

Education
&
Technical Assistance
Provided by:
Colorado State Patrol

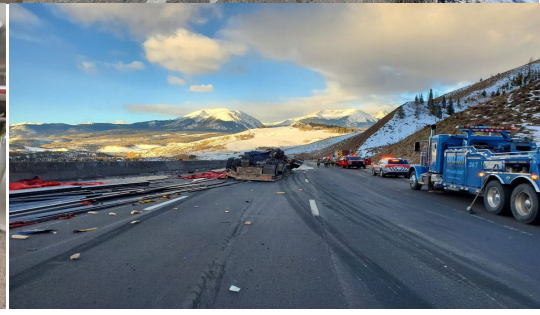


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INTRODUCTION

This booklet provides basic compliance guidance to the Federal Motor Carrier Safety Regulations (FMCSRs). However, it is not intended to be a substitute for these regulations.

To access the FMCSRs, please refer to the next page for suppliers and website information.

The Colorado State Patrol Motor Carrier Safety Section is committed to improve the safe transportation of passengers and goods on the nation's highways, through a coordinated effort of Federal, State, and industry organizations to reduce fatalities, injuries, property damage and Hazardous Materials incidents.

This booklet is comprised of various parts, each containing a specific safety Regulation topic that is covered in the FMCSRs. Each part contains information sheets that cover the highlights of that section. Please feel free to reproduce any or all material in this package and to distribute copies as needed. You may also obtain this information on the FMCSA website at www.fmcsa.dot.gov.

It is the responsibility of motor carrier operators and drivers to know and comply with all applicable FMCSRs. Safety compliance and safe operations translate into saved lives and property. We believe the information in this package, when effectively applied, will contribute to safer motor carrier operations and highways.

Disclaimer

Although we make every effort to assure that the information we provide is complete and accurate it is not intended to take the place of published agency regulations. This document only paraphrases the Federal Motor Carrier Safety Regulations published in Title 49 of the U.S. Code of Federal Regulations. The contents may not be relied upon as a substitute for the official text. The regulations issued by the U.S. Department of Transportation and its Operating Administrations are published in the Federal Register and compiled in the U.S. Code of Federal Regulations (CFR). Copies of appropriate volumes of the CFR in book format may be purchased from the Superintendent of Documents, U.S. Government Printing Office, or examined at many libraries.

Useful Web Sites

Colorado State Patrol Motor Carrier Safety

<https://www.colorado.gov/csp/mcsap>

Federal Size Regulations for Commercial Motor Vehicles

https://ops.fhwa.dot.gov/freight/publications/size_regs_final_rpt/

Length and Width Standards

<https://ops.fhwa.dot.gov/freight/sw/overview/index.htm#2a>

Colorado Freight Website (CDOT Permits and Mountain Rules)

<https://freight.colorado.gov/safety/mountain-rules>

Company Profiles (Be sure to log in to see all data)

<https://safer.fmcsa.dot.gov/>

Compliance, Safety & Accountability

<https://csa.fmcsa.dot.gov/About>

Data Q Challenge Website

<https://dataqs.fmcsa.dot.gov>

DOT Home Page

www.fmcsa.dot.gov/

Education Materials and Forms - The Motor Carrier Safety Planner

<https://www.fmcsa.dot.gov/safety/carrier-safety/motor-carriers-guide-improving-highway-safety>

ELD Website

<https://eld.fmcsa.dot.gov/>

FMCSA Drug & Alcohol Clearinghouse

<https://clearinghouse.fmcsa.dot.gov/>

Hazardous Materials

<https://www.phmsa.dot.gov/>

PSP- Pre-screening for Employee Program - Past 5 years of crash data and 3 years of inspection data

www.psp.fmcsa.dot.gov

Colorado Port of Entry web site -

<https://csp.colorado.gov/services-we-provide/port-of-entry>

FMCSA Spanish Web Site

<https://www.fmcsa.dot.gov/international-programs/biblioteca-de-formularios>

Mexico DL and Med Card Check (Best viewed in Chrome with Google Translator Extension)

<http://app.sct.gob.mx/ConsultaInfracciones/detalleLicFederal.do>

<http://app.sct.gob.mx/ConsultaExamen/inicio.jsp>

Part 387

Minimum Levels of Financial Responsibility for Motor Carriers



Requirements For Financial Responsibility

Motor carriers of property operating commercial motor vehicles in interstate, foreign, or carriers transporting hazardous materials, hazardous substances, or hazardous wastes in intrastate commerce, and for-hire carriers of passengers operating in interstate or foreign commerce must have at least the minimum amount of insurance required by law.

Financial responsibility means having insurance policies or surety bonds sufficient to satisfy the minimum public liability requirements.

Public liability means liability for bodily injury, property damage, and environmental restoration.

Environmental restoration means restitution for the loss, damage, or destruction of natural resources arising out of an accidental discharge of toxic or other environmentally harmful materials or liquids.

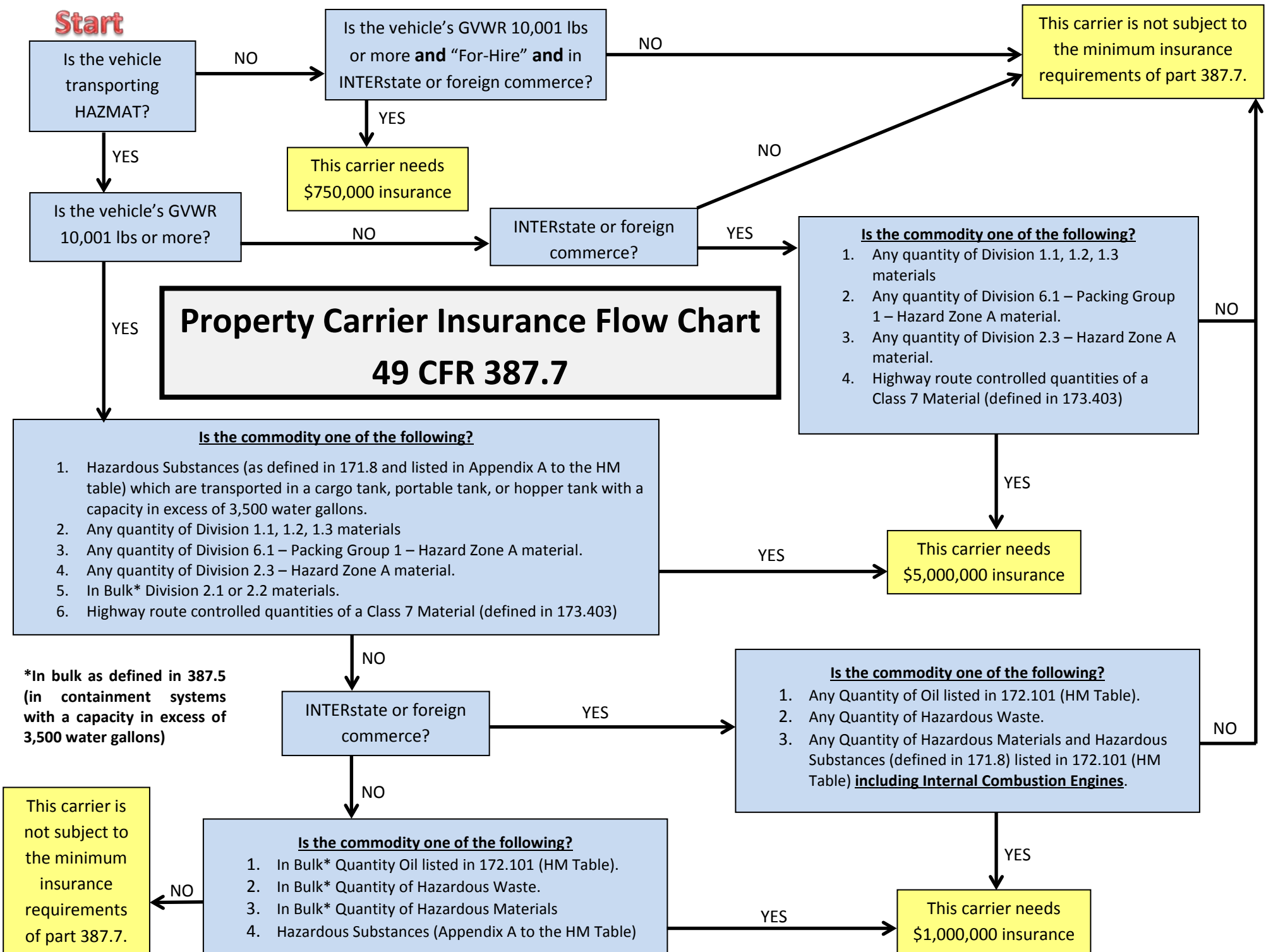
Proof

The motor carrier must have proof of the minimum level of insurance at the company's principal place of business.

Proof may be shown by any of the following:

- 1) Endorsements for Motor Carriers policies of insurance for public liability under Sections 29 and 30 of the Motor Carrier Act of 1980 (Form MCS-90) issued by an insurer.
- 2) A Motor Carrier Surety Bond for public liability under Section 30 of the Motor Carrier Act of 1980 (Form MCS-82) issued by an insurer.
- 3) A written decision, order or authorization of the Federal Motor Carrier Safety Administration authorizing the motor carrier to self-insure under 49 CFR 387.309.

Start



SCHEDULE OF LIMITS
(Public liability)

Type of carriage	Commodity transported	January 1, 1985
(1) For-hire (In interstate or foreign commerce, with a gross vehicle weight rating of 10,001 or more pounds).	Property (nonhazardous)	\$750,000
(2) For-hire and Private (In interstate, foreign, or intrastate commerce, with a gross vehicle weight rating of 10,001 or more pounds).	Hazardous substances, as defined in 49 CFR 171.8 transported in cargo tanks, portable tanks, or hopper-type vehicles with capacities in excess of 3,500 water gallons; or in bulk Division 1.1, 1.2, and 1.3 materials, Division 2.3, Hazard Zone A, or Division 6.1, Packing Group I, Hazard Zone A material; in bulk Division 2.1 or 2.2; or highway route controlled quantities of a Class 7 material, as defined in 49 CFR §173.403	\$5,000,000
(3) For-hire and Private (In interstate or foreign commerce: in any quantity; or in intrastate commerce, in bulk only; with a gross vehicle weight rating of 10,001 or more pounds)	Oil listed in 49 CFR 172.101 ; hazardous waste, hazardous materials and hazardous substances defined in 49 CFR 171.8 and listed in 49 CFR 172.101 , but not mentioned in (2) above or (4) below	\$1,000,000
(4) For-hire and Private (In interstate or foreign commerce, with a gross vehicle weight rating of less than 10,000 pounds).	Any quantity of Division 1.1, 1.2, or 1.3 material; any quantity of Division 2.3, Hazard Zone A, or Division 6.1, Packing Group I, Hazard Zone A material; or highway route controlled quantities of a Class 7 material as defined in 49 CFR 173.403	\$5,000,000

SCHEDULE OF LIMITS PUBLIC LIABILITY
For-Hire Motor Carriers of Passengers
Operating in Interstate or Foreign Commerce

(1) Any vehicle with a seating capacity of 16 passengers or more.	\$5,000,000
(2) Any vehicle with a seating capacity of 15 passengers or less.	\$1,500,000

Forms can be downloaded from the following website:

MCS-90

<https://www.fmcsa.dot.gov/registration/form-mcs-90-endorsement-motor-carrier-policies-insurance-public-liability-under>

MCS-82

<https://www.fmcsa.dot.gov/registration/form-mcs-82-motor-carrier-public-liability-surety-bond-under-sections-29-and-30-motor>

Vehicles and Machinery being carried

From HM-215N Final Rule

Under the new shipping information, flammable liquid powered vehicles (gasoline and diesel) have a hazard class of 3, Flammable gas powered vehicles (propane, natural gas, etc.) have a hazard class of 2.1. Finally, battery powered vehicles such as a Tesla are under UN3530 with a hazard class of 9.

UN3528, Engine, internal combustion, flammable liquid powered or Engine, fuel cell, flammable liquid powered or Machinery, internal combustion, flammable liquid powered or Machinery, fuel cell, flammable liquid powered, **Class 3**

UN3529, Engine, internal combustion, flammable gas powered or Engine, fuel cell, flammable gas powered or Machinery, internal combustion, flammable gas powered or Machinery, fuel cell, flammable gas powered, **Class 2.1**

UN3530, Engine, internal combustion or Machinery, internal combustion, **Class 9**

As was the case with the old UN3166 shipping descriptions, motor vehicles transported under the new shipping descriptions are still exempt from the hazardous materials regulations by 173.220 with the following restrictions:

§173.220 Internal combustion engines, vehicles, machinery containing internal combustion engines, battery-powered equipment or machinery, fuel cell-powered equipment or machinery.

(h) Exceptions. Except as provided in paragraph (f)(2) of this section, shipments made under the provisions of this section—

(1) Are not subject to any other requirements of this subchapter for transportation by motor vehicle or rail car;

The exemptions in 173.220 also do not relieve the carrier of the hazardous materials insurance requirements in Part 387 of the regulations. The eFOTM states the following:

Verify the types and amounts of HM transported, regardless of the exemptions from the HMR that may exist. Carriers transporting HM that are exempt from the HMR (Hazardous Materials Regulations) such as motor vehicles, materials of trade and batteries are still subject to insurance requirements for those HM.

USDOT Number: _____ Date Received: _____

Please note, the expiration date as stated on this form relates to the process for renewing the Information Collection Request for this form with the Office of Management and Budget. This requirement to collect information as requested on this form does not expire. For questions, please contact the Office of Registration and Safety Information, Registration, Licensing, and Insurance Division.

A Federal Agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2126-0008. Public reporting for this collection of information is estimated to be approximately 2 minutes per response, including the time for reviewing instructions, gathering the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Motor Carrier Safety Administration, MC-RRA, Washington, D.C. 20590.



United States Department of Transportation
Federal Motor Carrier Safety Administration

**Endorsement for Motor Carrier Policies of Insurance for Public Liability
under Sections 29 and 30 of the Motor Carrier Act of 1980**

FORM MCS-90

Issued to _____ of _____
(Motor Carrier name) (Motor Carrier state or province)

Dated at _____ on this _____ day of _____, _____

Amending Policy Number: _____ Effective Date: _____

Name of Insurance Company: _____

Countersigned by: _____
(authorized company representative)

The policy to which this endorsement is attached provides primary or excess insurance, as indicated for the limits shown (check only one):

This insurance is primary and the company shall not be liable for amounts in excess of \$ _____ for each accident.

This insurance is excess and the company shall not be liable for amounts in excess of \$ _____ for each accident in excess of the underlying limit of \$ _____ for each accident.

Whenever required by the Federal Motor Carrier Safety Administration (FMCSA), the company agrees to furnish the FMCSA a duplicate of said policy and all its endorsements. The company also agrees, upon telephone request by an authorized representative of the FMCSA, to verify that the policy is in force as of a particular date. The telephone number to call is: _____.

Cancellation of this endorsement may be effected by the company or the insured by giving (1) thirty-five (35) days notice in writing to the other party (said 35 days notice to commence from the date the notice is mailed, proof of mailing shall be sufficient proof of notice), and (2) if the insured is subject to the FMCSA's registration requirements under [49 U.S.C. 13901](#), by providing thirty (30) days notice to the FMCSA (said 30 days notice to commence from the date the notice is received by the FMCSA at its office in Washington, DC).

Filings must be transmitted online via the Internet at <http://www.fmcsa.dot.gov/urs>.

Part 390

Motor Carrier Safety Regulations

[Link to ECFR Title 49](#)



General applicability

The Federal Motor Carrier Safety Regulations (FMCSRs) apply to all employers, employees, and commercial motor vehicles transporting property or passengers in **interstate commerce**.

Interstate commerce means trade, traffic, or transportation in the United States—

- Between a place in a State and a place outside of such State (including a place outside of the United States); or
- Between two places in a State through another State or a place outside of the United States; or
- Between two places in a State as part of trade, traffic, or transportation originating or terminating outside the State or the United States.

Commercial Motor Vehicle: Any self-propelled or towed motor vehicle used on a highway in interstate commerce to transport passengers or property when the vehicle:

- Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of 4,536 kg **(10,001 pounds) or more**, whichever is greater; or
- Is designed or used to transport more than 8 passengers (including the driver) for compensation; or
- Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
- Is used in transporting a quantity of hazardous material requiring placarding.

Colorado state law (C.R.S. 42-4-235) modifies, in part, the definition of a commercial vehicle which is only engaged in intrastate commerce.

Intrastate commerce (for a Colorado based company) means trade, traffic, or transportation which occurs entirely within Colorado.

While engaged in **intrastate commerce**, a commercial motor vehicle is defined as any self-propelled or towed vehicle:

- Bearing an Apportioned Plate
- Having a gross vehicle weight rating or gross combination weight rating of at least 16,001 lbs.; or
- Having a gross vehicle weight rating or gross combination weight rating of at least 16,001 lbs. and used to transport 16 or more passengers (including the driver), unless the vehicle is a school bus (operated in accordance with C.R.S. 42-4-1904); or
- Owned or Operated by a school district which does not have a gross vehicle weight rating of 26,001 lbs. or more so long as the school district does not receive remuneration other than reimbursement of the actual costs of operating the vehicle; or
- Designed or equipped to transport other motor vehicles from place to place by means of winches, cables, pulleys, or other equipment for towing, pulling, or lifting; or
- Used in transporting a quantity of hazardous material requiring placarding.

Marking Requirements (390.21)

Every self-propelled CMV must be marked with the following information:

- The legal name or a single trade name of the motor carrier operating the self-propelled CMV.
- The identification number issued by FMCSA preceded by the letters "USDOT."

Size, shape, location, and color of marking. The marking must:

- Appear on both sides of the self-propelled CMV;
- Be in letters that contrast sharply in color with the background on which the letters are placed;
- Be readily legible, during daylight hours, from a distance of 50 feet (15.24 meters) while the CMV is stationary

Additional provisions for vehicles only engaged in **intrastate** commerce:

- Intrastate only carriers must mark their vehicles with the assigned USDOT number followed by the suffix "CO"
- Motor carriers operating in intrastate commerce, not transporting 16 or more passengers including the driver or transporting placarded hazardous materials and having a GVWR or GCWR equal to or in excess of 16,001 lbs., but not in excess of 26,000 lbs, may meet the marking requirements of 49 CFR 390.21 by marking the trailer or secondary unit, if the GVWR of the self-propelled unit is 16,000 lbs. or less.

CMV Accident Recording (390.15)

For the purposes of this section, an accident is defined as an occurrence involving a commercial motor vehicle operating on a public road that results in at least one of the following:

- A fatality,
- Bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident,
- Disabling damage to one or more motor vehicles, requiring the vehicle(s) to be towed or otherwise transported from the scene by a tow truck or other vehicle.

For a period of three years after an accident occurs, motor carriers are required to maintain an accident register containing the following information:

- Date and place of accident,
- Driver's name,
- Number of injuries and fatalities,
- Hazardous materials (other than fuel) released, if any.

Motor carriers are also required to maintain copies of all accident reports required by State or other governmental entities or insurers for a period of one year after an accident occurs.

Motor carrier identification report.

(a) **Applicability.** Each motor carrier must file the Form MCS–150 or Form MCS–150B with FMCSA before it begins operations; and every 24 months, according to the following schedule:

USDOT Number ending in:	Must file by last day of:
1	January
2	February
3	March
4	April
5	May
6	June
7	July
8	August
9	September
0	October

(3) If the next-to-last digit of its USDOT Number is odd, the motor carrier shall file its update in every odd-numbered calendar year. If the next-to-last digit of the USDOT Number is even, the motor carrier shall file its update in every even-numbered calendar year.

Biennial Update: FMCSA Home page

<https://www.fmcsa.dot.gov/registration/updating-your-registration>

Get Authority to Operate: FMCSA Home page

<https://www.fmcsa.dot.gov/registration/get-mc-number-authority-operate>

Accident Register

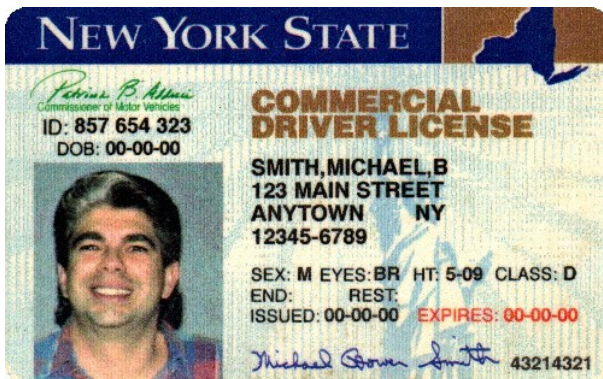
For Dates _____ through _____

Carrier Name: _____

Date	Time	Driver	Location City, State	# Injured	# Killed	Vehicle Towed	Driver Cited	HAZMAT Spilled	Comments

Qualification of Drivers

Medical Examination Report FOR COMMERCIAL DRIVER FITNESS DETERMINATION							
649-9 (0045)							
1. DRIVER'S INFORMATION <small>(Driver completes this section)</small>							
Driver's Name (Last, First, Middle)		Social Security No.		Birthday M / D / Y	Sex <input type="checkbox"/> M <input type="checkbox"/> F	New Certification Follow-up	Date of Exam Initiation
Address		City, State, Zip Code		Work Tel. () Home Tel. ()	Driver License No.	Licenses Class <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> Other	Date of Issue
2. HEALTH HISTORY <small>Driver completes this section, but medical examiner is encouraged to discuss with driver:</small>							
Trauma	Yes	No			Yes	No	
<input type="checkbox"/> Any stress or injury in the last 2 years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Lung disease, emphysema, asthma, chronic bronchitis, pneumonia, pleurisy		<input type="checkbox"/>	<input type="checkbox"/> Fainting, dizziness	
<input type="checkbox"/> Headaches, migraines, dizziness or drowsiness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Diabetes or elevated blood sugar controlled by: <input type="checkbox"/> diet <input type="checkbox"/> pills		<input type="checkbox"/>	<input type="checkbox"/> Seizure or epilepsy	
<input type="checkbox"/> Medication	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Dehydration or dehydration symptoms		<input type="checkbox"/>	<input type="checkbox"/> Stomach or intestinal problems, food allergy	
<input type="checkbox"/> Eye disorders or impairment (other than corrective lenses),	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Nervous or psychiatric disorders, e.g., severe depression		<input type="checkbox"/>	<input type="checkbox"/> Hearing loss	
<input type="checkbox"/> Ear disorders, loss of hearing or balance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Loss of, or altered consciousness		<input type="checkbox"/>	<input type="checkbox"/> Regular, non-prescription drug use	
<input type="checkbox"/> Allergies, asthma, other airway obstructive conditions	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/> Recent hospitalization or injury due to	
<input type="checkbox"/> Heart disease, heart irregularities/rhythms, angina, chest pain	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> High blood pressure	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Blood vessel disease	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Stroke or stroke risk	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Kidney disease	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Liver disease	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Diabetes or diabetes risk	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Blood cholesterol	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Hemoglobin level	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Urinalysis	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Vision	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Hearing	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Balance	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Reflexes	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Coordination	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Alertness	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Judgment	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Reasoning	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Memory	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Communication	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Emotional Stability	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Personality	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Social Skills	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Stress Management	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Coping Mechanisms	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Problem Solving	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Decision Making	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Time Management	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Organization	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Planning	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Prioritization	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Delegation	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Teamwork	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Conflict Resolution	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Negotiation	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Persuasion	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Influence	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Leadership	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Motivation	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Commitment	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Responsibility	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Accountability	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Integrity	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Honesty	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
<input type="checkbox"/> Trustworthiness	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		



Part 391

Motor carriers must assure that all drivers of commercial motor vehicles meet the minimum qualifications specified in Part 391.

Driver Requirements

A driver must meet the following requirements:

- Be in good health and physically able to perform all duties of a driver.
- Be at least 21 years of age.
- Speak and read English well enough to converse with the general public, understand highway traffic and signals, respond to official questions, and be able to make legible entries on reports and records.
- Be able to drive the vehicle safely.
- Know how to safely load and properly block, brace, and secure the cargo.
- Have only one valid commercial motor vehicle operator's license.
- Provide an employing motor carrier with a list of all motor vehicle violations or a signed statement that driver has not been convicted of any motor vehicle violations during the past 12 months. A disqualified driver must not be allowed to drive a commercial motor vehicle for any reason.
- Pass a driver's road test or equivalent.
- Complete an application for employment.
- Possess a valid medical certificate.

Driver File Contents Checklist

INITIAL DQ FILE CONTENTS

DRIVER'S APPLICATION FOR EMPLOYMENT -- Part 391.21

A person will only be allowed to drive a commercial motor vehicle if they have completed and signed an employment application.

INQUIRY TO PREVIOUS EMPLOYERS -- Previous 3 YEARS -- Part 391.23

An investigation of the driver's employment record during the preceding three years. This investigation must be made within 30 days of the date their employment begins. Inquiries to previous employers must include, at a minimum:

- * General driver identification and employment verification information.
- * Any accidents as defined in 49 CFR 390.5T, including accident details when possible.
- * Whether the driver violated the alcohol and controlled substances prohibitions under 49 CFR 382 or 49 CFR 40. The D & A Clearinghouse Checks for CDL Drivers fulfill this part of the inquiry.

CLEARINGHOUSE INQUIRY (CDL Drivers) Part 382.701(a)

Pre-employment query required. Employers must not employ a driver subject to controlled substances and alcohol testing under this part to perform a safety-sensitive function without first conducting a pre-employment full query of the Clearinghouse.

INQUIRY TO STATE AGENCIES -- 3 YEARS – Part 391.23(a)

A copy of the driver's motor vehicle record during the preceding three years.

DRIVER'S ROAD TEST CERTIFICATE OR EQUIVALENT – Part 391.31

Non-CDL: A person must not be allowed to drive a commercial motor vehicle until they have completed and passed a road test and have been issued a certificate. Note: A driver must be given the test by someone other than himself/herself.

CDL: A copy of the person's valid Commercial Driver's License (CDL) may be used in place of this road test according to FMCSR 391.22

MEDICAL EXAMINATIONS – Part 391.41

For all CMV drivers – All drivers must be medically certified by an examiner who is verified on the National Registry of Certified Medical Examiners website (<https://nationalregistry.fmcsa.dot.gov>).

For CDL vehicle drivers – The file must contain the Commercial Driver's License Information System (CDLIS) or Motor Vehicle Record (MVR) report showing the driver's valid medical certification status information** as well as a note indicating the carrier verified the medical examiner's listing on the National Registry of Certified Medical Examiners.

A current copy of any medical waiver or SPE certificate issued to the driver.

For non-CDL vehicle drivers – A legible copy of the medical examiner's certificate and a note indicating the carrier verified the medical examiner's listing on the National Registry of Certified Medical Examiners.*

ONGOING UPDATES

INQUIRY TO STATE AGENCIES – ANNUAL – Part 391.25(a)

Request driving records at least once every 12 months for each driver.

ANNUAL CLEARINGHOUSE INQUIRY Part 382.701(b)

Employers must conduct a query of the Clearinghouse at least once per year. Written Consent is required. (Limited Query unless information discovered requires a Full Query)

ANNUAL REVIEW OF DRIVING RECORD – Part 391.25(b)

At least once every 12 months, the carrier must review the motor vehicle record to determine whether they still meet the minimum requirements for safe driving and is not disqualified according to FMCSR 391.15. A note including the name of the person who performed this review will be retained in the file.

*Under Colorado Adoptions (CRS 42-4-235), drivers operating non-CDL-type vehicles in intrastate commerce are not required to obtain and maintain a medical examiner's certification. ** A carrier may use a copy of the driver's medical card for up to 15 days from the date it was issued in place of the CDLIS/MVR report)

DRIVER APPLICATION

Company Name:	
Company Address:	

Applicant Name:	SSAN::
Current Address:	Date of Birth:
City: St. Zip: How Long? yrs. mos.	

Residence Past 3 Years

Address:					
City:	St.	Zip	How Long?	yrs.	mos.
Address:					
City:	St.	Zip	How Long?	yrs.	mos.
Address:					
City:	St.	Zip	How Long?	yrs.	mos.

Experience and Qualifications as a Driver

State	License #	Expiration Date	Type/Class (CDL A)	Endorsements

Driving Experience

Equipment Class	Type of Equipment (Van, Flat, Tank)	DATES		Approx # of Miles Total
		From	To	
Straight Truck				
Tractor Semi Trailer				
Tractor with Doubles				
Tractor with Triples				
Tractor with Tank				
Other				

Accidents/Crashes for the past 3 years or more
--

Date	Nature of Accident (Backing, Head-on, Rollover, Turning)	Fatalities	Injuries

Moving Traffic Convictions and Forfeitures for the past 3 years

Date	Offense	Location	Type of Motor Vehicle Operated

A. Have you ever been denied a license, permit or privilege to operate a motor vehicle ?	Yes	No
B. Has any license, permit or privilege ever been revoked?	Yes	No
If yes attach statement giving details.		

This company requires all Drivers who drive Commercial Motor Vehicles (CMV) which require a Commercial Drivers License (CDL), to be controlled substances tested with a negative result prior to driving.
 Do you consent to such Testing? Yes No

EMPLOYMENT RECORD	
All for past 3 years and Commercial Driving Experience for the past 10 years	
Last Employer: _____	
Position held: _____ [] CDL? From: _____ To _____	
Address: _____ City: _____ ST: _____	
Telephone #: _____ FAX: _____	
Reason For Leaving: _____	Was the driver subject to the FMCSRs? <input type="checkbox"/> Yes <input type="checkbox"/> No
Last Employer: _____	
Position held: _____ [] CDL? From: _____ To _____	
Address: _____ City: _____ ST: _____	
Telephone #: _____ FAX: _____	
Reason For Leaving: _____	Was the driver subject to the FMCSRs? <input type="checkbox"/> Yes <input type="checkbox"/> No
Last Employer: _____	
Position held: _____ [] CDL? From: _____ To _____	
Address: _____ City: _____ ST: _____	
Telephone #: _____ FAX: _____	
Reason For Leaving: _____	Was the driver subject to the FMCSRs? <input type="checkbox"/> Yes <input type="checkbox"/> No
Last Employer: _____	
Position held: _____ [] CDL? From: _____ To _____	
Address: _____ City: _____ ST: _____	
Telephone #: _____ FAX: _____	
Reason For Leaving: _____	Was the driver subject to the FMCSRs? <input type="checkbox"/> Yes <input type="checkbox"/> No
Last Employer: _____	
Position held: _____ [] CDL? From: _____ To _____	
Address: _____ City: _____ ST: _____	
Telephone #: _____ FAX: _____	
Reason For Leaving: _____	Was the driver subject to the FMCSRs? <input type="checkbox"/> Yes <input type="checkbox"/> No

This certifies that this application was completed by me, and that all entries on it and information in it are true to the best of my knowledge.

Applicant's Signature _____

DATE _____

DRIVER APPLICATION ADDENDUM

RESIDENCE

Address: _____	St.	Zip	How Long?	yrs.	mos.
City: _____	St.	Zip	How Long?	yrs.	mos.
Address: _____	St.	Zip	How Long?	yrs.	mos.
City: _____	St.	Zip	How Long?	yrs.	mos.

EMPLOYMENT

Last Employer: _____					
Position held: _____ [] CDL? From: _____ To _____					
Address: _____ City: _____ ST: _____					
Telephone #: _____ FAX: _____					
Reason For Leaving: _____ Was the driver subject to the FMCSRs? <input type="checkbox"/> Yes <input type="checkbox"/> No					
Last Employer: _____					
Position held: _____ [] CDL? From: _____ To _____					
Address: _____ City: _____ ST: _____					
Telephone #: _____ FAX: _____					
Reason For Leaving: _____ Was the driver subject to the FMCSRs? <input type="checkbox"/> Yes <input type="checkbox"/> No					
Last Employer: _____					
Position held: _____ [] CDL? From: _____ To _____					
Address: _____ City: _____ ST: _____					
Telephone #: _____ FAX: _____					
Reason For Leaving: _____ Was the driver subject to the FMCSRs? <input type="checkbox"/> Yes <input type="checkbox"/> No					
Last Employer: _____					
Position held: _____ [] CDL? From: _____ To _____					
Address: _____ City: _____ ST: _____					
Telephone #: _____ FAX: _____					
Reason For Leaving: _____ Was the driver subject to the FMCSRs? <input type="checkbox"/> Yes <input type="checkbox"/> No					
Last Employer: _____					
Position held: _____ [] CDL? From: _____ To _____					
Address: _____ City: _____ ST: _____					
Telephone #: _____ FAX: _____					
Reason For Leaving: _____ Was the driver subject to the FMCSRs? <input type="checkbox"/> Yes <input type="checkbox"/> No					
Last Employer: _____					
Position held: _____ [] CDL? From: _____ To _____					
Address: _____ City: _____ ST: _____					
Telephone #: _____ FAX: _____					
Reason For Leaving: _____ Was the driver subject to the FMCSRs? <input type="checkbox"/> Yes <input type="checkbox"/> No					

Previous Employer Inquiry

Prospective Employer: _____		
Address: _____		
Contact Representative: _____	Title: _____	
Phone #: _____	Fax#: _____	Email: _____

Drivers Name: _____	
Prior Employer: _____	
Address: _____	
Contact Representative: _____	Title: _____
Phone #: _____	Fax#: _____
Email: _____	
I hereby release any and all information about my employment records as required by 49 CFR Part 391.23 to the above-named company. You are released from any and all liability that may result from releasing such information.	
Signed: _____	SSN: _____
Witness: _____	Date: _____

Please complete the following information as it pertains to the driver listed above.

1. Please indicate when the driver worked for your company and the nature of their employment. Employed From: _____ (mo/yr) To: _____ (mo/yr) CMV Driver: <input type="checkbox"/> CDL Driver: <input type="checkbox"/> Duties: _____	
--	--

2. Did the applicant have any accidents while employed with you? [] Yes [] No							
Date	Time	Location City State	# Injured	# Killed	Vehicle Towed	Driver Cited	HazMat Spill

<u>As per Part 391.23(g) After October 29, 2004 previous employers must respond to the above request within 30 days after the request is received.</u>

Type of equipment driven [] Straight truck [] Tractor semi-trailer [] Bus Trailer used. [] Van [] Flatbed [] Refrigerated [] Cargo Tank [] Triples [] Doubles
Was the applicant safe and efficient? [] Yes [] No Remarks: What kind of work did the applicant perform? Remarks: Was the applicant's general conduct satisfactory? Remarks:

Reason for leaving your employ. [] Discharged [] Laid off [] Resigned [] Other:

How was the driver in:	EXCELLENT	GOOD	POOR
Quality of work			
Cooperation with others			
Safety Habits			
Personal Habits			
Driving Skills			
Attitude			

Comments:

Mailed On:

Faxed On:

Verified by Phone On:

Signature:

Date:

Search Fee \$9.00
Certified fee (additional) \$1.00

☐ Certified Record

Permission to Release Driver Records to Self or Another Person

Driver's License offices provide only personal driving record information.
Records and/or other requests are available only at 1881 Pierce St., Lakewood, CO
Pursuant to §42-1-206(1)(b)(II) (7)(a) and (7)(b)(XIII), C.R.S.

☐ 7 Year Driver Record ☐ Full Driver Record ☐ Commercial Driver Record ☐ Other: _____

If you are requesting a copy of a confidential crash (counter) report (Pursuant to §42-4-1610, C.R.S.), fill out the following.

Confirmation Number	Date of Crash
---------------------	---------------

I (Please Print Last Name)	First Name
----------------------------	------------

hereby authorize the release of personal information contained in records maintained by the Colorado Department of Revenue, Division of Motor Vehicles, to:

Last Name	First Name	<input type="checkbox"/> Check if to self
-----------	------------	---

Pursuant to the Driver's Privacy Protection Act (18 USC 2721) and Colorado law (§24-72-204, §42-1-206 (1)(b)(II)).

Driver

Driver's Date of Birth	Driver's License Number
Signature	Date
Signature of Parent or Guardian if Driver is a Minor	Date

Person Receiving Record

Release Records to: Last Name	First Name	
Driver's License Number	State	
Company (if applicable)		
Mailing Address		
City	State	ZIP Code

If your check is returned for insufficient funds or a closed account, you may not be issued or renew any type of driver's license or identification card until the original check is redeemed and an administrative and short check fee are paid.

Under penalty of perjury, I attest that I shall not obtain, resell, transfer, or use the information in any manner prohibited by law. I understand that motor vehicle or driver records that are obtained, resold, or transferred for purposes prohibited by law may subject me to civil penalties under federal and state law. All of the information provided is true and accurate to the best of my knowledge.

Signature of Requestor	Date
------------------------	------

General Consent for Limited Queries of the
Federal Motor Carrier Safety Administration (FMCSA) Drug and Alcohol Clearinghouse

I, _____ Driver's Name

, hereby provide consent to _____ Carrier

to conduct a limited query of the FMCSA Commercial Driver's License Drug and Alcohol Clearinghouse (Clearinghouse) to determine whether drug or alcohol violation information about me exists in the Clearinghouse. I am consenting to multiple limited queries for the duration of employment.

I understand that if the limited query conducted by Carrier indicates that drug or alcohol violation information about me exists in the Clearinghouse, FMCSA will not disclose that information to Carrier without first obtaining additional specific consent from me.

I further understand that if I refuse to provide consent for Carrier to conduct a limited query of the Clearinghouse, Carrier must prohibit me from performing safety-sensitive functions, including driving a commercial motor vehicle, as required by FMCSA's drug and alcohol program regulations.

Driver signature

Date

ANNUAL REVIEW OF DRIVING RECORD

MOTOR CARRIER INSTRUCTIONS: Review the driver's motor vehicle record and other information described in 49 CFR 391.25 of the Federal Motor Carrier Safety Regulations. Complete the information requested below.

DRIVER NAME: LAST, FIRST, MI

SOCIAL SECURITY NUMBER

DATE OF EMPLOYMENT

HOME TERMINAL (CITY AND STATE)

DRIVER'S LICENSE NUMBER

STATE

EXPIRATION DATE

I have reviewed the driving record of the above named driver in accordance with 49 CFR 391.25 and find that he/she (check one):

☐ Meets minimum requirements for safe driving

☐ Is disqualified to drive a motor vehicle pursuant to Section 391.15

Actions taken with driver:

MOTOR CARRIER NAME

MOTOR CARRIER ADDRESS

REVIEWER PRINTED NAME

REVIEWER SIGNATURE

TITLE

DATE OF REVIEW

Road Test Examination

Company Name: _____ Telephone: _____

Address: _____

City: _____ State: _____ Zip: _____

Driver's Name: _____

License Number: _____ State: _____

The road test shall be given by the motor carrier, or a person designated by the motor carrier. Any owner operator must have a road test given by another person. The test should be given by a person who is competent to evaluate and determine whether the driver who takes the test has demonstrated that he/she is capable of operating the vehicle and associated equipment that the motor carrier intends to assign to him/her. The carrier may use proper class license (copy placed in driver file), however this test is required for Triples, Tanks, and Doubles.

Pass	Fail	<u>Operations Tested</u> (Part 391.31)
		The pre-trip inspection required by Part 392.7
		Coupling and uncoupling of combination units (if applicable)
		Placing the commercial motor vehicle in operation
		Use of the commercial motor vehicle's controls and emergency equipment
		Operating the commercial motor vehicle in traffic and while passing other motor vehicles
		Turning the commercial motor vehicle
		Braking, and slowing the commercial motor vehicle by means other than braking
		Backing and parking the commercial motor vehicle
		Other:

Examiner: (signature/date) _____

Driver (signature/date) _____

Certification of Road Test

Driver Name: _____

Social Security Number: _____

Driver License Number/State: _____

Type of Power Unit: _____

Type of Trailer: _____

Type of Bus/Motorcoach: _____

This is to certify that the above named driver was given a road test under my supervision on _____, consisting of approximately _____ miles of driving.

It is my considered opinion that this driver possesses sufficient driving skills to operate safely the type of commercial motor vehicle listed above.

(Signature of Examiner/Title)

(Organization and address of Examiner)

CDL SELF CERTIFICATION FORM & ATTACHED MEDICAL

Federal Regulation 49 CFR 383.71 requires all CDL holders to have a DOT medical and self certification of commercial driving on file with their State Driver License Administration (SDLA). Colorado statute and rule (42-2-235 and rule 8 CCR 1507-1) requires that ALL Colorado CDL holders be medically qualified to drive a CMV by the means of a valid DOT medical or medical waiver.

Please complete this form. Incomplete or illegible forms will be rejected.

Individual's Name	Date of Birth	Colorado Driver's License Number
Signature		Date

This completed form can be faxed to 303-205-5709 Attn: CDL Unit or mailed to:

**Colorado Department of Revenue
ATTN: CDL Unit Room 154
1881 Pierce St.
Lakewood CO 80214**

Please mark the applicable box:

- ☐ A. **Non-excepted Interstate** - A person must certify that he or she operates or expects to operate in interstate commerce, is both subject to and meets the qualification requirements under 49 CFR part 391 and is required to obtain a medical examiners certificate
- ☐ B. **Excepted Interstate** - A person must certify that he or she operates or expects to operate in interstate commerce, but engages exclusively in transportation or operations excepted under 49 CFR 390.3(f), 391.2, 391.68 or 398.3.
- ☐ C. **Non Excepted Intrastate** - A person must certify that he or she operates only in intrastate commerce and therefore is subject to State driver qualification requirements.
- ☐ D. **Excepted Intrastate** - A person must certify that he or she operates in intrastate commerce but engages exclusively in transportation or operations excepted from all or parts of the State Driver qualification requirements.

**PLEASE ATTACH A COPY OF
THE DOT MEDICAL
CERTIFICATE HERE BEFORE
SENDING TO THE CDL UNIT/DMV**

Part 382

Alcohol and Drug Testing Requirements



Part 382

Applicability

Drivers required to have a commercial driver's license (CDL) are subject to the controlled substance and alcohol testing rules. This requirement extends to those drivers currently covered by the rule, including interstate and intrastate truck and motor coach operations.

This includes commercial motor vehicles operated by:

For-hire and private companies

- Federal, State, local, and tribal governments
- Church and civic organizations
- Apiarian industries

Types of alcohol and controlled substance tests

Pre-employment: Part 382.301

Post-Accident: Part 382.303

Random: Part 382.305

Reasonable Suspicion: Part 382.307

Return-to-Duty: Part 382.309

Follow-up: Part 382.311

Location of Records

All required records shall be maintained in a secure location with limited access, and shall be made available for inspection by an authorized representative of the Federal Motor Carrier Safety Administration.

Supervisor Training/Driver Awareness

Each employer shall ensure that all persons designated to supervise drivers receive at least 60 minutes of training on alcohol misuse and receive at least an additional 60 minutes of training on controlled substances use. The training will be used by the supervisors to determine whether reasonable suspicion exists to require a driver to undergo testing under **Part 382.307**. The training shall include the physical, behavioral, speech, and performance indicators of probable alcohol misuse and use of controlled substances. Recurrent training for supervisory personnel is not required.

A reportable accident is defined as an occurrence involving a commercial motor vehicle operating on a public road that results in at least one of the following:

- A fatality,
- Bodily injury to a person who, as a result of the injury, immediately receives medical treatment,
- Disabling damage is damage to one or more motor vehicles, requiring the vehicle(s) to be towed or transported from the scene by a tow truck or other vehicle.

If it is a Reportable accident, Post Accident Testing may be required

Type of Accident	Was a citation issued to the CMV Driver?	Must a test be performed on the CMV driver?
Human Fatality	<div>Yes</div> <div>No</div>	<div>Yes</div> <div>Yes</div>
Bodily injury with immediate medical treatment away from the scene of the accident	<div>Yes</div> <div>No</div>	<div>Yes</div> <div>No</div>
Disabling damage to <u>any</u> motor vehicle requiring a tow away	<div>Yes</div> <div>No</div>	<div>Yes</div> <div>No</div>

If Post Accident Testing is required, the testing that needs to be done is :

Controlled Substances Test – Controlled substance tests must be administered within 32 hours following an accident. If a test required by this section is not administered within 32 hours following the accident, the employer shall cease attempts to administer a controlled substances test and prepare and maintain a record stating why the test was not promptly administered. Records shall be submitted to the FMCSA upon request.

Alcohol Tests – Alcohol tests must be administered within 2 hours following an accident. If a required alcohol test is not administered within 2 hours following the accident, the employer shall prepare and maintain a record stating why the test was not promptly administered. If a required alcohol test is not administered within 8 hours following the accident, the employer shall cease attempts to administer an alcohol test and shall prepare and maintain the same record. Records shall be submitted to the FMCSA upon request.

General requirements. Each employer shall provide educational materials that explain the requirements of this part and the employer's policies and procedures with respect to meeting these requirements.

(1) The employer shall ensure that a copy of these materials is distributed to each driver prior to the start of alcohol and controlled substances testing under this part and to each driver subsequently hired or transferred into a position requiring driving a commercial motor vehicle.

(2) Each employer shall provide written notice to representatives of employee organizations of the availability of this information.

(b) *Required content.* The materials to be made available to drivers shall include a detailed discussion of at least the following:

(1) The identity of the person designated by the employer to answer driver questions about the materials;

(2) The categories of drivers who are subject to the provisions of this part;

(3) Sufficient information about the safety-sensitive functions performed by those drivers to make clear what period of the workday the driver is required to be in compliance with this part;

(4) Specific information concerning driver conduct that is prohibited by this part;

(5) The circumstances under which a driver will be tested for alcohol and/or controlled substances under this part, including post-accident testing under § 382.303(d);

(6) The procedures that will be used to test for the presence of alcohol and controlled substances, protect the driver and the integrity of the testing processes, safeguard the validity of the test results, and ensure that those results are attributed to the correct driver, including post-accident information, procedures, and instructions required by § 382.303(d);

(7) The requirement that a driver submit to alcohol and controlled substances tests administered in accordance with this part;

(8) An explanation of what constitutes a refusal to submit to an alcohol or controlled substances test and the attendant consequences;

(9) The consequences for drivers found to have violated subpart B of this part, including the requirement that the driver be removed immediately from safety-sensitive functions, and the procedures under part 40, subpart O, of this title;

(10) The consequences for drivers found to have an alcohol concentration of 0.02 or greater but less than 0.04;

(11) Information concerning the effects of alcohol and controlled substances use on an individual's health, work, and personal life; signs and symptoms of an alcohol or a controlled substances problem (the driver's or a co-worker's); and available methods of intervening when an alcohol or a controlled substances problem is suspected, including confrontation, referral to any employee assistance program and/or referral to management; and

(12) The requirement that the following personal information collected and maintained under this part shall be reported to the Clearinghouse:

(i) A verified positive, adulterated, or substituted drug test result;

(ii) An alcohol confirmation test with a concentration of 0.04 or higher;

(iii) A refusal to submit to any test required by subpart C of this part;

(iv) An employer's report of actual knowledge, as defined at § 382.107:

(A) On duty alcohol use pursuant to § 382.205;

(B) Pre-duty alcohol use pursuant to § 382.207;

(C) Alcohol use following an accident pursuant to § 382.209; and

(D) Controlled substance use pursuant to § 382.213;

(v) A substance abuse professional (SAP as defined in § 40.3 of this title) report of the successful completion of the return-to-duty process;

(vi) A negative return-to-duty test; and

(vii) An employer's report of completion of follow-up testing.

(c) *Optional provision.* The materials supplied to drivers may also include information on additional Employer policies with respect to the use of alcohol or controlled substances, including any consequences for a driver found to have a specified alcohol or controlled substances level, that is based on the employer's authority independent of this part. Any such additional policies or consequences must be clearly and obviously described as being based on independent authority.

(d) *Certificate of receipt.* Each employer shall ensure that each driver is required to sign a statement certifying that he or she has received a copy of these materials described in this section. Each employer shall maintain the signed certificate and may provide a copy of the certificate to the driver.

[[66 FR 43103](#), Aug. 17, 2001, as amended at [78 FR 58479](#), Sept. 24, 2013; [81 FR 87725](#), Dec. 5, 2016; [83 FR 16226](#), Apr. 16, 2018]

Controlled Substances and Alcohol Testing Policy

Company: _____ USDOT _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____

This policy follows the Department of Transportation and Federal Motor Carrier Safety Administration regulations found in 49 CFR Parts 40 and 382.

382.601(b)(1) If you have any questions about this controlled substances and alcohol testing policy, contact _____, the designated company official to answer questions.

382.601(b)(2) All drivers who drive commercial vehicles that require a CDL are subject to controlled substances and alcohol testing.

382.601(b)(3) Per 49 CFR 382.107 the definition of a **Safety Sensitive Function** means all time from the time a driver begins work or is required to be in readiness to work until the time he/she is relieved from work and all responsibility for performing work.

A safety sensitive function shall include:

1. All time at an employer or shipper plant, terminal, facility or other property, or at any public property waiting to be dispatched unless the driver has been relieved from duty by the employer.
2. All time inspecting equipment as required by Part 392.7 and Part 392.8 of this subchapter or otherwise inspecting, servicing, or conditioning any commercial vehicle at any time.
3. All time spent at the driving controls of a commercial motor vehicle in operation.
4. All time, other than driving time, in or upon any commercial motor vehicle except time spent resting in a sleeper berth (a berth conforming to the requirements of Part 393.76).
5. All time repairing, obtaining assistance, or remaining in attendance upon a disabled vehicle.

Controlled Substances and Alcohol Testing Policy

382.601(b)(4) Prohibited driver conduct can be found in 49 CFR Part 382 Subpart B.

1. 382.201: No driver shall report for duty requiring the performance of a safety sensitive function with an alcohol concentration of 0.04 or greater.
2. 382.205: No driver shall use alcohol while performing a safety sensitive function.
3. 392.207: No driver shall perform a safety sensitive function within 4 hours after using alcohol.
4. 382.207: No driver required to take a post-accident alcohol test under 49 CFR Part 382.209 shall use alcohol for 8 hours following the accident.
5. 382.21: No driver shall refuse to submit to any required alcohol or controlled substance test.
6. 382.213: No driver shall report for duty requiring the performance of a safety sensitive function when the driver uses controlled substances, except when the use is pursuant to the instructions of a licensed medical practitioner as defined in 49 CFR Part 382.107. This must not interfere with the driver's ability to perform a safety sensitive function.
7. 382.215: No driver shall report for duty or remain on duty, requiring the performance of a safety sensitive function, if the driver tests positive for controlled substances.

382.601(b)(5) The circumstances in which a driver will be tested are incorporated and found in 49 CFR Part 382 Subpart C.

382.301: Pre-Employment Testing	382.307: Reasonable Suspicion Testing
382.303: Post-Accident Testing	382.309: Return-to-Duty Testing
382.305: Random Testing (Per the prevailing rate required by U.S. DOT)	382.311: Follow-up Testing

382.601(b)(6) Procedures used to test for controlled substances and alcohol.

All definitions, regulations, and procedures used to test for controlled substances and alcohol and used to protect the integrity of the testing process, safeguard test validity and ensure results are attributed to the correct drivers are found in 49 CFR Part 40 and Part 382. These parts are incorporated into this policy.

382.601(b)(7) The requirement that a driver submits to alcohol and controlled substances tests administered in accordance with this Part.

Participation in this FMCSA mandated controlled substances and alcohol testing program and submission to testing administered in accordance with 49 CFR Part 40 and Part 382 is a requirement of employment (or use as a contractor/subcontractor) for drivers. This policy also requires a driver to provide all mandatory information that can be obtained by the driver and to cooperate with the Medical Review Officer (MRO) and/or Substance Abuse Professional (SAP) if the situation arises. The driver must provide correct prior employment information and prior controlled substances and/or alcohol information related to the DOT controlled substances and alcohol testing program.

Controlled Substances and Alcohol Testing Policy

382.601(b)(8) Refusal to submit to a controlled substance or alcohol test is defined in 49 CFR 382.107

Refuse to submit (to a controlled substance or alcohol test) means that a driver:

1. Fails to appear for any test (except a pre-employment test) within a reasonable time, as determined by the employer, consistent with applicable DOT agency regulations, after being directed to do so by the employer. This includes the failure of an employee (including an owner-operator) to appear for a test when notified by a C/TPA.
2. Fails to remain at the testing site until the testing process is complete. Provided, that an employee who leaves the testing site before the testing process commences on a pre-employment test is not deemed to have refused to test.
3. Fails to provide a urine specimen for any drug test required by this part or DOT agency regulations. Provided, that an employee who does not provide a urine specimen, because he or she has left the testing site before the testing process commences on a pre-employment test is not deemed to have refused to test.
4. In the case of a directly observed or monitored collection in a drug test, fails to permit the observation or monitoring of the driver's provision of a specimen.
5. Fails to provide a sufficient amount of urine specimen when directed, and it has been determined that there was no adequate medical explanation for the failure.
6. Fails or declines to take a second test the employer or the collector has directed the driver to take.
7. Fails to undergo a medical examination or evaluation, as directed by the MRO as part of the verification process, or as directed by the Designated Employee Representative (DER) under 49 CFR 40.193(d). In the case of a pre-employment drug test, the employee is deemed to have refused to test on this basis only if the pre-employment test is conducted following a contingent offer of employment.
8. Fails to cooperate with any part of the testing process (e.g., refuse to empty pockets when so directed by the collector, behave in a confrontational way that disrupts the collection process).
9. Is reported by the MRO as having a verified adulterated or substituted test result/

Note: In reference to item 1 for the FMCSA, immediate means that the employer shall ensure that the driver ceases to perform the safety sensitive function and proceeds to the testing site as soon as possible.

Controlled Substances and Alcohol Testing Policy

382.601(b)(9) The consequences for violators of Subpart B are incorporated and found in 49 CFR Part 382 Subpart F.

1. All CDL drivers will be removed from any safety sensitive position.
2. The driver must see a Substance Abuse Professional before driving again, anywhere.
3. The driver must complete a Return to Duty test with a Negative result and/or an Alcohol test with results below 0.02.

382.601(b)(10) The consequences for CDL drivers tested for Alcohol with a result at 0.02 but below 0.04 are that the driver will be removed from any safety sensitive function for 24 hours per 49 CFR Part 382.505(a).

382.601(b)(11) Information concerning the effects of Alcohol and Drug Use on an individual's health, work, and personal life.

The impact of drug use and alcohol misuse in the workplace is more than just causing harm to the health and safety of the affected individual. Drug use and alcohol misuse decrease an individual's performance and the performance of co-workers who rely on him or her. Impaired judgment, carelessness, and lack of coordination cause more accidents, which put the safety and lives of the affected individual and co-workers at risk. Co-workers may become frustrated trying to help the affected individual by covering up, taking on additional work, or lending him or her money. The result of this frustration can be decreased morale and distrust as co-workers become tired of trying to help and supervisors become suspicious of increased absenteeism, tardiness, lowered job efficiency, etc.

Alcohol is a legal substance that is widely used and, unfortunately, misused. While it is important for your safety, the safety of your co-workers, and the public to continue to be very concerned about the significant dangers of controlled substances, the abuse of alcohol has a major impact on the safety of those individuals as well. The most common substance found in drivers of commercial motor vehicles involved in fatal accidents is alcohol.

Substance abuse is a national problem that negatively affects every American. It not only affects individual users and their families, but it also presents new and increasing dangers in the workplace. One in six working Americans has a drug related problem. Employees who use controlled substances are 33% less productive, 500% more likely to be involved in an on-the-job accident, 500% more likely to file a worker's compensation claim, 250% more likely to have an absence exceeding eight days, significantly more likely to be involved in employee theft and 360% more likely to injure themselves or another person in the workplace.

Controlled Substances and Alcohol Testing Policy

382.601(b)(12) The following personal information collected and maintained under this Part shall be reported to the Drug and Alcohol Clearinghouse:

1. A verified positive, adulterated, or substituted drug test result.
2. An alcohol confirmation test with a concentration of 0.04 or higher.
3. A refusal to submit to any test required by Subpart C of this Part.
4. An employer's report of actual knowledge as defined in Part 382.107.
5. On-duty alcohol use pursuant to Part 382.205.
6. Pre-Duty alcohol use pursuant to Part 382.207.
7. Alcohol use following an accident pursuant to Part 382.209.
8. Controlled substance use pursuant to Part 382.213.
9. A Substance Abuse Professional (SAP as defined in Part 40.3) report of successful completion of the return-to-duty process.
10. A negative return-to-duty test result.
11. An employer's report of completion of follow-up testing.

Sources for additional Educational Materials.

National Clearinghouse for Alcohol and Drug Information (NCADI), PO Box 2345, Rockville, MD 20852. (800) 729-6686 or (301) 468-2600. Can provide fact sheets, films, posters, pamphlets, and brochures at no or low cost. Multilingual materials and a free quarterly catalog are available.

Your State substance abuse clearinghouse. Each State has at least one Federally funded clearinghouse that can provide you with nationally and locally produced informational materials.

Drug-Free Workplace Helpline, Center for Substance Abuse Prevention, (800) 843-4971, operates from 09:00 AM to 5:30 PM Eastern time, Monday – Friday and provides information on policy, controlled substance testing, employee assistance program models, and related topics. They also offer literature at no cost to employers. Referrals to other information sources and lists of consultants by geographic area are available at <http://www.drugfreeworkplace.gov>

Partnership for a Drug Free America, 405 Lexington Avenue, New York, NY 10174, (212) 922-1560, provides high-quality, high-impact messages in the form of posters, audiotapes, and videotapes for no charge (donations will be requested).

Note to employer and drivers in regard to optional provisions: The materials supplied to drivers may also include information on additional Employer policies with respect to the use of alcohol or controlled substances, including any consequences for a driver found to have a specified alcohol or controlled substance level, that are based on the employer's authority that is independent of this part. Any such additional policies or consequences must be clearly and obviously described as being based on independent authority.

Controlled Substances and Alcohol Testing Policy

List of Substance Abuse Professionals

1. _____
2. _____
3. _____

This is to certify that I have received a copy of the company Controlled Substances and Alcohol Testing Policy:

Driver Printed Name: _____

Driver Signature: _____

Date Policy Received: _____

Drug and Alcohol Clearinghouse

<https://clearinghouse.fmcsa.dot.gov/Learn>

The Clearinghouse is a secure online database that gives employers, the Federal Motor Carrier Safety Administration (FMCSA), State Driver Licensing Agencies (SDLAs), and State law enforcement personnel real-time information about commercial driver's license (CDL) and commercial learner's permit (CLP) holders' drug and alcohol program violations.

The Clearinghouse contains records of violations of drug and alcohol prohibitions in [49 CFR Part 382, Subpart B](#), including positive drug or alcohol test results and test refusals. When a driver completes the return-to-duty (RTD) process and follow-up testing plan, this information is also recorded in the Clearinghouse.

Employers, drivers, medical review officers (MROs), substance abuse professionals (SAPs), and consortia/third-party administrators (C/TPAs) must [register in the Clearinghouse](#) to access the Clearinghouse.

Instructional job aids are available for:

- [Employers with Portal accounts](#)
- [Employers without Portal accounts](#)
- [CDL drivers](#)
- [Consortia/third-party administrators](#)

Employers, C/TPAs, MROs, and SAPs can also invite users to complete required actions in the Clearinghouse on their behalf. These users would register as [Clearinghouse Assistants](#).

Drivers are not required to register for the Clearinghouse. However, a driver will need to be registered to provide electronic consent in the Clearinghouse if a prospective or current employer needs to conduct a full query of the driver's Clearinghouse record—this includes all pre-employment queries.

A driver must also be registered to electronically view the information in his or her own Clearinghouse record.

Registered drivers will have their Clearinghouse accounts and contact preferences set up, allowing them to quickly respond to query requests from employers. Registration is available at <https://clearinghouse.fmcsa.dot.gov/register>.

Federal Motor Carrier Safety Administration

DRUG & ALCOHOL CLEARINGHOUSE

- ✓ Record
- ✓ Consent
- ✓ Query
- ✓ Safety

QUERIES AND CONSENT REQUESTS

Beginning January 6, 2020, employers, or their designated consortium/third-party administrator (C/TPA), will be required to conduct queries to check if current and prospective employees are prohibited from performing safety-sensitive functions, such as operating commercial motor vehicles (CMVs), due to an unresolved drug and alcohol program violation.

THERE ARE TWO TYPES OF QUERIES:





Limited queries



Full queries

All queries require driver consent; the type of consent depends on the query type.

Query Type	Reason for Query	Consent Requirements	Consent Responses and Required Actions	Query Results and Required Actions
LIMITED QUERY 	Annual check on currently-employed driver OR Ad hoc/periodic check on driver	Outside the Clearinghouse May be electronic or wet signature Limited consent form must specify time range	Consent refused <ul style="list-style-type: none"> Query cannot be conducted Driver removed from safety-sensitive functions Consent provided <ul style="list-style-type: none"> Retain via paper or electronically in driver's qualification file Request limited query in the Clearinghouse 	No records found in the Clearinghouse for queried driver <ul style="list-style-type: none"> No action required Records found in the Clearinghouse for queried driver; full query needed <ul style="list-style-type: none"> Full query must be conducted for violation and/or return-to-duty (RTD) details to be released If full query is not conducted within 24 hours, driver is removed from safety-sensitive functions, including operating a CMV
FULL QUERY 	Pre-employment check on prospective driver OR Limited query returned records found for queried driver OR Ad hoc/periodic check on driver	Electronically within the Clearinghouse, for each full query for individual driver	Consent refused <ul style="list-style-type: none"> Employer notified of refused consent Query cannot be conducted Driver cannot perform/ removed from safety-sensitive functions Consent provided <ul style="list-style-type: none"> Query conducted Full violation and/or RTD details released, if any 	Prohibited <ul style="list-style-type: none"> If driver has a violation and no negative RTD test result, driver is removed from safety-sensitive functions Not Prohibited <ul style="list-style-type: none"> If a driver has no violations, or a violation and a negative RTD test result, no action required

Part 383

Commercial Driver's License Standards



Part 383

Vehicles requiring commercial driver's licenses

Drivers must hold CDLs if they operate in interstate, intrastate, or foreign commerce and drive a vehicle:

- With a Gross Vehicle Weight Rating (GVWR) or Gross Vehicle Weight (GVW) of at least 26,001 pounds, whichever is greater, or a lesser GVWR or GVW the Secretary of Transportation prescribes by regulation, but not less than a GVWR of 10,001 pounds; or
- Designed to transport at least 16 passengers including the driver; or
- Transporting a quantity of hazardous materials requiring placarding.
- Because the CDL is a State-issued license, you should check with appropriate State officials regarding particular license classes and specific exemptions.

Disqualifying offenses- Part 383.51

No employer shall knowingly allow, require, permit, or authorize a disqualified driver to drive a CMV.

Disqualifying offenses include:

- Driving a CMV while under the influence of alcohol.
- Driving a CMV while under the influence of a disqualifying drug or other controlled substance.
- Leaving the scene of an accident that involves a CMV.
- Using a CMV to commit a felony.
- Using a CMV to commit serious traffic violations.
- Using a CMV to violate an Out-of-Service Order.
- Using a CMV to violate the Railroad-Highway Grade Crossing rule.

Endorsements – Part 383.93

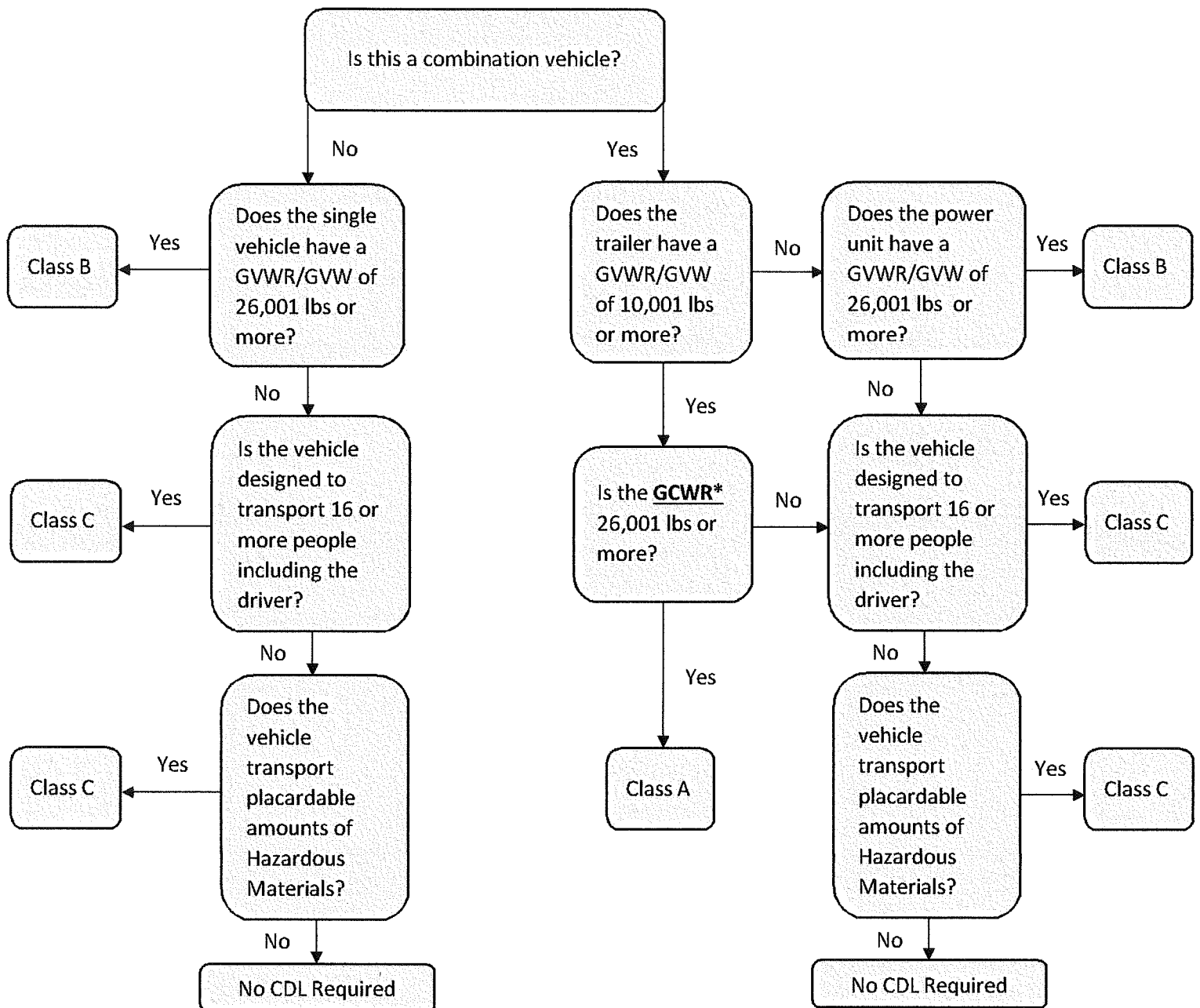
In addition to general knowledge and skills tests, drivers who operate specialized commercial motor vehicles must pass additional tests and obtain endorsements on their CDLs, as follows:

- T -- Double/triple trailers (knowledge test only)
- P -- Passenger (knowledge and skills tests)
- N -- Tank vehicle (knowledge test only)
- H -- Hazardous materials (knowledge test only)
- X -- Combination of tank vehicle and hazardous materials (knowledge tests)

Restrictions - Part 383.95

- Air Brake Restrictions
- Medical Variance Restrictions
- Manual Transmission
- Any Class A Vehicle with a Fifth Wheel Connection

CDL FLOWCHART



***Gross combination weight rating (GCWR) is the greater of:**

- (1) A value specified by the manufacturer of the power unit, if such value is displayed on the Federal Motor Vehicle Safety Standard (FMVSS) certification label required by the National Highway Traffic Safety Administration, or
- (2) The sum of the gross vehicle weight ratings (GVWRs) or the gross vehicle weights (GVWs) of the power unit and the towed unit(s), or any combination thereof, that produces the highest value.

Exception: The GCWR of the power unit will not be used to define a commercial motor vehicle when the power unit is not towing another vehicle.

COLORADO CLASSIFICATION SYSTEM

CLASS

*DESCRIPTION

A

Any combination of vehicles with a Gross Combination Weight Rating (GCWR) of 26,001 or more pounds provided the Gross Vehicle Weight Rating (GVWR) of the vehicle(s) being towed is in excess of 10,000 pounds. (Holders of a Class A license may also, with any appropriate endorsements, operate all vehicles within Class B and C).

Examples include but are not limited to:



B

Any single vehicle with a GVWR of 26,001 or more pounds or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR. (Holders of a Class B license may also, with any appropriate endorsements, operate all vehicles within Class C).

Examples include but are not limited to:



C

Any single vehicle less than 26,001 pounds GVWR or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR. This group applies only to vehicles, which are required to be placarded for hazardous materials or are designed to transport 16 or more persons, including the operator. A holder of a Class A, B, or C license may drive all vehicles which may be driven by a holder of a Class E or Class F license.

Examples include but are not limited to:



*The representative vehicle for the skills test must meet the written description for that group. The examples represent, but do not fully cover, the types of vehicles falling within each group.



ARE YOU REQUIRED TO COMPLETE ENTRY-LEVEL DRIVER TRAINING?

Before you look for a training provider, determine if you are required to complete entry-level driver training. Carefully review the regulations found in the Code of Federal Regulations (CFR), title 49, [part 380, subpart F](#). FMCSA has also prepared the materials below to assist you:

- Download the [ELDT Applicability Factsheet](#).
- Watch the [“Who needs to take entry-level driver training?” video](#).
- Read the scenarios listed on <https://tpr.fmcsa.dot.gov/Learn/ELDT>.

Tips for Selecting a Training Provider



☐ Determine which training you need.

The trainings included in the ELDT regulations are:

- Class A CDL
- Class B to Class A CDL Upgrade
- Class B CDL
- Passenger (P) Endorsement
- School Bus (S) Endorsement
- Hazardous Materials (H) Endorsement

To learn more about the topics FMCSA requires providers to cover in each training, read the [ELDT Minimum Federal Curricula Requirements](#).



☐ Decide where you will take your test and obtain your CDL.

Federal regulations allow you to receive training and take the CDL skills test in a State other than the State you are licensed in. This means you may be able to complete training in a different State from the one where you will take your CDL skills test, P or S skills test, or H knowledge test.



☐ Research the training requirements in the State where you plan to take your test and from which you will obtain your CDL.

Some States have training requirements that go above and beyond the Federal minimum ELDT requirements. These States may prohibit you from taking the CDL or endorsement skills test until you meet their State requirements, as well as the Federal requirements.

For more information on a State's training requirements, contact the State's Department of Transportation, Department of Education, local business licensing authorities, or a local State Driver Licensing Agency (e.g., the Department of Motor Vehicles).



☐ Search for registered training providers on the Training Provider Registry.

Visit the Training Provider Registry website (<https://tpr.fmcsa.dot.gov>) and enter the training type, location, and provider name (if you have one in mind) in the “Find a Provider” search bar. This will bring up a list of registered providers who meet your search criteria.

You must complete training with a training provider listed on the Training Provider Registry. Training completed with providers not on this list will not be accepted. For more on this requirement, see 49 CFR [380.609\(b\)](#).

If you plan to enroll in an employer-based training program, you can use the provider search to confirm that the training provider is listed on the Training Provider Registry.



☐ Come up with a list of questions for training providers.

Identify the information you need to collect to ensure the provider will help you meet all your training requirements.

Questions can include:

- Do your curricula, facilities, vehicles, and instructors meet all FMCSA’s requirements? (For the full requirements, see 49 CFR part 380, [subparts F and G](#).)
 - If the State where you plan to test or obtain a CDL from has additional requirements (e.g., State license, minimum clock hours for behind-the-wheel training), ask the provider if their training program meets these requirements.
- What are your fees?

Note: FMCSA does not set or regulate training fees; providers are responsible for setting their own rates.
- When can I begin classes? Do you have openings now or do you have a waiting list?
- Do you have any policies around partial enrollment?

FMCSA has heard from CDL applicants that they are experiencing difficulty locating a training provider that offers only behind-the-wheel training (BTW), as some providers require trainees to enroll in both theory and BTW. CDL applicants should be aware of this and do their due diligence if they intend to enroll in theory training with one provider and BTW with a different provider.



☐ Contact the training providers you are interested in enrolling with.

FMCSA strongly encourages drivers to research multiple training providers. Use the information listed in the Training Provider Registry to contact providers and run through your list of questions. Use the information you gather to decide which provider is the right fit for you.

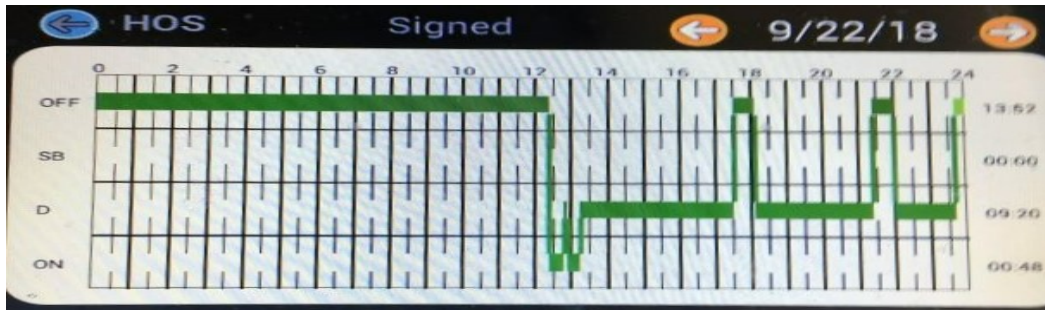


☐ Enroll and start training!

The provider is responsible for submitting certification of your training completion to FMCSA. Once this information is submitted, you may work with your State Driver Licensing Agency to take your skills or knowledge test.

Looking for more information?

- Read the [ELDT Regulations](#).
- Browse the [Frequently Asked Questions](#).
- Search for a [Training Provider](#).



Part 395

Hours of Service

The image displays three documents related to trucking operations. The top document is a "DRIVER'S DAILY LOG (24 HOURS)" for driver D. Vito, dated 08-20-14. It includes a 24-hour grid for tracking driving time (D), sleeping time (S), and off-duty time (O). The total hours for each category are listed on the right: D 14:50, S 8:25, and O 1:25. The bottom-left document is a "STRAIGHT BILL OF LADING" for a shipment of "FROZEN" goods, dated 08/20/14. It lists the carrier as "FROZEN" and the destination as "Cleveland, OH". The bottom-right document is a "RECEIPT" for a shipment of "FROZEN" goods, dated 08/20/14. It lists the carrier as "FROZEN" and the destination as "Cleveland, OH".

PROPERTY-CARRYING DRIVERS

11-Hour Driving Limit: May drive a maximum of 11 hours after 10 consecutive hours off duty.

14-Hour Limit: May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period.

Rest Breaks: Except for drivers who qualify for either of the short-haul exceptions in §395.1(e)(1) or (2), driving is not permitted if more than 8 hours of driving time have passed without at least a consecutive 30-minute interruption in driving status. A consecutive 30-minute interruption of driving status may be satisfied either by off-duty, sleeper berth or on-duty not driving time or by a combination of off-duty, sleeper berth and on-duty not driving time.

60/70-Hour Limit: May not drive after 60/70 hours on duty in 7/8 consecutive days. A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty

Sleeper Berth Provision: A driver may accumulate the equivalent of at least 10 consecutive hours off-duty by taking not more than two periods of either sleeper berth time or a combination of off-duty time and sleeper berth time if:

- (A) Neither rest period is shorter than 2 consecutive hours.
- (B) One rest period is at least 7 consecutive hours in the sleeper berth.
- (C) The total of the two periods is at least 10 hours.

Simply stated:

- Drivers may drive up to 11 hours in the 14-hour on-duty window after they come on duty following 10 or more consecutive hours off duty.
- The 14-hour on-duty window may not be extended with off-duty time for meal and fuel stops, etc. unless it is part of a qualifying split sleeper berth.
- The prohibition on driving after being on duty 60 hours in 7 consecutive days, or 70 hours in 8 consecutive days, remains the same
- CMV drivers using the sleeper berth provision must take at least 7 consecutive hours in the sleeper berth, plus a minimum of 2 consecutive hours either in the sleeper berth, off duty, or any combination of the two that equals at least 10 hours.

PASSENGER-CARRYING DRIVERS

10-Hour Driving Limit: May drive a maximum of 10 hours after 8 consecutive hours off duty

15-Hour Limit: May not drive after having been on duty for 15 hours, following 8 consecutive hours off duty. Off-duty time is not included in the 15-hour period.

60/70-Hour Limit: May not drive after 60/70 hours on duty in 7/8 consecutive days.

Sleeper Berth Provision: Drivers using a sleeper berth must take at least 8 hours in the sleeper berth, and may split the sleeper berth time into two periods provided neither is less than 2 hours.

Electronic Logging Devices (ELD)

Required for all unless you meet an exemption:

- Drivers of vehicles manufactured prior to model year 2000
- Drivers who are not required to use a log-book for more than 8 days in any 30 day period
This would affect short-haul drivers using the 395.3e exemption
- Drivers of vehicles that meet the definition for a "Covered Farm Vehicle" (See CFR 49 390.2 for definition)
- Drivers of vehicles that meet the definition for a "Utility Service Vehicle" (See CFR 49 390.2 for definition)
- Drivers operating vehicles that are being driven as the power unit in a Drive-away / Tow-away operation

Carriers Requirements (Ones that cause most violations)

- Must be set up so carriers and drivers cannot alter or erase information collected by the device
- All unassigned driving must be assigned and claimed by a driver
- Provide Drivers in writing reporting instructions from carrier - who to contact and how to provide the written notification to the carrier within 24hr as required when there is a problem

Driver Requirements (Ones that cause most violations)

- Driver failed to assume or decline unassigned driving time
- Driver failing to maintain:
 - ELD user's manual
 - ELD instruction sheet
 - instruction sheet for ELD malfunction reporting requirements from Carrier
 - a supply of blank logs
- Driver failed to manually add:
 - CMV power unit number
 - trailer number
 - shipping document number
- Driver failed to select/deselect or annotate a special driving category or exempt status

Adverse driving conditions means snow, ice, sleet, fog, or other adverse weather conditions or unusual road or traffic conditions that were not known, or could not reasonably be known, to a driver immediately prior to beginning the duty day or immediately before beginning driving after a qualifying rest break or sleeper berth period, or to a motor carrier immediately prior to dispatching the driver. (Must be annotated on an ELD)

Personal Conveyance : A driver may record time operating a CMV for personal conveyance (i.e., for personal use or reasons) as off-duty only when the driver is relieved from work and all responsibility for performing work by the motor carrier. The CMV may be used for personal conveyance even if it is laden, since the load is not being transported for the commercial benefit of the carrier at that time. Personal conveyance does not reduce a driver's or motor carrier's responsibility to operate a CMV safely. Motor carriers can establish personal conveyance limitations either within the scope of, or more restrictive than, this guidance, such as banning use of a CMV for personal conveyance purposes, imposing a distance limitation on personal conveyance, or prohibiting personal conveyance while the CMV is laden. (Driver must to select/deselect and annotate a special driving category.)

FMCSA Website on ELD

<https://eld.fmcsa.dot.gov/>

Short Haul Provisions

395.1 (e)

CDL Vehicle Short Haul Exemption

(e) Short-haul operations —(1) 150 air-mile radius driver. A driver is exempt from the requirements of §§395.8 and 395.11 if:

- (i) The driver operates within a 150 air-mile radius (172.6 statute miles) of the normal work reporting location;
- (ii) The driver, except a driver-salesperson, returns to the work reporting location and is released from work within 14 consecutive hours;
- (iii)(A) A property-carrying commercial motor vehicle driver has at least 10 consecutive hours off-duty separating each 14 hours on-duty;
- (B) A passenger-carrying commercial motor vehicle driver has at least 8 consecutive hours off-duty separating each 14 hours on-duty; and
- (iv) The motor carrier that employs the driver maintains and retains for a period of 6 months accurate and true time records showing:
 - (A) The time the driver reports for duty each day;
 - (B) The total number of hours the driver is on-duty each day;
 - (C) The time the driver is released from duty each day; and
 - (D) The total time for the preceding 7 days in accordance with §395.8(j)(2) for drivers used for the first time or intermittently.

Non-CDL Vehicle Short Haul Exemption

(e) Short-haul operations—(2) Operators of property-carrying commercial motor vehicles not requiring a commercial driver's license. Except as provided in this paragraph, a driver is exempt from the requirements of §§395.3(a)(2), 395.8, and 395.11 and ineligible to use the provisions of §395.1(e)(1), (g), and (o) if:

- (i) The driver operates a property-carrying commercial motor vehicle for which a commercial driver's license is not required under part 383 of this subchapter;
- (ii) The driver operates within a 150 air-mile radius of the location where the driver reports to and is released from work, *i.e.*, the normal work reporting location;
- (iii) The driver returns to the normal work reporting location at the end of each duty tour;
- (iv) The driver does not drive:
 - (A) After the 14th hour after coming on duty on 5 days of any period of 7 consecutive days; and
 - (B) After the 16th hour after coming on duty on 2 days of any period of 7 consecutive days;
- (v) The motor carrier that employs the driver maintains and retains for a period of 6 months accurate and true time records showing:
 - (A) The time the driver reports for duty each day;
 - (B) The total number of hours the driver is on duty each day;
 - (C) The time the driver is released from duty each day;
 - (D) The total time for the preceding 7 days in accordance with §395.8(j)(2) for drivers used for the first time or intermittently.

Free website for determining air mile/nautical mile radius from a principle place of business:

<http://www.mapdevelopers.com/draw-circle-tool.php>

Employee Time Record

Driver Name: _____

[illegible]

Driver's Daily Log

(one calendar day - 24 hours)

SC State Transport Police

**** Original copies must be submitted to the motor carrier within 13 days. ****

Original - Submit to carrier within 13 days

**** MANDATORY ****
(Month) (Day) (Year)

**** MANDATORY ****
(Total Miles Driving Today)

**** MANDATORY ****
Vehicle Numbers (Show each unit)
**** All tractor / trailer unit # 's used that day ****

**** MANDATORY ****
(Name of Carrier or carriers)

**** MANDATORY ****
(Driver's Signature in Full)

**** MANDATORY ****
(Main Office Address)

**** MANDATORY ****
(Name of Co-Driver)

		MID-NIGHT											MID-NIGHT											TOTAL HOURS	
		1	2	3	4	5	6	7	8	9	10	11	1	2	3	4	5	6	7	8	9	10	11		
1)	OFF DUTY																								* 24 Hour Total * MANDATORY
2)	SLEEPER BERTH																								
3)	DRIVING																								
4)	ON DUTY (not driving)																								
REMARKS																								TOTAL HOURS	

REMARKS

The driver may include the highway, mile marker, service plaza, and/or nearest two intersecting highways.
In lieu of this, the driver MUST ALWAYS record the nearest city, town, or village and state abbreviation.

**** MANDATORY ****

Shipping Document Number(s) or name of shipper and commodity

*** Shipping Document Numbers:** If a driver is dispatched on a trip, which is subsequently completed, and then is dispatched on another trip on that calendar day, two shipping document numbers or two shippers and commodities should be shown.

Part 392

Driving of Motor Vehicles



Part 392

Illness or Fatigue - Part 392.3

No driver is permitted to operate a motor vehicle when his/her ability and/or alertness is impaired by fatigue, illness, or any other cause that makes it unsafe to begin (or continue) to drive the vehicle.

Drugs - Part 392.4

No driver may be on duty and possess, be under the influence of, or use:

- Any Schedule I drug
- Any amphetamine or formulation of an amphetamine (including pep pills and bennies)
- Narcotics or derivatives
- Any other substance that makes driving unsafe.

Alcohol - Part 392.5

A driver is forbidden to consume or be under the influence of alcohol within four hours of going on duty, while on duty, or while driving. A driver is forbidden to possess an alcoholic beverage while on duty unless it is a manifested part of the shipment.

Safe loading - Part 392.9

No one may drive or require anyone to drive a commercial motor vehicle unless the cargo is properly loaded and secured.

Railroad crossing/stopping - Part 392.11

Motor vehicles transporting hazardous materials and most buses transporting passengers are forbidden to cross railroad tracks without first stopping and looking both ways. Additionally, the driver must not shift gears while crossing the track.

Seat belts - Part 392.16

A driver must not drive before correctly restraining him/herself if the vehicle is equipped with seat belt assemblies.

Emergency signals for stopped vehicles - Part 392.22

A vehicle stopped upon a highway or shoulder must activate the vehicle's hazard warning flashers at once. The driver must leave the flashers on until warning devices are activated. The flashers must again be used while the warning devices are being picked up before the vehicle moves on.

CDOT Video on Mountain Driving –

[The Mountain Rules | I-70 Mountain Corridor Overview](#)

Placement of warning devices - Part 392.22

The warning devices must be placed as follows (except where special rules apply):

1. One warning device must be placed on the traffic side of the vehicle, within **10 feet**, in the direction of approaching traffic.
2. A second device must be placed facing approaching traffic approximately **100 feet** away in the center of the lane or shoulder where the vehicle is stopped.
3. The third device must be placed about **100 feet** away from the stopped vehicle, in the direction away from approaching traffic.

Radar detectors - Part 392.71

Use of radar detectors is prohibited, including the following:

- A driver shall not use radar detectors in a commercial vehicle.
- A driver shall not operate any commercial motor vehicle that is equipped with a radar detector.
- Motor carriers shall not require or permit a driver to violate the radar detector provisions.

Texting – 392.80

No driver shall engage in texting while driving. No motor carrier shall allow or require its drivers to engage in texting while driving.

Definition: For the purpose of this section only, driving means operating a commercial motor vehicle, with the motor running, including while temporarily stationary because of traffic, a traffic control device, or other momentary delays. Driving does not include operating a commercial motor vehicle with or without the motor running when the driver has moved the vehicle to the side of, or off, a highway and halted in a location where the vehicle can safely remain stationary.

Using a hand-held mobile telephone - 392.82

No driver shall use a hand-held mobile telephone while driving a CMV. No motor carrier shall allow or require its drivers to use a hand-held mobile telephone while driving a CMV.

Definition: For the purpose of this section only, driving means operating a commercial motor vehicle on a highway, including while temporarily stationary because of traffic, a traffic control device, or other momentary delays. Driving does not include operating a commercial motor vehicle when the driver has moved the vehicle to the side of, or off, a highway and has halted in a location where the vehicle can safely remain stationary.

Truck Tips: Hot Brakes

COMMERCIAL VEHICLES



Prepare for the Trip

- Check brake function and adjustment before descending. Maintain a low speed in low gear, and use flashers to warn other vehicles of your reduced speed.
- Do not “ride” the truck’s brakes; this will cause overheating and possible loss of brake system.
- Consider Jake Brakes (engine compression brakes) to control the speed of a heavy truck, but the best practice is to use low gears to avoid overheating brakes.
- Keep brakes cool by pulling into brake check stations, or onto the shoulder of the road if you can locate a safe spot.



Using Runaway Truck Ramps

- Maneuver the truck into the far right lane before approaching ramp.
- As the truck approaches the runaway ramp, steer straight and try to keep the wheels aligned. Stay in the center of the ramp to avoid rolling over.
- Once the truck is stopped, call 911 to report, even if there are no injuries.
- There is NO fee, penalty, or fine for using runaway truck ramps.



Arm Yourself with Knowledge

- Know the road. Take the time to familiarize yourself with mountain passes.
- Obey the speed limit. Anticipate curves. Know how far you’ll travel.
- Identify public-access roads. Know where to find brake and chain-up stations.
- Inspect your brakes at the summit before descending. Know where to find runaway truck ramps.
- Visit cotrip.org to find locations of runaway truck ramps and brake check stations.
- Speed Limits on the I-70 corridor change frequently and are reduced for Curves, Tunnels, Grades, and Weather. In some areas, the Speed Limit is reduced for CMVs below what the speed limit is for non-CMV vehicles.



Truck Tips: Hot Brakes COMMERCIAL VEHICLES

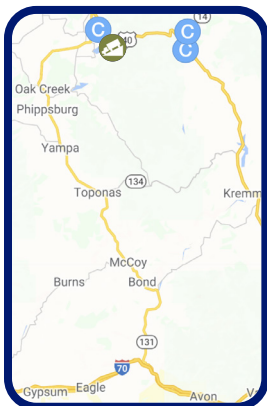


Brake Cooling and Runaway Truck Ramp Locations

Colorado I-70 Mountain Corridor



Colorado Northwest



Colorado Southwest



Colorado Southeast



freight.cotrip.org | 303.757.9539 | 800.350.3765 | dot_cdota_permits@state.co.us



Tire Chain Requirements



Under the Colorado Chain Law, a commercial vehicle is defined as a vehicle being used in commerce to transport passengers or property and fitting into one of the following categories:

- Has a gross weight or combination weight rating of 16,001 or more pounds.
- Is designed to transport 16 or more passengers, including the driver.

[Click here for a link to CDOTs Web Page on Colorado Chain Law](#)

CCR 42 4 235 Requires All Commercial Vehicles, as described above, to have Tire Chains OR approved traction devices(ATDs) in the vehicle or installed (if permanently mounted) and ready for use (ie full of sand etc..) from September 1 to May 31 while on

Colorado Interstate West of milepost 259 (Morrison) to the Utah border.

Colorado Highway 9 from milepost 63 to milepost 97. (Frisco to Fairplay)

Colorado U.S. Route 40 West of milepost 256. (Empire)

Colorado U.S. Route 50 West of milepost 225. (Salida)

Colorado U.S. Route 160 West of milepost 304. (Walsenburg)

Colorado U.S. Route 285 West of milepost 250. (Morrison)

All of Colorado U.S. Route 550 from milepost 0 TO 130.

Colorado's CHAIN LAW REQUIRES. Operators of commercial motor vehicles with four or more drive wheels must have tire chains on at least 4 of the drive tires when the vehicle is required to be equipped with tire chains (Except Buses). Operators of vehicles with only two drive wheels must have both drive tires chained when the vehicle is required to be equipped with tire chains.

Straight Trucks

Are required to chain 4 drive tires.

Vehicles in this group may use 4 tire chains; 4 AutoSocks; 4 tire cables 0.415 diameters or greater; auto chains or sanders covering 4 drive tires.



Single Drive Axle Combinations

Are required to chain 4 drive tires.

Vehicles in this group may use 4 tire chains; 4 AutoSocks; auto chains or sanders covering 4 drive tires.



NO CABLES ALLOWED

Tandem Drive Axle Combinations

Are required to chain 4 drive tires.

Vehicles in this group may use 4 tire chains; 4 AutoSocks; 4 tire cables 0.415 diameter or greater; auto chains or sanders covering 4 drive tires. If there are chains on the 2 outside tires of one of the drive axles, any type of tire cable may be used to cover 2 tires on the other drive axle; AutoSocks may also be used to cover 2 tires on the other drive axle.



AutoSocks and tire cables CAN'T be used together.

Buses

Are only required to cover 2 drive tires.

Buses may use 2 tire chains, 2 tire cables 0.415 diameters or greater; 2 AutoSocks; auto chains, or sanders.



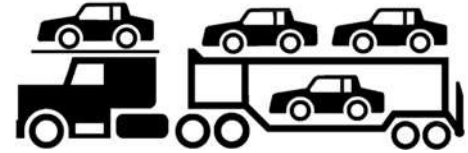


Tire Chain Requirements continued

Auto Transporters

Are required to chain 4 drive tires,

However, chains should not be used if their use would place hydraulic lines at risk of damage (ATDs may be used to mitigate the risk). Auto transporters may use 4 tire chains; 4 AutoSocks; 4 tire cables 0.415 or greater; and auto chains or sanders covering 4 drive tires.



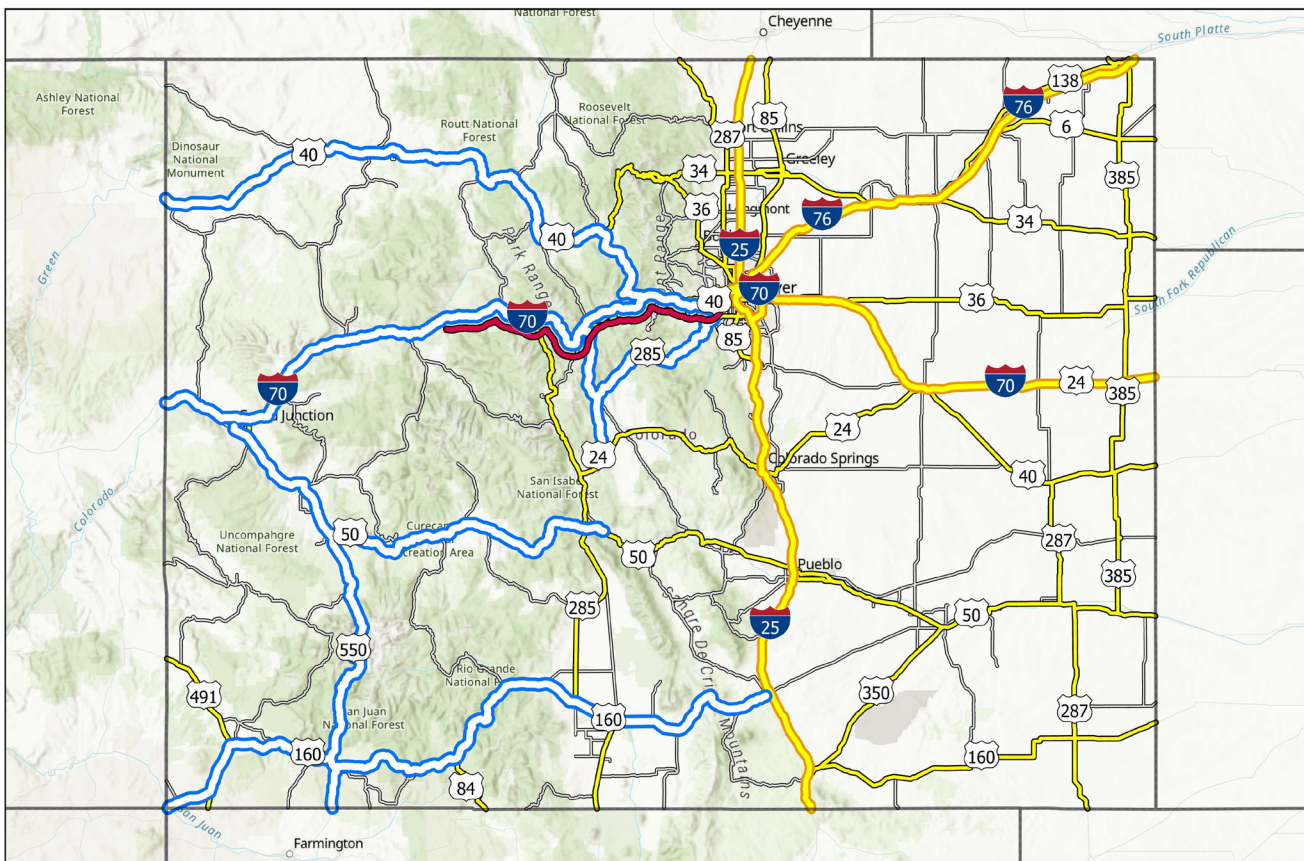
Auto Transporters may be restricted from travel if they are unable to chain due to the risk of damage to hydraulic lines.

Penalties:

Not Carrying Chains when required - **Fine \$ 50 + Surcharge \$ 17**

Not chaining up when chain law is in effect (Statewide) **Fine \$ 500 + Surcharge \$ 79**

Blocking the highway as a result of not chaining up (statewide) **Fine \$ 1000 + Surcharge \$ 157**



Map created by Nate Rogers - GIS Developer, Colorado Department of Transportation. The State of Colorado makes no representations or warranty as to the completeness, accuracy, timeliness, or content of any data. Email dot_generalmailbox_dtd@state.co.us for help.

**Senate Bill 24-100
Must Carry Chains Law
for Commercial Motor
Vehicles**

State Boundaries
Chain Law Routes
Former Extent of Chain Law (I-70)
Highways
Interstates
U.S. Highways
State Highways

North



Updated 08/22/2024

Part 393/396

Parts and Accessories Necessary for Safe Operation



Part 393

Every commercial motor vehicle must be equipped with certain standard equipment. Other (optional) equipment or accessories are permitted only if these items do not decrease the operational safety of the vehicle.

Lights – Parts 393.9 to 393.30

Brakes – Parts 393.40 to 393.55

Windshield/Windows condition – Parts 393.60 to 393.63

Fuel Systems – Parts 393.65 to 393.69

Coupling Devices – Parts 393.70 to 393.71

Cargo Securement – Parts 393.100 to 393.136

Tires – Part 393.75

Sleeper berths – Part 393.76

Exhaust systems – Part 393.83

Rear end protection – Part 393.86

Seat belts – Part 393.93

Emergency Equipment – Part 393.95

Frames, Cab and Body Components, Wheels, Steering, and Suspension Systems

Suspension systems – Parts 393.201 to 393.209

Steering system – Part 393.209

Part 396

Every motor carrier, its officers, drivers, agents, representatives, and employees directly concerned with inspection or maintenance of commercial motor vehicles must comply and be conversant with these rules.

Every carrier shall systematically inspect, repair, and maintain all commercial motor vehicles under its control.

Recordkeeping requirements

Motor carriers must maintain the following information for every vehicle they have controlled for 30 days or more:

- **Identifying information, including company number, make, serial number, year, and tire size**
- A schedule of inspections to be performed, including type and due date
- Inspection, repair, and maintenance records
- Records of tests conducted on buses with pushout windows, emergency doors, and marking lights.

Roadside inspection reports – Part 396.9

Pre-trip inspection and Post-trip inspection report – Parts 396.11 and 396.13

Periodic inspection – Part 396.17

Inspector qualification – Part 396.19

Brake inspector qualification – Part 396.25

Annual Vehicle Inspection Report

Vehicle History Record	
Report Number	FLEET UNIT NUMBER
DATE	

MOTOR CARRIER OPERATOR	INSPECTOR'S NAME (PRINT OR TYPE)
ADDRESS	THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 396.19. <input type="checkbox"/> YES
CITY, STATE, ZIP CODE	VEHICLE IDENTIFICATION (✓) AND COMPLETE <input type="checkbox"/> LIC. PLATE NO. <input type="checkbox"/> VIN <input type="checkbox"/> OTHER
VEHICLE TYPE <input type="checkbox"/> TRACTOR <input type="checkbox"/> TRAILER <input type="checkbox"/> TRUCK <input type="checkbox"/> (OTHER)	INSPECTION AGENCY/LOCATION (OPTIONAL)

VEHICLE COMPONENTS INSPECTED

ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE
1. BRAKE SYSTEM				7. STEERING MECHANISM			
a. Service Brakes				a. Steering Wheel Free Play			
b. Parking Brake System				b. Steering Column			
c. Brake Drums or Rotors				c. Front axle beam and ALL steering components other than steering column			
d. Brake Hose				d. Steering Gear Box			
e. Brake Tubing				e. Pitman Arm			
f. Low Pressure Warning Device				f. Power Steering			
g. Tractor Protection Valve				g. Ball and Socket Joints			
h. Air Compressor				h. Tie Rods and Drag Links			
i. Electric Brakes				i. Nuts			
j. Hydraulic Brakes				j. Steering System			
k. Vacuum Systems				8. SUSPENSION			
2. COUPLING DEVICES				a. Any U-bolt(s), spring hanger(s), or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position.			
a. Fifth Wheels				b. Spring Assembly			
b. Pintle Hooks				c. Torque, Radius, or Tracking Components			
c. Drawbar/Towbar Eye				9. FRAME			
d. Drawbar/Towbar Tongue				a. Frame Members			
e. Safety Devices				b. Tire and Wheel Clearance			
f. Saddle-Mounts				c. Adjustable Axle Assemblies (Sliding Subframes)			
3. EXHAUST SYSTEM				10. TIRES			
a. Any exhaust system determined to be leaking at a point forward of or directly below the driver/sleeper compartment.				a. Tires on any steering axle of a power unit.			
b. A bus exhaust system leaking or discharging to the atmosphere in violation of standards (1), (2), or (3).				b. All other tires.			
c. No part of the exhaust system of any motor vehicle shall be so located as would be likely to result in burning, charring, or damaging the electrical wiring, the fuel supply, or any combustible part of the motor vehicle.				11. WHEELS AND RIMS			
4. FUEL SYSTEM				a. Lock or Side Ring			
a. Visible leak				b. Wheels and Rims			
b. Fuel tank filler cap missing				c. Fasteners			
c. Fuel tank securely attached				d. Welds			
5. LIGHTING DEVICES				12. WINDSHIELD GLAZING			
All lighting devices and reflectors required by Section 393 shall be operable.				Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions).			
6. SAFE LOADING				13. WINDSHIELD WIPERS			
a. Part(s) of vehicle or condition of loading such that the spare tire or any part of the load or dunnage can fall onto the roadway.				Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective.			
b. Protection against shifting cargo				List any other condition which may prevent safe operation of this vehicle.			

Instructions: Mark column entries to verify inspection: X OK, X NEEDS REPAIR, NA IF ITEMS DO NOT APPLY, _____ REPAIRED DATE.
 CERTIFICATION: THIS VEHICLE HAS PASSED ALL THE INSPECTION ITEMS FOR THE ANNUAL VEHICLE INSPECTION REPORT IN ACCORDANCE WITH 49 CFR 396.

Inspection, Repair and Maintenance Record

Unit Number	Year	Make	VIN	Tire Size
Vehicle Owner (if leased): _____				

[illegible]

Driver's Vehicle Inspection Report

Check ANY Defective Item and Give Details under "Remarks."

DATE: _____

TRUCK/TRACTOR NO. _____

- | | | |
|--|--|--|
| <input type="checkbox"/> Air Compressor | <input type="checkbox"/> Horn | <input type="checkbox"/> Springs |
| <input type="checkbox"/> Air Lines | <input type="checkbox"/> Lights | <input type="checkbox"/> Starter |
| <input type="checkbox"/> Battery | Head – Stop | <input type="checkbox"/> Steering |
| <input type="checkbox"/> Brake Accessories | Tail – Dash | <input type="checkbox"/> Tachograph |
| <input type="checkbox"/> Brakes | Turn Indicators | <input type="checkbox"/> Tires |
| <input type="checkbox"/> Carburetor | <input type="checkbox"/> Mirrors | <input type="checkbox"/> Transmission |
| <input type="checkbox"/> Clutch | <input type="checkbox"/> Muffler | <input type="checkbox"/> Wheels |
| <input type="checkbox"/> Defroster | <input type="checkbox"/> Oil Pressure | <input type="checkbox"/> Windows |
| <input type="checkbox"/> Drive Line | <input type="checkbox"/> On-Board Recorder | <input type="checkbox"/> Windshield Wipers |
| <input type="checkbox"/> Engine | <input type="checkbox"/> Radiator | <input type="checkbox"/> Other |
| <input type="checkbox"/> Fifth Wheel | <input type="checkbox"/> Rear End | |
| <input type="checkbox"/> Front Axle | <input type="checkbox"/> Reflectors | |
| <input type="checkbox"/> Fuel Tanks | <input type="checkbox"/> Safety Equipment | |
| <input type="checkbox"/> Heater | Fire Extinguisher | |
| | Flags – Flares – Fuses | |
| | Spare Bulbs & Fuses | |
| | Spare Seal Beam | |

TRAILER(S) NO (S). _____

- | | | |
|--|---------------------------------------|------------------------------------|
| <input type="checkbox"/> Brake Connections | <input type="checkbox"/> Hitch | <input type="checkbox"/> Tarpaulin |
| <input type="checkbox"/> Brakes | <input type="checkbox"/> Landing Gear | <input type="checkbox"/> Tires |
| <input type="checkbox"/> Coupling Chains | <input type="checkbox"/> Lights – All | <input type="checkbox"/> Wheels |
| <input type="checkbox"/> Coupling (King) Pin | <input type="checkbox"/> Roof | <input type="checkbox"/> Other |
| <input type="checkbox"/> Doors | <input type="checkbox"/> Springs | |

Remarks: _____

- ☐ Condition of the above vehicle is satisfactory

Driver's Signature _____

- ☐ Above Defects Corrected

- ☐ Above Defects Need NOT Be Corrected For Safe Operation Of Vehicle

Mechanic's Signature _____ Date _____

Driver's Signature _____ Date _____

Vehicle Service Due Status Report

VEHICLE IDENTIFICATION	
<div style="border-bottom: 1px solid black; margin-bottom: 5px;"></div> MAKE	<div style="border-bottom: 1px solid black; margin-bottom: 5px;"></div> SERIAL NUMBER
<div style="border-bottom: 1px solid black; margin-bottom: 5px;"></div> YEAR	<div style="border-bottom: 1px solid black; margin-bottom: 5px;"></div> TIRE SIZE
<div style="border-bottom: 1px solid black; margin-bottom: 5px;"></div> COMPANY NUMBER/OTHER I.D.	<div style="border-bottom: 1px solid black; margin-bottom: 5px;"></div> OWNER, IF LEASED

DATE OF INSPECTION	TYPE OF INSPECTION	MILEAGE AT TIME OF INSPECTION	DATE NEXT INSPECTION DUE	MILEAGE TYPE OF INSPECTION DUE	INSPECTION DUE

Inspection, Repair & Maintenance Record

VEHICLE IDENTIFICATION

MAKE

SERIAL NUMBER

YEAR

TIRE SIZE

COMPANY NUMBER/OTHER I.D.

OWNER, IF LEASED

DATE	OPERATION PERFORMED, INSPECTION AND/OR REPAIR

Inspector Qualifications
Certification 49 CFR, Part 396.19

Motor carriers are responsible for ensuring that individuals(s) performing an annual DOT inspection under Part 396.19 are qualified as follows:

1. Understands the inspection criteria set forth in Part 393 and Appendix A and can identify defective components,
2. Is knowledgeable of and has mastered the methods, procedures, tools and equipment used when performing an inspection,
3. Is capable of performing an inspection by reason of experience, training, or both, and qualifies in one of the following categories (check all that apply):

- I. ____ Successfully completed a State or Federal training program or has a certificate(s) from a State or Canadian Province which qualifies the person to perform commercial vehicle inspections.

Specify: _____

or

- II. Have a combination of training or experience totaling at least one year as follows (check all that apply):

- A. ____ Participation in a truck manufacture-sponsored training program or similar commercial training program designed to train students in truck operation and maintenance.

Where and dates(s): _____

- B. ____ (years) experience as a mechanic or inspector in a motor carrier maintenance program.

Name and date(s): _____

- C. ____ (years) experience as a mechanic or inspector in truck maintenance at a commercial garage, fleet leasing company or similar facility.

Name of facility and date(s): _____

- D. ____ (years) experience as a commercial vehicle inspector for a State, Provincial, or Federal government organization.

Name, location and date(s): _____

I certify the above information is true and accurate to the best of my knowledge.

Inspector/mechanic signature

Date

Employer/supervisor signature

Date

Evidence of qualifications on file at: _____

Brake Inspector Qualifications

Certification 49 CFR, Part 396.25

“Brake inspector” means any **employee** of a motor carrier who is responsible for ensuring all brake inspections, maintenance, service or repairs to any commercial motor vehicle, subject to the motor carrier’s control meet the applicable Federal standards.

No motor carrier shall require or permit any employee who does not meet minimum brake inspector qualifications to be responsible for the inspection, maintenance, service or repair of any brakes on its commercial motor vehicles.

Minimum Qualifications

1. Understands and can perform brake services and inspections,
2. Is knowledgeable of and has mastered the methods, procedures, tools and equipment necessary to perform brake services and inspections,
3. Is capable of performing brake services and inspections by reason or experience, training, or both and qualifies in one of the following categories (check all that apply):

- I. ____ Has successfully completed an apprenticeship program sponsored or approved by a State, Canadian Province, Federal agency, labor union, or has a certificate from a State or Canadian Province which qualifies the person to perform brake services or inspections.

Specify: _____

or

- II. Has brake-related training or experience or a combination thereof totaling at least one year as follows (check all that apply):

- A. ____ Participation in a brake maintenance or inspection training program sponsored by a brake or vehicle manufacturer or similar commercial training program.

Where and date(s): _____

- B. ____ (years) experience performing brake maintenance or inspections in a motor carrier maintenance program.

Name and date(s): _____

- C. ____ (years) experience performing brake maintenance or inspection at a commercial garage, fleet leasing company or similar facility.

Name of facility and date(s): _____

I certify the above information is true and accurate to the best of my knowledge.

Inspector/mechanic signature

Date

Employer/supervisor signature

Date

Evidence of qualifications on file at: _____

Transportation of Hazardous Materials



Do you transport hazardous materials?

Hazardous materials are any substance defined by the Secretary of Transportation as posing an unreasonable risk to health and safety or property. Most people recognize gasoline, propane, or dynamite as being hazardous materials, but did you know that common materials such as paint, nail polish remover, adhesives, cleaning compounds, hair spray, matches, and others may be classified as hazardous materials? It is important to know if you are transporting hazardous materials because violations of the Hazardous Materials Regulations (HMR) carry civil fines of up to \$27,500 and possible criminal penalties including up to five years in jail. Hazardous materials fall into one of the following basic classes and divisions:

Explosives 1.1	Non-Flammable Gas, 2.2	Organic Peroxide, 5.2
Explosives 1.2	Poison Gas, 2.3	Poison Liquid or Solid, 6.1
Explosives 1.3	Flammable & Combustible Liquids, 3	Infectious Substance, 6.2
Explosives 1.4	Flammable Solids, 4.1	Radioactive, 7
Explosives 1.5	Spontaneously Combustible, 4.2	Corrosive, 8
Explosives 1.6	Dangerous When Wet, 4.3	Miscellaneous, 9
Flammable Gas, 2.1	Oxidizer, 5.1	Consumer Commodities, ORM-D

To determine if a material you are transporting is hazardous, contact the shipper who provided the material or see the definitions of these materials in the hazardous materials regulations.

What do I need to do if I transport hazardous materials?

A motor carrier that transports a hazardous material, whether interstate or intrastate, must comply with the Federal Hazardous Materials Regulations, 49 CFR 100-185. These regulations include requirements such as registration, training, shipping papers, labels, placards, and packages. In addition, there are additional requirements in the Federal Motor Carrier Safety Regulations which include insurance requirements, operational restrictions, Commercial Drivers License endorsements, routing, parking, and attendance requirements for hazardous materials.

Where can I get more information?

There are many ways to get additional information about safe transportation of hazardous materials. The regulations and interpretations can be found on the Internet at <http://hazmat.dot.gov>. In addition, the Federal Motor Carrier Safety Administration has developed an informational booklet titled "How to Comply with the Federal Hazardous Materials Regulations" as well as a Spanish/English bi-lingual package which contains general awareness training for hazardous materials. These documents and more information, can be found on the FMCSA Web site at www.fmcsa.dot.gov/safety-security/hazmat/hm.htm. The Department also offers a hazardous materials information hotline at 1-800-HMR-4922.

Shipping Paper Requirements

Motor carriers transporting hazardous materials must have appropriate documentation.

Shippers of hazardous materials must provide carriers with shipping papers and emergency response information, which provide useful information in the case of an incident. A shipping paper provides a record of what is being transported and provides first responders with the necessary information for emergency response. HM shipping papers must be within the driver's reach with the seat belt on and visible to first responders entering the vehicle. Motor carriers must retain HM shipping papers for one year after acceptance of the shipment or three years for hazardous wastes. Information on the shipping papers must include:

1. The identification number, identified in the Hazardous Materials Table
2. The proper shipping name, identified in the Hazardous Materials Table
3. The hazard class
4. The packing group, identified in Roman numerals, when required
5. The total quantity of hazardous materials
6. The number and type of packages holding the hazardous contents
7. Any additional description requirements per [49 CFR Section 172.203](#)

Exceptions:

- Those not transporting hazardous materials
- Otherwise excepted by the HM Regulations

Additional Links to Regulations:

[Federal Motor Carrier Safety Regulation Part 397, Transportation of Hazardous Materials, Driving and Parking Rules](#)

[Pipeline and Hazardous Materials Safety Administration Regulation Part 177.817, Carriage by Public Highway, Shipping Papers](#)

[Pipeline and Hazardous Materials Safety Administration Regulation Part 172 Subpart C –Shipping Papers](#)

Hazardous Materials Permit Facts

PERMIT REQUIREMENTS

Colorado law requires that any person transporting hazardous materials that require placarding under Parts 172 or 173 of Title 49, Code of Federal Regulations (C.F.R.), must obtain a permit from the Colorado Department of Transportation prior to performing any transportation of these materials in, to, from, or through Colorado. Additionally, both Colorado and federal law require that no motor carrier shall operate a motor vehicle until the motor carrier has obtained and has in effect the minimum levels of financial responsibility as set forth in of 49 C.F.R., Part 387.

Questions concerning the regulations regarding the safe transportation and routing of hazardous and nuclear materials should be directed to the Colorado State Patrol, Troop 8-C, Hazardous Material Transport Safety and Response, at (303) 273-1900. Questions concerning hazardous material permits should be directed to the Colorado Department of Transportation at (303) 757-9539 or toll free (800) 350-3765.

To apply for a Colorado Hazardous Materials permit you must create an account on the Colorado Oversize Overweight Permitting and Routing (COOPR) system available at coopr.codot.gov

You will need to provide the following information:

- Insurance
- Federal HazMat Registration ID Number
- Type of carrier (i.e. for hire, private, intrastate and/or interstate)
- The number of vehicles you wish to permit
- Vehicle Combination weight (over or under 10,001 pounds)
- The division and/or class of hazardous commoditie(s) you haul

APPLICATION REQUIREMENTS

All Certificates of Insurance (Acord forms), MCS-90, and/or MCS-82 forms must be uploaded directly to the COOPR permit website (coopr.codot.gov) located on the bottom right-hand side of your Company Dashboard under the Upload Acord link. Once you have uploaded your insurance documentation please allow our staff 10 - 15 minutes to verify insurance. Once insurance is verified, you will see your insurance expiration date posted on your Company Dashboard.

Hazardous material carriers are required to have a Federal HazMat Registration ID number which is issued by the Pipeline and Hazardous Materials Safety Administration (PHMSA). If the quantity of hazardous material you haul does not meet their requirements or you fall under another exception, please list the exception in Permit Notes when you apply. The PHMSA website is <https://www.phmsa.dot.gov/registration/registration-information> or, they can be reached at 202-366-4109/1-800-467-4922.

Materials of Trade MOT



Whether you are self-employed or work for a large company, you may carry hazardous

materials as part of your job. A hazardous material is “a substance or material which has been determined by the U.S. Department of Transportation (DOT) to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce.” This definition is found in the requirements for transporting hazardous materials known as the Hazardous Materials Regulations (HMR), issued by DOT's Pipeline and Hazardous Materials Safety Administration (PHMSA.) The HMR tells you:

- how to classify and package hazardous materials;
- how the package must be marked and labeled;
- how to complete shipping papers;
- how to provide required emergency response information;
- whether the vehicle transporting hazardous materials must be placarded and the specific placards required; and
- what training is required for handlers and shippers of hazardous materials.

The HMR is published in Title 49, Code of Federal Regulations (49 CFR), Parts 171-180.

Certain hazardous materials transported in small quantities as part of a business are subject to less regulation because of the limited hazard they pose. These materials are known as Materials of Trade.

lower hazard – that is, if it belongs to Packing Group II or III, other than division 4.3, or is a consumer commodity (ORM-D) – the maximum amount of material in each package is 30 kg (66 lbs) for solids or 30 L (8 gals) for liquids. • For Division 4.3 materials (only Packing Group II and III materials are allowed), the maximum amount of material in each package is 30 ml (one oz.)

- Each cylinder containing a gas (Division 2.1 or 2.2) may not weigh more than 100 kg (220 lbs.)
- A diluted mixture of a Class 9 material (not exceeding 2% concentration) may be transported in a tank having a capacity of up to 1500 L (400 gals.)

What Are Materials of Trade, and What Regulations Apply?

Materials of Trade (MOTs) are hazardous materials, other than hazardous waste, that is carried on a motor vehicle:

- to protect the health and safety of the motor vehicle operator or passengers, such as insect repellent or a fire extinguisher;
- to support the operation or maintenance of a motor vehicle (including its auxiliary equipment), such as a spare battery or gasoline; or
- to directly support a principal business of a private motor carrier (including vehicles operated by a rail carrier) that is other than transportation by motor vehicle – for example, landscaping, pest control, painting, plumbing, or welding services.

Be aware that it is your responsibility to know if you are transporting hazardous material and the requirements in the HMR that apply. The regulations that apply to MOTs are found in 49 CFR Section 173.6. They include:

- general knowledge of MOTs regulations;
- quantity limitations;
- packaging requirements; and

- marking and labeling requirements.

The MOTs regulations do not require:

- shipping papers;
- emergency response information;
- placarding; or
- formal training or retention of training records.

What Quantity Limits Apply for Hazardous Materials being Transported as MOTs?

Except for tanks containing diluted mixtures of Class 9 materials, no more than a combined gross weight of 200 kg (440 lbs) of Materials of Trade can be transported on any one vehicle. Size limits for individual packages apply to Materials of Trade as described below:

- If a hazardous material is a high-hazard material (Packing Group I), the maximum amount of material in one package is 0.5 kg (one lb) for solids or 0.5 L (one pt) for liquids.
- If the hazardous material is a medium or lower hazard – that is, if it belongs to Packing Group II or III, other than division 4.3, or is a consumer commodity (ORM-D) – the maximum amount of material in each package is 30 kg (66 lbs) for solids or 30 L (8 gals) for liquids.
- For Division 4.3 materials (only Packing Group II and III materials are allowed), the maximum amount of material in each package is 30 ml (one oz.)
- Each cylinder containing a gas (Division 2.1 or 2.2) may not weigh more than 100 kg (220 lbs.)
- A diluted mixture of a Class 9 material (not exceeding 2% concentration) may be transported in a tank having a capacity of up to 1500 L (400 gals.)

What are the Packaging and Marking Requirements for MOTs?

Materials of Trade also have packaging and marking requirements that help increase safety. The packaging must be the manufacturer's original packaging or a package of equal or greater strength and integrity. The packaging must be marked with a common name (such as "gas" or "spray paint") or a proper shipping name from the HMR (such as "Isopropyl Alcohol.")

Additionally, the following other requirements apply to MOTs:

- Packaging must be leak tight for liquids and gases and sift-proof for solids.
- Packages must be securely closed, secured against movement, and protected against damage.
- Outer packaging is not required for receptacles (such as cans or bottles) that are secured against movement in cages, bins, boxes, or compartments.
- Gasoline must be transported in a metal or plastic container meeting DOT or OSHA requirements (Section 173.6 (b) (4) and Section 173.202 in the HMR).
- Cylinders and pressure vessels must conform to the HMR, except that outer packaging is not required. These cylinders must be marked with the proper shipping name and identification number and have a hazard class warning label.
- If the package contains a reportable quantity of a hazardous substance, it must be marked "RQ." Reportable quantities are found in Appendix A of Section 172.101 in the HMR.
- A tank containing a diluted mixture (not more than 2% concentration) of a Class 9 material must be marked on two opposing sides with the identification number.

Motor Carriers Of Passengers



Historically, the predecessor agencies of the FMCSA only regulated "for-hire" transportation of passengers with a vehicle designed to transport more than 15 passengers, including the driver.

Private motor carriers of passengers (PMCPs) became subject to the FMCSRs on January 1, 1995. They are separated into two groups (business or nonbusiness) and are exempt from certain requirements of the FMCSRs.

Motor carriers operating vehicles designed or used to transport 9 to 15 passengers (including the driver) for compensation became subject to three regulatory standards on February 12, 2001.

For-Hire Carriers

Three factors must be present before a motor carrier of passengers is classified as a "for-hire" carrier:

1. The motor carrier provides interstate transportation of passengers for a commercial purpose;
2. The motor carrier is compensated, either directly or indirectly, for the transportation service provided; and
3. The transportation service is generally available to the public at large.

Examples of for-hire transportation of passengers include, intercity bus service, charter bus service, canoe rental company bus service, and hotel bus service.

Business PMCPs

Business PMCPs provide private transportation of passengers in the furtherance of a commercial purpose.

Examples of business PMCPs include companies that use buses to transport their own employees and professional musicians who use buses for concert tours.

Non-business PMCPs

Non-business PMCPs provide private transportation of passengers that is not in the furtherance of a commercial purpose.

Examples of non-business PMCPs include churches, private schools, scout groups, and other organizations that may purchase or lease buses for the private transportation of their respective groups.

Private Motor Carriers of Passengers (PMCP): Business

What is a Business PMCP?

Business PMCPs provide private transportation of passengers in the furtherance of a commercial purpose. Examples include companies that use buses to transport their own employees and professional musicians who use buses for concert tours. Commercial businesses that provide passenger transportation to the general public are not business PMCPs.

Applicability of FMCSRs

The chart below summarizes the applicability of the Federal Motor Carrier Safety Regulations (FMCSRs) to Business Private Motor Carriers of Passengers (PMCPs).

PART	REGULATORY TOPIC	APPLICABLE
382	Controlled Substances and Alcohol Use and Testing	Yes
383	Commercial Driver's License	Yes
387	Financial Responsibility (Insurance/Surety)	No
390	General Applicability and Definitions	Yes
391	Qualifications of Drivers	Partial
392	Driving of Commercial Motor Vehicles	Yes
393	Parts and Accessories	Yes
395	Driver's Hours of Service	Yes
396	Inspection, Repair, and Maintenance	Yes

Exemptions

Business PMCPs are not subject to:

- Minimum levels of financial responsibility
- Road test requirements of Part 391

Private Motor Carriers of Passengers (PMCP): Non-business

What is a Non-business PMCP?

Non-business PMCPs provide private transportation of passengers that is not in the furtherance of a commercial purpose. Examples of non-business PMCPs include churches, private schools, civic organizations, scout groups, and other charitable organizations that may purchase or lease buses for the transportation of their respective groups.

Applicability of FMCSRs

The chart below summarizes the applicability of the Federal Motor Carrier Safety Regulations (FMCSRs) to Non-business Private Motor Carriers of Passengers (PMCPs).

PART	REGULATORY TOPIC	APPLICABLE
382	Controlled Substances and Alcohol Use and Testing	Yes
383	Commercial Driver's License	Yes
387	Financial Responsibility (Insurance/Surety)	No
391	Qualifications of Drivers	Partial
392	Driving of Commercial Motor Vehicles	Yes
393	Parts and Accessories	Yes
395	Driver's Hours of Service	Partial
396	Inspection, Repair, and Maintenance	Partial

Exemptions

Non-business PMCPs are not subject to:

- Minimum levels of financial responsibility
- Subpart C of Part 391
- Subpart D of Part 391
- Subpart F of Part 391
- Most paperwork and recordkeeping requirements of Parts 391, 395, and 396.

Applicability of the Minimum Financial Responsibility Regulations to Motor Carriers of Passengers

Applicability

Regulations covering minimum levels of financial responsibility (insurance) are found in 49 CFR Part 387, Subpart B. These regulations are only applicable to "for-hire" carriers transporting passengers in interstate commerce.

The chart below summarizes the applicability of the minimum levels of financial responsibility regulations to passenger carriers.

	"For Hire" Passenger Carrier	Business PMCPs	Non-business PMCPs
Vehicle with a seating capacity of 16 or more	\$5,000,000 insurance coverage required	Not Subject	Not Subject
Vehicle with a seating capacity of 15 or less	\$1,500,000 insurance coverage required	Not Subject	Not Subject

Exemptions

Minimum Financial Responsibility Regulations do not apply to:

- A motor vehicle transporting only school children and teachers to and from school
- A motor vehicle providing taxicab service, having a seating capacity of less than 7 passengers, and not operating on a regular route or between specified points
- A motor vehicle carrying less than 16 individuals in a single daily round trip to commute to and from work

Applicability of the Federal Motor Carrier Safety Regulations to Commercial Operators of Small Passenger-Carrying Vehicles

What requirements are applicable to operators of small passenger-carrying commercial motor vehicles?

Operators of vehicles designed or used to transport 9 to 15 passengers (including the driver) for compensation, but not direct compensation, are subject to the Motor Carrier Identification Report (Form MCS-150) filing requirements of Section 390.19, the commercial motor vehicle marking requirements of Section 390.21, and the accident register recordkeeping requirements of Section 390.15. Operators of such vehicles for direct compensation are subject to the requirements of Parts 390 to 396.

Household Goods Carriers

Part 375



As an HHG Carrier, what information must I provide to a Prospective Shipper?

The Department of Transportation (DOT) publication titled "Ready to Move?—Tips for a Successful Interstate Move" (DOT publication FMCSA–ESA–03–005, or its successor publication). You must provide the individual shipper with either a copy or provide a hyperlink on your internet website to the web page on the FMCSA website containing that https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/ReadytoMoveBrochure_2022Update.pdf

The contents of appendix A of this part, titled "Your Rights and Responsibilities When You Move" (DOT publication FMCSA–ESA–03–006, or its successor publication). You must provide the individual shipper with either a copy or provide a hyperlink on your internet website to the web page on the FMCSA website with the publication "Your Rights and Responsibilities When You Move."

https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/RightsandResponsibilitiesBooklet_2022Update.pdf

Before you execute a bill of lading for a shipment of household goods, you must furnish to your prospective individual shipper all four of the following documents:

- (1) A concise, easy-to-read, accurate estimate of your charges.
- (2) A notice of the availability of the applicable sections of your tariff for the estimate of charges, including an explanation that individual shippers may examine these tariff sections or have copies sent to them upon request.
- (3) A concise, easy-to-read, accurate summary of your arbitration program.
- (4) A concise, easy-to-read, accurate summary of your customer complaint and inquiry handling procedures. Included in this description must be both of the following two items:

Are you maintaining :

Evidence of participation in an arbitration and/ or dispute settlement program.
Evidence of published tariffs.
Previous Freight Bills and Estimates.
Proof of the required documents to be given to prospective individual shippers before executing an order for service. Per 49 CFR 375.213

FMCSR RECORD RETENTION

Regulation	Document	Retention Period
Driver Qualifications CFR 391		
391.51 (c)	Complete driver qualification file	3 years after date of termination
391.51 (d)	Driver Applications	3 years after date of termination
391.23 (a) 1	Initial MVR at time of hire	3 years after date of termination
391.51 (d) 1	Annual motor vehicle record (MVR)	3 years from date of execution
391.51 (d) 2	Annual Review	3 years from date of execution
391.51 (d) 3	Certification of violations	3 years from date of execution
391.51 (d) 4	Medical Certificate and long form	3 years from date of execution
391.51 (d) 5	Physical waiver	3 years from date of execution
Drug and Alcohol testing Records CFR 382		
382.401 (3)	Records of negative and canceled controlled substances test results and alcohol test results with a concentration of less than	1 year
382.401 (2)	Records related to the alcohol and controlled substances collection process (except calibration of evidential breath testing	2 years
382.703	(DACH) Clearinghouse records of drivers' limited consent	3 years from date of last query
382.401 (b)(I)(i)	Records of Alcohol tests with .02 or greater	5 years
382.401 (b)(I)(ii)	Records of driver verified positive controlled substance test	5 years
382.401 (b)(I)(iii)	Documentation of refusals to take required alcohol and/or controlled substances tests	5 years
382.401 (b)(I)(iv)	Driver evaluations and referrals	5 years
382.401 (b)(I)(v)	Calibration documentation to testing devices	5 years
382.401 (b)(I)(vi)	Administrative records of the Alcohol controlled substance testing programs, including all driver violations	5 years
382.401 (b)(1)(vii)	A copy of each annual calendar year summary required by 382.403 (only those carriers selected)	5 years
382.401 (4)	Records related to the education and training of breath alcohol technicians, screening test technicians, supervisors, and drivers shall be maintained by the employer while the individual performs the functions which require the training and for *2 years after ceasing to perform these functions	Indefinite*

FMCSR RECORD RETENTION

Regulation	Document	Retention Period
Hours of Service Documentation CFR 395		
395.8 (k)	Record of duty status and all supporting documents, and time records	6 months
Accident Records CFR 390		
390.15	Accident Register and Files	3 years after the date of the accident
Vehicle Inspection and Maintenance		
396.11 (c)(2)	Driver vehicle inspection report	3 months
396.3 (c)	Maintenance files as required by 396.3 (b)	1 year
396.9 (d)(3)(ii)	Copy of roadside inspections	12 months
396.21	Annual inspection	14 months
396.19 (b)	Annual inspector certification	During employment and 1 year thereafter
Household Goods		
375.403	Written estimate	1 year
375.501	Order of Service	1 Year
375.503	Inventory Sheet	1 Year
375.505	Bills of lading	1 Year
375.519	Weight tickets	1 year
379.13	Damage and loss claims	1 year
Hazardous Materials		
177.817 (f)	Shipping Papers (Carrier)	May be electronic 1 year
172.201	Shipping Papers (Shipper)	May be electronic 2 years
172.201	Hazardous Waste Manifest	3 years
107.620 (a)	Certificate of Registration	3 years
172.704	Training Records	Inclusive of 3 years until 90 days after date of termination
390.32 (b)	Any person or entity required to generate, maintain, or exchange documents to satisfy requirements in chapter III of subtitle B of title 49, Code of Federal Regulations (49 CFR 300– 399) may use electronic methods to satisfy those requirements.	

If you failed the New Entrant Safety Audit

You will need to submit a Corrective Action Plan (CAP) to FMCSA to keep them from revoking your ability to operate. You will receive a Safety Audit Failure Letter from FMCSA. The letter will advise you of what is required to be in your Corrective Action Plan (CAP), that you have 15 days to submit it and what your planned revocation date is (usually 60 days). The attached link will take you to a Corrective Action Plan (CAP) guidance video to guide you on how to submit your response to FMCSA.

[Corrective Action Plan \(CAP\) guidance](#)

Your CAP can be sent by Email, Fax or if you send it by mail they recommended you use a trackable service.

If you fail to submit a CAP and have it approved by FMCSA prior to your planned revocation date then you will be required to wait 30 days before you can re-apply.

[How to re-register after revocation video](#)

For more information go to FMCSA New Entrant Program Website

<https://ai.fmcsa.dot.gov/newentrant>

COMBATING HUMAN TRAFFICKING WITH THE TRUCKING INDUSTRY



The Problem

Modern-day slavery, or human trafficking, exists whenever people are bought and sold for forced labor or commercial sex. Around the world, it's estimated that there are over 40 million slaves today. Human trafficking has been reported in all 50 states, and the number of victims in the United States is estimated in the hundreds of thousands. While illegal, human trafficking is a booming business. Traffickers recruit out of our schools, online, in shopping malls, as well as the streets and other locations. A large percentage of the people trafficked are women and children. Many of them are used in the sex industry. They are the prostituted people on the street, in private homes and in legitimate businesses such as restaurants, bus terminals, truck stops and motels. They need to be identified and rescued.

The Solution

Truckers Against Trafficking (TAT) recognizes that members of the trucking, bus and energy industries are invaluable in the fight against this heinous crime. TAT exists to educate, equip, empower and mobilize members of the trucking, bus and energy industries to combat domestic sex trafficking as part of their everyday jobs. We have three main goals:

- Saturate trucking and related industries with TAT materials.
- Partner with law enforcement and government agencies to facilitate the investigation of human trafficking.
- Marshal the resources of our partners to combat this crime.

How to Train

A CDL trainer or safety instructor facilitates the training by showing the video to a group that has gathered in person and passes out the wallet card. The trainer can either use a DVD or download the training video as an mp4 file and also use the wallet card webinar. For these sessions, if a truck driving school or company would like to hand out certificates, TAT can create a co-branded one for the training facilitator to fill out and distribute to participants.

TAT can work with trucking companies to upload its training materials (including the video, quiz and a co-branded certificate) to the company's own internal learning management system or online training program. Most major LMS services already have the TAT training loaded.

Free Resources

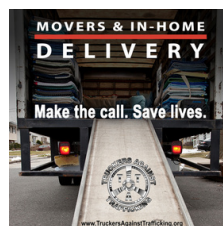


TRAINING VIDEOS

OTR Trucking
<https://vimeo.com/399290663>



Local Drivers
<https://vimeo.com/640183845>



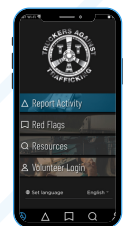
Movers & In-Home Delivery
<https://vimeo.com/690555468>



WALLET CARDS



WINDOW DECAL



TAT APP

Install it from the iTunes App Store or from Google Play

If you would like to request any of the materials you see above, please send an email with your name, request, and shipping information to: tat.truckers@gmail.com.

www.truckersagainstrafficking.org