Base Jurisdiction any Member Jurisdiction (i) where the Applicant can demonstrate Residence, (ii) where the Fleet the Applicant seeks to register under the Plan accrues distance, and (iii) where Records of the Fleet are maintained or can be made available.

(d) To establish Residence in a Member Jurisdiction, an Applicant must provide a resident driver's license or non-driver issued identification and demonstrate to the satisfaction of the Member Jurisdiction at least two of the following that reflect the declared address:

- (i) if the Applicant is a corporation, and the principal owner is a resident of that Jurisdiction,
- (ii) that the Applicant's federal income tax returns have been filed from the physical address in that Jurisdiction,
- (iii) that the Applicant has paid personal income taxes to that Jurisdiction,
- (iv) that the Applicant has paid real estate or personal property taxes to that Jurisdiction,
- (v) that the Applicant receives utility bills in that Jurisdiction in its name,
- (vi) that the Applicant has a Vehicle titled or currently registered in that Jurisdiction in its name, or
- (vii) that other factors clearly evidence the Applicant's legal Residence in that Jurisdiction.

Official Commentary

If more than one Member Jurisdiction could qualify as a Base Jurisdiction for an Applicant, the Applicant may choose Jurisdiction to apply to for apportioned registration under the Plan. This process serves to preserve the necessary but limited flexibility in the choice of a Base Jurisdiction.

It is not the intent of this section to permit a Registrant to manipulate the selection of a Base Jurisdiction in order to avoid the payment of Apportionable Fees on the basis of 100 percent of the distance traveled by its Fleet.

This Section provides a three-part test under subsection (a) for the determination of Base Jurisdiction. All three parts must be met in order for a Member Jurisdiction to qualify as a Base Jurisdiction.

With respect to signage requirements, hours of operation do not have to be posted on the sign as long as they are posted in other manners such as on their website and other public access

points.

The Plan offers Residence as an alternative criterion to Established Place of Business only for those Applicants who cannot demonstrate that they meet the Established Place of Business requirement.

Shared Office: A shared office space is a working environment where multiple businesses or individuals rent desks, offices, or workstations within the same space to share resources such as office furniture, internet, utilities, meeting rooms, and even administrative services like reception or mail handling. In such cases the registrant is not actually located at this address other than to meet requirements for a physical address.

Cases where the same owner owns multiple registrants/businesses, and operates each of them from the same location would not be considered Shared Offices for the purposes of Established Place of Business as long as other requirements are met (ie, signage, etc.)

Virtual Office: A virtual office is a service that provides businesses with a professional address, communication services, and other office-related amenities, without the need for a physical office space. In such cases the registrant is not actually located at this address other than to meet requirements for a physical address under Established Place of Business.

With respect to the accrual by a Fleet of distance in the Base Jurisdiction, the requirement is to be applied only to the Fleet as a whole; each individual Vehicle of a Fleet need not enter the Base Jurisdiction.

Calculation of Apportionable Fees (§400)

The Apportionable Fees for a Fleet in a Member Jurisdiction shall be calculated by multiplying the Apportionment Percentage calculated for the Member Jurisdiction by the total Apportionable Fees required under the law of the Member Jurisdiction for full registration of the Vehicles in the Fleet for the Registration Year, or the unexpired portion of the Registration Year, as the case may be.

The following chart provides a basic example of apportioned fee calculations.

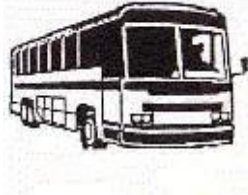


Jurisdiction	Distance	Percent of Total Miles		Full Year Fee per Jurisdiction	=	Apportioned Fee
Jurisdiction 1	25,000	(25%	X	\$ 815.00)	=	\$ 203.75
Jurisdiction 2	25,000	(25%	X	\$ 725.00)	=	\$ 181.25
Jurisdiction 3	25,000	(25%	X	\$2,512.00)	=	\$ 628.00
Jurisdiction 4	25,000	(25%	X	\$1,366.00)	=	\$ 341.50
Totals	100,000	100%				\$1,354.50

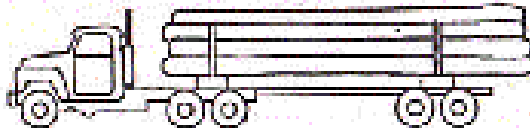
The registrant pays a portion of the full registration fees for all traveled jurisdictions based on the percentage of distance traveled. Most jurisdictions fees are based on the combined gross weight of the vehicle. The combined gross weight is the unladen weight of the power unit and the unladen weight of the trailer and heaviest load (see following illustration). Some jurisdictions include excise, use or ad valorem taxes in their fees. Some jurisdictions assess fees based on the vehicle classification (see following illustration). Bus fees are normally based on the number of passenger seats in the vehicle. While all jurisdictions are reflected on the cab card, fees are only paid to those jurisdictions traveled during the reporting period.

IRP Vehicle Classifications

- 1) Bus (BS) – A vehicle designed for carrying passengers and used for the transportation of persons.



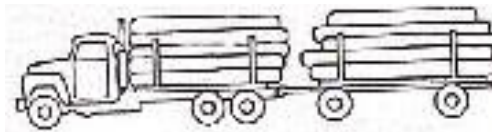
- 2) Tractor (TR) – A motor vehicle designed and used primarily for drawing other vehicles but not so constructed as to carry a load other than a part of the weight of the vehicles and load so drawn.



- 3) Truck (single) (TK) – Every motor vehicle designed, used or maintained primarily for the transportation of property. Also referred to as a straight truck.

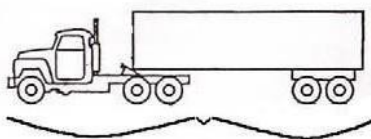


- 4) Truck-Tractor (TT) – A motor vehicle designed and used primarily for drawing other vehicles but so constructed to carry a load other than a part of the weight of the vehicle and load so drawn.



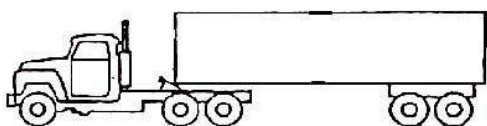
IRP Weight Classifications

- 1) Combined Gross Weight – The weight of a tractor or truck-tractor plus the weight of any trailer or semi-trailer with maximum allowable cargo transported thereon. *

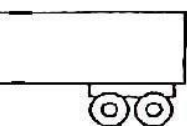


Combined Gross Weight

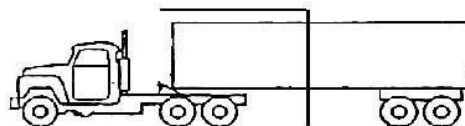
- 2) Gross Weight – The unladen weight (empty weight of a vehicle) plus the maximum weight of the load carried on that vehicle for which registration fees have been paid. For vehicles in combination, the gross weight of the power unit plus the loaded weight of the portion of the trailer resting on the axles of the power unit. For the trailer, gross weight is equal to empty weight plus the weight of the heaviest load to be transported legally on the rear axle. *



Truck Gross Weight



Truck Gross Weight

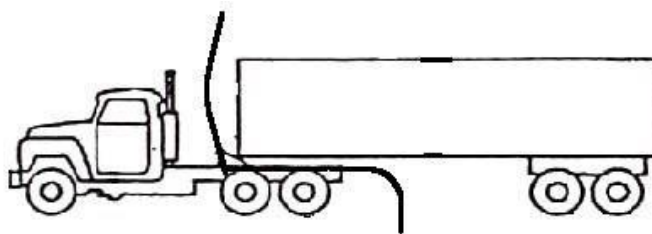


Semi-Trailer

Gross Weight

* Combined Gross Weight and Gross Weight are basically the same. Depending on the jurisdiction, they are considered interchangeable.

- 3) Unladen Weight – The actual weight of the vehicle including the cab, body and all accessories with which the vehicle is equipped for normal use on the highway, excluding the weight of any load.



Tractor Unladen Weight

Semi-Trailer Unladen Weight

IRP Eligibility

Apportionable Vehicle

“Apportionable Vehicle” means (except as provided below) any Power Unit that is used or intended for use in two or more Member Jurisdictions and that is used for the transportation of persons for hire or designed, used, or maintained primarily for the transportation of property, and:

has two Axles and a gross Vehicle weight or registered gross Vehicle weight in excess of 26,000 pounds (11,793.401 kilograms), or

(ii) has three or more Axles, regardless of weight, or

(iii) is used in combination, when the gross Vehicle weight of such combination exceeds 26,000 pounds (11,793.401 kilograms).

A Recreational Vehicle, a Vehicle displaying Restricted Plates or a government-owned Vehicle, is not an Apportionable Vehicle; except that a Power Unit, or the Power Unit in a Combination of Vehicles having a gross Vehicle weight of 26,000 pounds (11,793.401 kilograms), or less, nevertheless may be registered under the Plan at the option of the Registrant.

Official Commentary

A Vehicle is determined to be apportionable according to the characteristics and use of the Vehicle or the Combination of Vehicles. Trailing equipment, however, is only registered under the Plan pursuant to an approved Exception, unless it is registered under Section 910. Certain types of vehicles or Combinations of Vehicles that travel or are intended to travel in two or more Member Jurisdictions, but are not otherwise within the definition of Apportionable Vehicle may be apportioned if the Registrant so chooses. Vehicles not apportioned are subject to registration and fee payment in accordance with each Base Jurisdiction’s general registration statutes. These non-apportionable Vehicles may be entitled to Reciprocity in other Jurisdictions under applicable Reciprocity Agreements. The intent of the Registrant or Applicant to operate a Vehicle in two or more Member Jurisdictions is to be considered as an objective fact, determined from all the circumstances of the particular case. The fact that a Vehicle is not used in more than one Jurisdiction for the entirety of a Registration Year and for six additional months gives rise to a presumption that the Registrant did not intend to use the Vehicle in more than one Member Jurisdiction. Such a presumption may be overcome, however, by other circumstances presented by the Registrant.

Restricted plate information is available for each jurisdiction on the IRP website. Go to “jurisdiction offices” under the “directory” menu and select the jurisdiction from the drop-down list. Click on the jurisdiction and download the “restricted plates” document.

Reciprocity for Trailing Equipment (515)

(a) A Trailer, Semi-Trailer, or Auxiliary Axle properly registered in any Jurisdiction shall be granted full and free Reciprocity. This Reciprocity shall be deemed registration under the Plan, and shall apply to both InterJurisdictional Movement and IntraJurisdictional Movement or

operation, provided that appropriate regulatory authority is held, if required.

(b) When registration fees are paid for the registration of an Apportionable Vehicle, full and free Reciprocity shall be granted to all Trailers, Semi-Trailers, and Auxiliary Axles used in a combination with that Apportionable Vehicle.

(c) No Member Jurisdiction shall require a Registrant of Power Units to register a number of Trailers, Semi-Trailers, or Auxiliary Axles in any proportion to the Registrant's apportioned Fleet of Power Units.

Records Review

"Records Review" means an evaluation of a Registrant's distance accounting system and internal controls to assess the Registrant's compliance with the requirements of the Plan. Unlike an Audit, a Records Review focuses only on the adequacy of the internal controls and the record-keeping system; it may be limited in scope to less than a full Registration Year; it may be conducted before the Registrant's first registration renewal; and it does not result in any fee adjustments.

If the member jurisdiction conducts records reviews on new fleets, it is suggested that IRP records reviews be performed in conjunction with the new carrier entrant audit required by the Federal Motor Carrier Administration (FMCSA).

IRP Credentials

One Registration Plate (§110)

It is the purpose of the Plan to implement the concept of one registration Plate for one Vehicle.

Official Commentary

This Section is not intended to prevent a member from issuing two matching Plates for an Apportionable Vehicle and requiring those Plates to be displayed on the front and rear of the vehicle. Rather, the Section presents as one of the foundations of the Plan the concept that an Apportionable Vehicle registered under the Plan need not display a registration credential other than that issued by its Base Jurisdiction.

Trip Permit Registration (§525)

(a) A Member Jurisdiction may issue a Trip Permit for a Vehicle or Combination of Vehicles in lieu of apportioned or full registration. Each Member Jurisdiction may determine the form and manner in which it issues Trip Permits.

(b) An Apportionable Vehicle or Combination of Vehicles under a Trip Permit may be used in interJurisdictional or intraJurisdictional operations.

(c) Member Jurisdictions may provide for the issuance of Trip Permits for each other so that Vehicles may move without waiting for separate authorization from each Member Jurisdiction.

(d) A Member Jurisdiction that issues a Trip Permit on behalf of another Member Jurisdiction shall collect the applicable Trip Permit fee and forward it to the other Member Jurisdiction.

Official Commentary

A Registrant may have three registration alternatives:

- (i) obtaining a Trip Permit,
- (ii) full registration, and
- (iii) apportioned registration under the Plan. It is clear that the drafters' intent was to provide for an optional alternative, available to the Registrant at its election.

Unladen Vehicle Registration—Hunter's Permits (§530)

Each Member Jurisdiction shall provide a means of temporary registration of unladen Apportionable Vehicles. Such registration shall be issued for a minimum fee and for a registered gross weight not in excess of the empty weight of the Vehicle or Combination of Vehicles being registered. The evidence of registration issued under this Section shall be valid in all Member Jurisdictions.

Official Commentary

This Section requires each Member Jurisdiction to develop a method by which a Vehicle owner moves an empty Vehicle from one Fleet to another without violating general registration

statutes, thereby avoiding unwarranted statutory penalties which might otherwise apply.

Credentials for Apportioned Registration (§600)

(a) Upon the registration of an Apportionable Vehicle under the Plan, the Base Jurisdiction shall issue a Cab Card and a Plate for the Vehicle, and these shall be the sole registration Credentials issued for the Vehicle. The Plate shall be identified by having the word “apportioned,” “APP,” or “PRP” and the name of the Base Jurisdiction. The numbering system and color of the Plate shall be determined by the Base Jurisdiction.

(b) A Base Jurisdiction shall require that the Cab Card be carried in the Vehicle for which it is issued. A Base Jurisdiction may issue a Cab Card in paper or as an electronic image. Jurisdictions must accept paper originals, legible paper copies, or legible electronic images, whichever is presented by the Registrant and regardless of the method by which the Cab Card was issued by the Base Jurisdiction.

(c) The Base Jurisdiction shall provide a means by which law enforcement can verify the validity of its Cab Cards.

(d) The Base Jurisdiction may charge an additional fee for issuing a Cab Card and Plate.

(e) When the Base Jurisdiction renews the registration of an Apportioned Vehicle, the Base Jurisdiction may, in lieu of issuing a renewal Plate, issue a renewal decal to be affixed to the Plate already issued for the Vehicle, or may, if the Base Jurisdiction requires neither renewal Plates nor renewal decals, issue only a renewal Cab Card.

(f) The Base Jurisdiction shall not issue Credentials for an Apportioned Vehicle until the Registrant has paid all Apportionable Fees due or past due.

Official Commentary

Only the Base Jurisdiction may charge a fee for the issuance of a Plate that is in addition to the proportional registration fee, since only the Base Jurisdiction may issue such a Plate. Only the Base Jurisdiction may issue a Cab Card. Unless required by the Base Jurisdiction, the original Cab Card issued by the Base Jurisdiction is not required to be kept with the Apportioned Vehicle for which the Cab Card was issued. This Section is not intended to require any Member Jurisdiction to issue a Plate or renewal decal on an annual basis. The requirements of subsection (f) do not apply

Display of Registration Credentials (§605)

(a) A Plate issued by the Base Jurisdiction shall be affixed to the Apportioned Vehicle for which it has been issued in accordance with the law of the Base Jurisdiction.

(b) Except as provided in subsection (c), when a Registrant receives renewal Credentials for an Apportioned Vehicle prior to the commencement of the registration period for which they are

issued, the Registrant may remove the previously issued Plate and display the renewal Plate prior to the commencement of the new registration period. Both the Cab Card from the prior registration period and the Cab Card for the renewal period shall be carried in the Vehicle until the new registration period begins.

(c) When a Registrant moves an Apportioned Vehicle from one Base Jurisdiction to another near the end of a Registration Year, the Registrant must continue to carry in the Vehicle the previously-issued Cab Card until the new Registration Year begins, but may display both the new Base Jurisdiction's Plate and Cab Card as soon as they are issued.

Contents of the Cab Card (§610)

The Cab Card issued for an Apportioned Vehicle shall contain on its face all of the Member Jurisdictions, the weight (in pounds or kilograms) or number of combined Axles for which it is registered in each one, and any other necessary information, including:

- the date the Apportioned Vehicle was registered, the date of issuance of the Cab Card, or the effective date of the registration,
- the expiration date of the Cab Card (and the Enforcement Date, if a Grace Period applies),
- the model year of the Apportioned Vehicle,
- the make of the Apportioned Vehicle,
- the vehicle identification number of the Apportioned Vehicle,
- the assigned number of the Plate issued for the Apportioned Vehicle,
- the equipment number of the Apportioned Vehicle,
- the Registrant's name and address, and
- the account number assigned to the Fleet by the Base Jurisdiction.

Official Commentary

The weight or number of combined Axles for which the Apportioned Vehicle is registered must appear on the face of the Cab Card so that enforcement personnel can know whether an Apportioned Vehicle is operating in excess of its registered weight or number of combined Axles. An Apportioned Vehicle must not only be properly registered in its Base Jurisdiction with regard to declared gross weight, it must also comply with existing weight laws or regulations in other Member Jurisdictions into or through which it operates. For example, the payment of Apportionable Fees in Member Jurisdiction X at a declared gross combined weight of 80,000 pounds does not of itself authorize the operation of that Vehicle at 80,000 pounds in Member Jurisdiction Y, where the legal weight limit may be lower. The term "other necessary information" refers to information required by Member Jurisdiction registration statutes and is not to be construed to require unrelated information, such as fuel use tax account numbers, operating authority numbers, weight-distance tax account numbers, etc.

To ensure uniform enforcement of IRP, the LEC encourages jurisdictions to adopt a uniform cab card format and include QR code on cab card. The cab card should conform to all FMCSA-PRISM requirements.

Temporary Evidence of Apportioned Registration (§620)

(a) The Base Jurisdiction may issue temporary evidence of apportioned registration pending the issuance of Credentials, and such temporary evidence of apportioned registration shall be recognized by other Member Jurisdictions.

(b) The temporary evidence of apportioned registration shall identify all of the Member Jurisdictions and the registered Vehicle weight or other qualifying information for each Member Jurisdiction. The temporary evidence of registration shall specify the effective date of the Vehicle's registration and an expiration date for the temporary evidence of registration that is not later than 60 calendar days following the Effective Date. The Base Jurisdiction issuing temporary evidence of apportioned registration shall collect all Apportionable Fees due to other Member Jurisdictions with respect to the Vehicle, and shall, under Section 1210, promptly suspend the registrations of a Registrant which fails to pay all Apportionable Fees due.

(c) The temporary evidence of apportioned registration may be issued by electronic means so long as it can be verified by law enforcement.

Official Commentary:

It is the intent of this Section to provide a means for a Member Jurisdiction to issue temporary evidence of registration to a Registrant pending the issuance to that Registrant of Credentials. A Member Jurisdiction is not required to provide for the issue of such temporary evidence of registration, but if it does, such evidence of registration shall be recognized by other Member Jurisdictions as valid. It is the duty of the Member Jurisdiction issuing temporary evidence of registration to ensure that all Apportionable Fees are collected from the Registrant in a timely manner.

Required Records

It is important for CMV law enforcement officers to understand what records are required under IRP.

Retention and Availability of Records (§1000)

- **Retention Period:** Registrants must keep records for three years after the close of the registration year.
- **Audit Requirement:** Records must be made available upon request for audit.
- **Limitations:** No assessments or refunds will be made for periods without required records unless a waiver is granted.

Adequacy of Records (§1005)

- **Records must:**
 - Verify reported distances.
 - Evaluate the accuracy of the fleet's distance accounting system.
 - Format and medium are flexible, but records must be sufficient and appropriate for audit purposes.
 - Records must be accessible to the Base Jurisdiction; inaccessible formats are not acceptable.

Contents of Records (§1010)

- **Manual Records Must Include:**
 - Trip start/end dates
 - Origin and destination
 - Route traveled
 - Odometer or similar readings
 - Total and jurisdictional distances
 - Vehicle ID or unit number
 - **Vehicle-Tracking System Records Must Include:**
 - Vehicle ID or unit number
 - Date/time of readings
 - Latitude/longitude (to 4 decimal places)
 - Odometer readings (ECM preferred; dashboard/hubometer acceptable)
- **Required Summaries:**
 - Monthly: Total and jurisdictional distances per vehicle
 - Quarterly: Same as monthly, aggregated
 - Annual: Summary of quarterly data
- **Format Requirements:**
 - Must be in electronic spreadsheet formats (e.g., XLS, CSV)
 - Static formats (PDF, JPEG, Word) are not acceptable



It is important for CMV officers to understand IRP electronic records requirements and how they relate to the electronic records that are produced by electronic logging devices. Click here to view more information on [electronic logging devices \(ELDs\) used to support IRP record keeping.](#)



IRP, Inc.

Since the establishment of IRP, Inc., the repository's activities have evolved to meet the needs of the International Registration Plan and its members by providing essential programs and leadership to ensure the success of the IRP.

Section 1300 of the Plan provides that the International Registration Plan, Inc., is the official Repository of the Plan. The Repository shall compile the necessary information elements for calculating Apportionable Fees in accordance with the Plan. The Repository shall keep Member Jurisdictions apprised of the status of the Plan in the manner determined by the Board to best accomplish this purpose. The other duties of the Repository shall be as set forth in the Plan and as determined by the Board.

The Board of Directors has the authority to handle substantive matters pertaining to the administration of the Plan and the compliance of Member Jurisdictions with the terms of the Plan is hereby vested in the Board. The Board is elected by the jurisdiction members and determines the strategic plan for IRP, Inc..

Purpose

Administer a uniform and equitable commercial vehicle registration program that maximizes highway system use, streamlines fee collection, and enables efficient inter-jurisdictional commerce.

Values

Excellent and Efficient Customer Service
Integrity, Transparency and Accountability
Embracing Challenges as Opportunities
Innovation and Adaptability
Respectful and Productive Collaboration

Mission

IRP, Inc. strengthens collaborations between member jurisdictions, industry, and partner organizations, ensures consistency and equity in Plan administration and compliance, manages a centralized data repository, advances education, and helps commercial motor vehicle industry stakeholders negotiate emerging challenges and opportunities.

IRP Regions

IRP jurisdiction membership is comprised of four (4) regions. These regions follow the AAMVA regional structure.

Region I - Connecticut, Delaware, the District of Columbia, Maine, Maryland, Massachusetts, New Brunswick, Newfoundland, New Hampshire, New Jersey, New York, Nova Scotia, Ontario, Pennsylvania, Prince Edward Island, Quebec, Rhode Island and Vermont



Region II - Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia, and West Virginia

Region III - Illinois, Indiana, Iowa, Kansas, Manitoba, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota and Wisconsin

Region IV - Alberta, Arizona, British Columbia, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Saskatchewan, Utah, Washington, and Wyoming

IRP Website

The IRP, Inc. Repository is responsible for maintaining the IRP, Inc. website at: www.irponline.org. The website contains information about IRP, Inc., including its history, mission, events, partners, and other news and alerts. Law enforcement may find the following information the most useful:

- Directories
 - IRP jurisdiction member directory – the member directory includes information about each jurisdiction including:
 - IRP office contact information
 - Cab card samples
 - IRP license plate images
 - Maximum weights
 - Permit information
 - Restricted plate information
 - IRP members with an IRP online account can login to view more information.
- Governing Documents
 - The Plan
 - Corporate Bylaws
 - Ballots
- Committee pages

All CMV enforcement personnel are encouraged to create an IRP online account. IRP online account access may be granted by the agency in the jurisdiction that administers the IRP registration program. Individuals with IRP online accounts will have access to Jurisdiction office contact information that is only available to IRP members. This includes the primary law enforcement, supervisor, manager and administrator contact information. IRP member jurisdictions should designate a IRP law enforcement contact in their jurisdiction profile.

IRP Notifications

The Repository provides email notifications about ballots, fee changes, emergency waivers, and other important information. A monthly newsletter; the Newline, is emailed to individual



members. Other news and a calendar of events are maintained on the website. The Repository also maintains a LinkedIn page where other information about IRP is posted.

www.linkedin.com/company/irpinc-org

IRP members will receive a monthly newsletter (Newsline) as well as important announcements regarding waivers, extensions, credentials, fee changes and other important member notifications. Notifications are emailed to members and/or posted to the website.

Emergency waivers will also be provided to the Commercial Vehicle Safety Alliance (CVSA) and will be posted on the CVSA emergency waiver site. www.cvsaemergencydeclarations.org/map

To receive important notifications, all commercial vehicle law enforcement members should have an IRP online account. The jurisdiction website coordinator can create a member account for law enforcement officers, or the officer can request an account by emailing a request to: IRPmail@irpinc.org

To access IRP online:

- Go to www.IRPonline.org
- Login to your IRP online account
- Click “directory”
- Click “jurisdiction members”
- Select the jurisdiction or other role

IRP Academy

Individuals with IRP online accounts have access to the [IRP Learning Management System](#).

- IRP 101 Certificate Program
- IRP Auditor 101 Certificate Program (coming soon)
- Leases, IRP Registration & Compliance (coming soon)
- IDR Overview (coming soon)

The American Association of Motor Vehicle Administrators (AAMVA) Learning Management System includes training modules that law enforcement may use, such as fraud tools. The AAMVA LMS is available to all AAMVA jurisdiction member staff. www.aamva.org

New courses are constantly being added and updated and will be announced through the IRP monthly newsletter (Newsline).

IRP Data Repository (IDR)

The IRP Repository also maintains the IRP Data Repository (IDR), which includes clearinghouse services to facilitate the transmission of apportionable fees and registration data among IRP jurisdictions in accordance with section 1215 of the Plan.

Uploading Data to the Repository (§601)

(a) Not less than once each day, a Member Jurisdiction shall electronically submit a data set containing the data elements listed in items (i), (ii), and (iii) to the Repository of either new and modified Registrations or all Apportioned Vehicles based in the Jurisdiction: (i) The registered weight (in pounds or kilograms) or number of combined Axles for each Member jurisdiction. (ii) the elements of data listed in Section 610, paragraphs (i) through (ix), and (iii) the status of the Vehicle's registration.

(b) The data elements and registration status shall reflect the most current information available to the Base Jurisdiction at the time the Jurisdiction submits the data elements and status to the Repository.

(c) This process will begin January 1, 2022 for those jurisdictions that have the ability to upload data to the repository as defined above. All jurisdictions shall be implemented by January 1, 2023.

Official Commentary

This section is intended to give roadside enforcement in the Member Jurisdictions a more reliable means of validating the status of Vehicles registered or purporting to be registered under the Plan. Member Jurisdictions are encouraged to upload the required data elements of each impacted Vehicle in near real time to the Repository, so that the information accessible to law enforcement is as current as possible. The term status here refers to a designation by the Base Jurisdiction of the validity or not of a registration it has issued under the Plan. An invalid status may be indicated by such a designation as cancelled, revoked, inactive, out-of-service, or suspended. Member Jurisdictions should act under the assumption that an invalid status will result in an enforcement action. A registration designated active will be considered valid.

Vehicle information is provided to FMCSA systems (i.e. SAFER) and downloaded by jurisdictions to their Commercial Vehicle Information Exchange Window (CVIEW). CMV enforcement personnel may be granted access to run IDR queries. The IDR access agreement allows access to IDR to Authorized Organizations for Authorized Purposes.

- **Law Enforcement Manager** – Has full access to the Data Repository's vehicle registration database, including the current registration status and history. The Law Enforcement Manager can provision and manage Law Enforcement Viewer accounts for their jurisdiction.
- **Law Enforcement Viewer** – Has full access to the Data Repository's vehicle registration database, including the current registration status and history. This role is read-only and cannot manage other user accounts.

Both roles will be manageable by the Local Jurisdiction Administrator ("manageable" meaning the admin can assign these users roles or later disable/enable/edit the account).

The following is a link the IDR. www.irponline.org/page/IDR

Appendix

IRP Primer Sample

The IRP Primer is an example of a document that jurisdiction law enforcement can customize and utilize to train judges and attorneys about IRP.

The International Registration Plan (IRP) is a system that enables commercial vehicles (trucks, etc.) to travel from one state to the next without having to obtain multiple registrations (tags). IRP is composed of the forty-eight contiguous U.S. states, the District of Columbia, and ten Canadian provinces. In the past, commercial vehicles were required to register in multiple states. With the enactment of IRP, commercial vehicles could be registered in a single base jurisdiction. The IRP system created a simpler, cheaper, and more effective registration process for the trucking industry. *(insert applicable jurisdiction statute references here).*

Commercial vehicles register with a single jurisdiction and are issued a single license plate from that state, but with a single “cab card” that is recognized by all other member jurisdictions. The cab card must list all the registered member states/jurisdictions in which the commercial vehicle is allowed to travel. It takes the place of a tag for each state. The base jurisdiction collects all the registration fees/taxes and distributes to other states according to the percentage of miles traveled by trucks in each state. They are “apportioned.” An apportionable vehicle traveling in _____ (*jurisdiction*) that is not properly registered is subject to a minimum fine of \$_____. *(insert applicable jurisdiction statute references here).*

IRP is a hybrid plan that combines a unified national registration system with individual state legislation. There are certain core elements of IRP that cannot be superseded by state law. The IRP requires all member jurisdictions to comply with the following three basic principles: a single registration plate, a single registration card, and interstate and intrastate vehicle movement. However, certain critical provisions of IRP are not federally regulated and, therefore, are left to interstate reciprocity.

A base jurisdiction is “the state or Canadian province where the registrant has an established place of business, where mileage is accrued by the fleet, and where operational records of such fleet are maintained or can be made available.” The registrant must be “conducting the fleet registrant’s business” in the base jurisdiction. In order to travel through another jurisdiction, a commercial vehicle must list the jurisdiction/state on the registration cab card. All commercial vehicles exceeding 26,000 pounds must have an apportioned IRP plate or temporary permit to travel in more than each jurisdiction/state.

A ____-day temporary permit to travel in *jurisdiction* can be obtained for \$_____ for an apportionable commercial vehicle that does not have a valid IRP registration that includes *jurisdiction*. *(insert applicable jurisdiction statute references here).*

Commercial vehicles that travel solely intrastate must have a *base jurisdiction* tag and may not



obtain an IRP registration. Special Note: *Jurisdiction* truck tags (registrations) are linked to collection of sales/use tax and property tax because the licensing official must obtain proof of payment of these taxes at the time of registration. (*insert applicable jurisdiction statute references here*). These are earmarked for _____ in the *jurisdiction*. An improper base registration in another jurisdiction may evade these taxes.

Electronic Credentials

Sample Waiver/Notice Language

Suggested language to add to the IRP renewal & new operation forms as notice/waiver language.

Notice. If an individual voluntarily chooses to prove credentials by presenting the traffic officer, or other government employee, with an electronic device, then the individual understands the officer or official may need to temporarily take possession of the device to verify the validity of the credential.

Waiver. If an individual voluntarily chooses to prove credentials by presenting the traffic officer, or other government employee, with an electronic device, then the individual waives all claims for any damage caused, or believed to be caused, by the traffic officer, or other government employee, to the electronic device.

Notwithstanding this waiver, if the traffic officer, or other government employee, causes damage to the electronic device by acting willfully, maliciously, fraudulently, in bad faith, or beyond his or her authority, then the traffic officer, or other government employee, shall be liable for damage to the electronic device. The Applicant agrees to inform any individual to whom this waiver applies of the liability imposed on them by this waiver.

IRP Cab Card Language

Suggested language to add to IRP credentials as acceptance in electronic form language.

This apportioned IRP cab card must be carried in the vehicle at all times until a new registration period begins. Legible paper or electronic format is acceptable.

Recommendations for Credentials

IRP cab cards and temporary evidence of vehicle registration should include all elements included in Plan Sections 610 and 620. In addition, it is recommended that IRP credentials include security features that will reduce fraud. This includes but is not limited to large watermarks, Julian dates, and bar codes.

Sample Cab Card



OKLAHOMA CORPORATION COMMISSION

Transportation Division

Apportioned IRP Cab Card

Enforcement Control No: 6946878



VERIFY THIS CREDENTIAL @ https://web-mws14d-185.agency.ok.local/IRPIFTA_OCC/

Carrier Responsible for Safety: *SAMPLE*
 2401 N Lincoln Blvd
 Oklahoma City, OK 73105

USDOT: 5555555

Registrant: SAMPLE
 DBA: SAMPLE



Physical Address:

2401 N Lincoln Blvd
 Oklahoma City, OK 73105

Effective Date	Expire Date	Issue Date	Enforcement Date
01/01/2026	12/31/2026	01/06/2026	03/01/2027

Account	Fleet	Owner/Lessor	Title No	Unladen Weight
323145	01	JOHN Q TRUCKER	RPO	16000

Plate	VIN	Unit	Year	Make	Type	Axles	Seats	Fuel
OKC123	1SAMPLE26JQ123456	001	2025	KENWORTH	TT	3		D

This vehicle is proportionately registered at the weight indicated with Oklahoma and all Jurisdictions listed below.

AL: 80000	AR: 80000	AZ: 80000	CA: 80000	CO: 80000	CT: 80000	DC: 80000
DE: 80000	FL: 80000	GA: 80000	IA: 80000	ID: 80000	IL: 80000	IN: 80000
KS: 80000	KY: 80000	LA: 80000	MA: 80000	MD: 80000	ME: 80000	MI: 80000
MN: 80000	MO: 80000	MS: 80000	MT: 80000	NC: 80000	ND: 80000	NE: 80000
NH: 80000	NJ: 80000	NM: 80000	NV: 80000	NY: 80000	OH: 80000	OK: 80000
OR: 80000	PA: 80000	RI: 80000	SC: 80000	SD: 80000	TN: 80000	TX: 80000
UT: 80000	VA: 80000	VT: 80000	WA: 80000	WI: 80000	WV: 80000	WY: 80000
AB: 36287	BC: 36287	MB: 36287	NB: 36287	NL: 36287	NS: 36287	ON: 36287
PE: 36287	QC: 5	SK: 36287	*** **	*** **	*** **	*** **

Canadian Provinces are shown in Kilograms, Quebec is shown in axles, all other jurisdictions are shown in Pounds.

Mailing Address:

SAMPLE
 2401 N Lincoln Blvd
 Oklahoma City, OK 73105

Sample Temporary Registration



OKLAHOMA CORPORATION COMMISSION

Transportation Division

Temp IRP Cab Card

Enforcement Control No:



VERIFY THIS CREDENTIAL @ https://web-mws14d-185.agency.ok.local/IRPIFTA_OCC/

Carrier Responsible for Safety: *SAMPLE*
 2401 N Lincoln Blvd
 Oklahoma City, OK 73105

USDOT: 5555555

Registrant: SAMPLE

DBA: SAMPLE



Physical Address:

2401 N Lincoln Blvd
 Oklahoma City, OK 73105

Effective Date	Expire Date	Issue Date	Enforcement Date
01/06/2026	02/19/2026	01/06/2026	02/19/2026

Account	Fleet	Owner/Lessor	Title No	Unladen Weight
323145	01	JOHN Q TRUCKER	RPO	16000

Plate	VIN	Unit	Year	Make	Type	Axles	Seats	Fuel
OKC123	1SAMPLE26JQ123456	001	2025	KENWORTH	TT	3		D

TEMP

TEMP

This vehicle is proportionately registered at the weight indicated with Oklahoma and all Jurisdictions listed below.

AL: 80000	AR: 80000	AZ: 80000	CA: 80000	CO: 80000	CT: 80000	DC: 80000
DE: 80000	FL: 80000	GA: 80000	IA: 80000	ID: 80000	IL: 80000	IN: 80000
KS: 80000	KY: 80000	LA: 80000	MA: 80000	MD: 80000	ME: 80000	MI: 80000
MN: 80000	MO: 80000	MS: 80000	MT: 80000	NC: 80000	ND: 80000	NE: 80000
NH: 80000	NJ: 80000	NM: 80000	NV: 80000	NY: 80000	OH: 80000	OK: 80000
OR: 80000	PA: 80000	RI: 80000	SC: 80000	SD: 80000	TN: 80000	TX: 80000
UT: 80000	VA: 80000	VT: 80000	WA: 80000	WI: 80000	WV: 80000	WY: 80000
AB: 36287	BC: 36287	MB: 36287	NB: 36287	NL: 36287	NS: 36287	ON: 36287
PE: 36287	QC: 5	SK: 36287	*** **	*** **	*** **	*** **

Canadian Provinces are shown in Kilograms, Quebec is shown in axles, all other jurisdictions are shown in Pounds.

Mailing Address:

SAMPLE
2401 N Lincoln Blvd
Oklahoma City, OK 73105



Oklahoma has built QR codes into the following Oklahoma-issued documents:

- IRP Cab Cards
- Trip Permits
- Fuel Permits
- Unladen Permits
- 45 Day Temporary Permits
- IFTA Licenses

The QR codes link directly to the source databases for these programs. This means that, nationwide, any field personnel can scan the QR code with their cell phone and determine authenticity immediately and with more accuracy than CVIEW, which can have a day or two lag in updating information. If the information displayed on the website does not match what the inspecting field officer has in their hand, it means the document is a forgery.

Often forged documents will have VINs, dates, and company names tampered with, but forgers rarely know how to modify the QR codes. We have seen some forgeries that removed the QR code entirely, but we've trained around this issue by informing our field officers to know which documents *should* have QR codes; if the QR code is missing, the document is almost certainly forged.

Acronyms & Definitions

“Cab Card” means an evidence of registration, other than a Plate, issued for an Apportioned Vehicle registered under the Plan by the Base Jurisdiction and carried in or on the identified vehicle.

“Fleet” means one or more Apportionable Vehicles designated by a Registrant for distance reporting under the Plan.

“Grace Period” means a period of time from the expiration of apportioned registration until the Enforcement Date for new Credentials.

“Jurisdiction” means a country or a state, province, territory, possession, or federal district of a country.

“Reciprocity” means the reciprocal grant by one Jurisdiction of operating rights or privileges to Properly Registered Vehicles registered by another Jurisdiction, especially but not exclusively including privileges generally conferred by Vehicle registration.

“Reciprocity Agreement” means an agreement, arrangement, or understanding between two or more Jurisdictions under which each of the participating Jurisdictions grants reciprocal rights or privileges to Properly Registered Vehicles that are registered under the laws of other participating Jurisdictions.

“Recreational Vehicle” means a Vehicle used for personal pleasure or personal travel and not in connection with any commercial endeavor.

“Restricted Plate” means a plate that has a time, geographic area, distance, or commodity restriction or a mass transit or other special plate issued for a bus leased or owned by a municipal government, a state or provincial transportation authority, or a private party, and operated as part of an urban mass transit system, as defined by the Jurisdiction that issues the plate.

“Trip Permit” means a permit issued by a Member Jurisdiction in lieu of apportioned or full registration.

Revision Log

Revision #	Date	Change Description
1.0	10/9/2025	New Document
1.1	2/18/2026	Added sample credentials and LE IDR roles