

# Motor Vehicle Enforcement

## Industry Outreach



**Haz Mat Specialist Chris Boswell**

**What is a  
Commercial  
Motor Vehicle?**



# A CMV is:

- A single motor vehicle weight or weight rating is 10,001 lbs or more.
- A combination vehicle weight or weight rating of 10,001 lbs or more in interstate commerce.
- A combination vehicle with a weight rating of 26,001 lbs or more when the motor vehicle is under 10,000 lbs in intrastate commerce.
- A vehicle of any size is used to transport Hazardous Materials in a quantity requiring a placard

# CELL PHONES & CMVs

- ▣ Both Interstate and Intrastate.
- ▣ Any vehicle that meets the definition of a commercial vehicle.
- ▣ It would include all types of licenses, if they are operating a CMV.
- ▣ The rule took effect January 3<sup>rd</sup>, 2012.

# CELL PHONES & CMVs

- Driving means operating a commercial motor vehicle on the highway, including while temporarily stationary because of traffic, a traffic control device, or momentary delay.
- 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 halted in a location where the vehicle can safely remain stationary

# CELL PHONES & CMVs

- The rules state motor carriers must not allow, nor require drivers to use their hand-held mobile telephone while driving.
- On an inspection/citation the violation is to the driver. The violation will affect the companies CSA score.

# CELL PHONES & CMVs

- ▣ Using a hand-held mobile device while driving is a serious traffic violation and will result in a CDL driver being disqualified.
- ▣ There is an emergency exception that allows CMV drivers to use their hand-held mobile telephone, if necessary, to communicate with law enforcement officials or other emergency services.
  - ▣ Hands free use is allowed via either an earpiece or speaker phone function of the mobile phone.

# Medical Card/Drivers License

- There are 4 different categories to choose from when getting a CDL.
- 1 is Interstate CDL Non Exempt
- 2 is Interstate CDL Exempt
- 3 **Intrastate** CDL Non Exempt
- 4 **Intrastate** CDL Exempt

# Commercial Driver's License

# GVWR / GCWR

GVWR:

Gross Vehicle Weight Rating

GCWR:

Gross Combination Weight  
Rating

# License Classes

Class C	Non-Commercial
Class D	Chauffeurs
Class C	CDL HazMat / Pass 26,000 and below
Class B	CDL Single Vehicle 26,001 and up
Class A Vehicle	CDL Combination 26,001 and up

# Class C Operators

Non-Commercial



All motor vehicles on public highways, up to 16,000 GVWR

# Class D Chauffeurs



Not a CDL

D1 - Farm Truck tractor / semi trailer

D2 - GVWR 16,001 - 26,000 lbs

# Class C CDL

26,000 or less GVWR required to display a Hazardous Material placard



# Class B CDL

Single vehicle with a  
GVWR  
26,001 lbs or more



# Class B CDL

Combination vehicle with a

# Class A CDL

Combination vehicle when the GCWR is 26,001 Lbs or more and the towed vehicle GVWR 10,001 Lbs or more



# **Cargo Securement Rules**

# Prevent Loss of Load

- **Leaking**

- **Spilling**

- **Blowing**

- **Falling**

# **Prevent Shifting of Load**

- **Upon or Within**

**“To such an extent that the vehicle’s stability or maneuverability is adversely affected”**

# Lightweight cargo may not effect vehicle stability



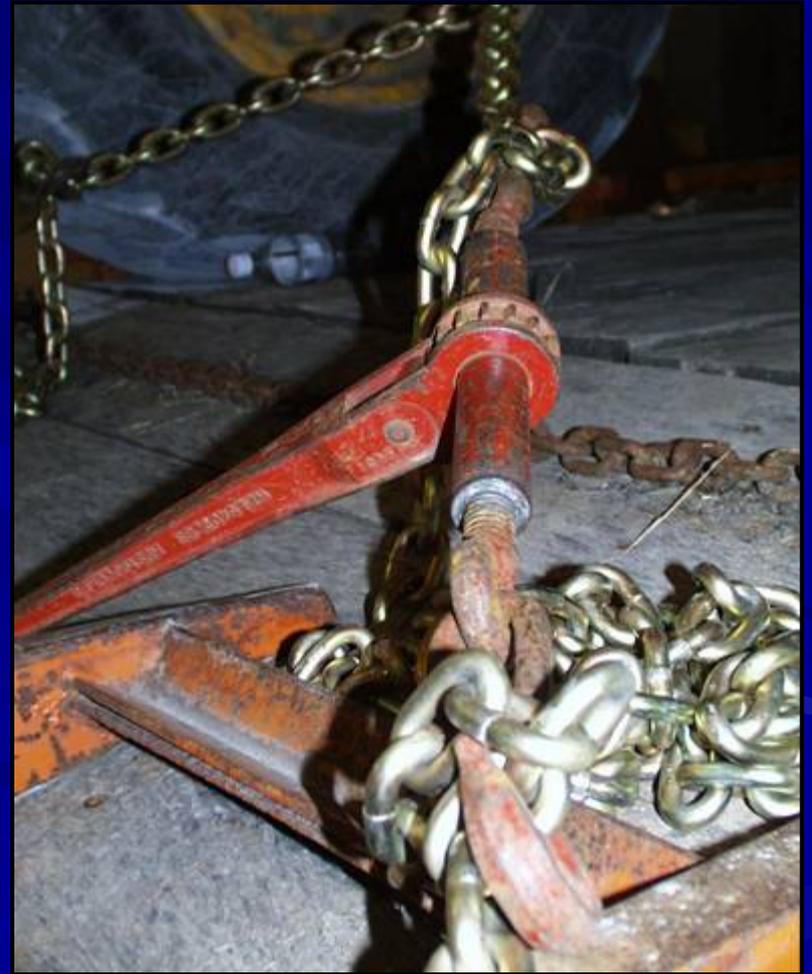
# Heavier cargo may effect vehicle stability



**Hazardous Materials must  
always be safely secured**



# Each tiedown must have it's own form of adjustment



# 10,000 lbs or Less



**Must be restrained with at least two tiedowns, one at the front and one at the rear.**

# 10,000 lbs or Less



**Prevent  
movement in  
forward,  
rearward,  
lateral, and  
vertical  
directions.**

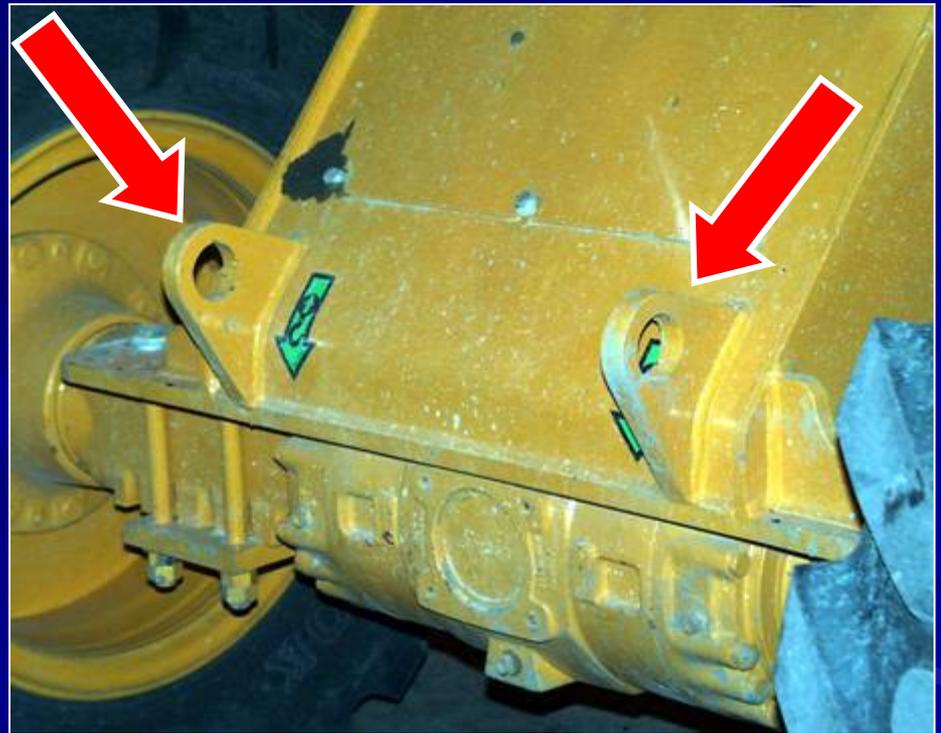
**10,001 lbs or More**

**Start with  
a  
minimum  
of four  
tiedowns**



**10,001 lbs or More**

**Locate the  
tiedowns at  
factory  
anchor  
points**



**10,001 lbs or More**

**Or locate the  
tiedowns  
near the ends  
of the  
machine...**



# 10,001 lbs or More



**Add more tiedowns as needed  
to achieve required WLL**

**10,001 lbs or More**



**Each tiedown must have  
it's own tensioning device**

**10,001 lbs or More**



**Lower all booms and blades,  
and secure to vehicle**

**10,001 lbs or More**



**Prevent articulation by using  
locks or additional tiedowns**

**CSA**

# **CSA 2010 Basics**

**There are 7 different  
“Basics” that make up a  
driver and carrier profile**

# Basics

- **Unsafe Driving:** Operating a CMV in a dangerous or careless manner, example: speeding, lane change, reckless driving.
- **Hours of Service Compliance:** Operating a CMV by a driver who is ill, fatigued, or is not in compliance with hours of service regulations.
- **Driver Fitness:** Operating a CMV by a driver who is unfit to operate a CMV due to lack of training, experience, or medical qualifications, examples: invalid or no CDL, medically unqualified.

# Basics

- **Controlled Substance and Alcohol:** Operating a CMV while impaired by alcohol, illegal drugs, or abuse of prescription meds.
- **Vehicle Maintenance:** CMV failure due to improper or inadequate maintenance, examples: brakes, lights, tires or other mechanical defects. Load securement issues.
- **Hazardous Materials Compliance:** Unsafe handling of HM on a CMV. Examples; no shipping papers, no placards/markings and HMR parts 171, 172, 173, 177, 178, 179, and 180.

# Basics

- Crash Indicator: Histories or patterns of high crash involvement, including frequency and severity. It is based on state reported crash reports. ***It doesn't matter who is at fault.***

# Carrier Interventions

- **Warning Letter**
- **Carrier access to safety data and measurement information**
- **Targeted roadside inspections**

# Carrier Interventions

## Investigations

- **Offsite investigation**
- **Onsite investigation**
- **Onsite comprehensive investigation**

# **Carrier Interventions**

## **Follow-on Interventions**

**Cooperative Safety Plan**

**Notice of violation**

**Notice of claim**

**Operations Out of Service Order**

# Current Rating Process in CSA 2010

**CSA 2010 incorporates the existing safety rating process and will continue to do so until SFD would go into effect:**

- **Drivers will not be rated**
- **Drivers will not face any more suspension risk in the future than exists today**

# What CSA 2010 Means to Drivers

# Pre-employment Screening Program (PSP)

## PSP was mandated by Congress under SAFETEA-LU

- PSP is not a part of CSA 2010
- “Driver Profiles” from FMCSA’s Driver Information Resource (DIR) will be available to carriers through PSP
- Driver Profiles will only be released with driver authorization
- Drivers will be able to obtain their own driver information record
- PSP is under development, more information can be found at [www.psp.fmcsa.dot.gov](http://www.psp.fmcsa.dot.gov)

# Frequently Asked Questions

# Frequently Asked Questions (FAQs)

- **Does CSA 2010 give FMCSA the authority to put drivers out of work?**
  - **No.** CSA 2010 does NOT give the agency the authority to remove drivers from their jobs. A change of that magnitude would require rulemaking and no such effort is underway.
- **Does CSA 2010 give FMCSA the authority and processes to rate drivers and revoke their CDLs?**
  - **No.** Driver assessments are available to investigators but these *are not used to rate drivers* and/or revoke CDLs; State licensing agencies perform that function.

# FAQs (cont'd)

- **Do tickets or warnings that drivers receive while operating their personal vehicles impact the new Safety Measurement System?**
  - **No.**
- **Does the Safety Measurement System hold carriers responsible for drivers' errors, such as speeding?**
  - **Yes.** Carriers are held accountable for drivers' errors because they are responsible for the job performance of those who work for them.

# FAQs (cont'd)

- **Do carriers and drivers need to register for CSA 2010 and fulfill mandatory training?**
  - **No.** CSA 2010 is primarily focused on helping FMCSA improve its enforcement operations. Carriers and drivers do not need to register for CSA 2010 nor is there a mandatory training requirement.
- **Is there a way to challenge potentially erroneous or improper violations on carrier and/or driver records?**
  - **Yes.** The DataQs program (<https://dataqs.fmcsa.dot.gov>) allows carriers **and drivers** to challenge information that resides in FMCSA databases such as crash and inspection reports.

# FAQs (cont'd)

- **Is it considered an inspection every time I talk to an inspector at a weigh station?**
  - **Not necessarily.** Law enforcement perform two types of actions at the roadside: a screening and an inspection. A screening evaluates a CMV to determine if that driver and/or vehicle warrants an inspection. Screening methods may vary by jurisdiction. A screening does not constitute an inspection and an inspection report would not be generated.

# Getting pulled over (What to expect)



# Paperwork Required

- Driver's License
- Registration for the truck/ trailer
- Proof of Insurance
- Logbook if needed

F0331 Form 4420031  
1-98

**INTERNATIONAL REGISTRATION PLAN APPORTIONED CAB CARD**  
Vehicle Described Herein Has Been Proportionally Registered Between The State Of Iowa And Jurisdictions Shown Below

Owner	Arnold B. Crankin	Unit No.	432	Year	05	Make	Pet	Type	TT	Vehicle Identification	1FG5DFG55B123456	Acct. No.	98765								
Carrier No.	1234	FLT#	12	Title No.	56789	Date Issued	01-11-05	Fuel	4	Sup#		AX/ST	N	Percent		Unladen Wgt.	18000	Wgt. Grp.	8	Combine GVW	

Weight 18000 US jurisdictions are in LBS and Canadian in KGS. I am aware of all applicable federal and state commercial vehicle safety regulations.

 Iowa Department of Transportation

Registrant: ABC Holdings and Truck Leasing  
1234 Big Truck Dr.  
Anywhere, Iowa, 12345



# Paperwork Required

- Shipping Information
- Rental agreement if needed
- Proof of UCR
- Oversized load permit

FOR HELP IN CHEMICAL EMERGENCIES INVOLVING SPILL, LEAK, FIRE OR EXPOSURE CALL TOLL FREE 1-800-424-8800 DAY OR NIGHT

**STRAIGHT BILL OF LADING**  
ORIGINAL - NOT NEGOTIABLE

Shippers: WF-7632  
Carriers: \_\_\_\_\_  
Date: 8/22/93

CARRIER: TRUX - R - US SCAC \_\_\_\_\_

TO: Purrs Supermarkets FROM: Wilson Foods Corp  
Comignee: 1800 Happy Jack Road Shipper: 4545 Lincoln Blvd.  
Street: Cheyenne, WY Destination: Zip 82007 Street: Oklahoma City, OK Origin: Zip 73105

Vehicle Number: TRU # 61

No. of Packages	Description of Contents	Weight	Volume	Remarks
800	Cases meat products, canned <i>received 8/23/93 Bill Bob</i>		24,000 lbs	

Remit C.O.D. to: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

C.O.D. Fee:  Prepaid  Collect  \$ \_\_\_\_\_

NOTE: - Goods are listed as described on label. Shipper is responsible to check appropriateness of marking and address of individual value of the contents. The degree of damage is subject to the degree of care exercised by the carrier.

RECEIVED BY: \_\_\_\_\_

SHIPPER: \_\_\_\_\_ CARRIER: Trux-R-US  
PER: \_\_\_\_\_ PER: Bill Bob  
DATE: \_\_\_\_\_ DATE: 8/22/93

FORM # 9-BLS-A (3 PLT)

FOR HELP IN CHEMICAL EMERGENCIES INVOLVING SPILL, LEAK, FIRE OR EXPOSURE CALL TOLL FREE 1-800-424-8800 DAY OR NIGHT

# What's going to happen

- An inspection will normally take place
- Involves going through paperwork, checking the load, going over the truck.



# What's going to happen

The inspection will consist of checking your paperwork and driver's license.

The truck and/or trailer will be inspected.

The load will be looked at.

All information will be entered onto a computer and you will receive a copy of the inspection. If there are citations issued, you should receive them at this time.



# How to make the inspection go quicker

- When an officer asks for paperwork, know what they are asking for and where it is.
- Know where the annual inspection sticker and/or paperwork is.
- Always keep all paperwork legible.
- **A good suggestion would be to get a folder and have all your paperwork up to date and in the folder. Then place the folder in the truck.**

# Public Information

[www.iamvd.com](http://www.iamvd.com)



1-800-925-6469