

Before the House Transportation Committee

Thursday January 12, 2023

Testimony

Submitted by Mike Hoeme, Director of Transportation  
On behalf of the Staff of the Kansas Corporation Commission

Chairman Francis, Vice Chair Neelly, Ranking Minority Member Ballard, and members of the Committee, thank you for the opportunity to present today on behalf of the staff of the Kansas Corporation Commission (KCC).

Chairman Petersen, Vice Chair Kloos, and members of the Committee, thank you for the opportunity to present today on behalf of the staff of the Kansas Corporation Commission (KCC).

Good afternoon, before I begin I would like to introduce my colleagues here with me this afternoon. First, Gary Davenport Deputy Director of Transportation, Jared Smith Executive Director Transportation Division and Ahsan Latif KCC Litigation and Transportation Attorney.

The KCC is the lead agency with the statutory responsibility to regulate motor carriers in Kansas. As the lead agency, we understand the value of teamwork. We work closely with the Kansas Department of Transportation (KDOT), Kansas Department of Revenue (KDOR), Kansas Highway Patrol (KHP), the Federal Motor Carrier Safety Administration (FMCSA) and the Kansas Motor Carrier Association (KMCA). Working together we are making a positive impact with the industry we serve and making the roads safer for the motoring public.

Attached is our presentation which highlights the KCC Transportation Divisions authority, priorities, programs and goals. Thank you for the opportunity to appear before you today.

If you have questions feel free to contact me at 785-271-3333 or [m.hoeme@kcc.ks.gov](mailto:m.hoeme@kcc.ks.gov).

# KCC Transportation Division Report to the 2023 Legislature

January 12, 2023



# CORE FUNCTIONS

As the lead agency that regulates motor carriers and businesses that operate commercial motor vehicles in Kansas, our core values are.

- Statutory Requirements and Administrative Regulations ;
- Education and Compliance Programs;
- Kansas Trucking Regulatory Assistance Network (KTRAN);
- Unified Carrier Registration (UCR) Program;

# Statutory Requirements

KCC authority, K.S.A. Chapter 66

- General            66-1, 108a & 108b
- Specific            66-1, 112g - Private reg
- Specific            66-1, 114 - For hire reg
- Specific            66-1, 139(a)- UCR
- Specific            66-1, 129- Safety

Chapter 66 - throughout has numerous references to motor carriers and the authority of the Commission, the statutes specifically listed herein are a fraction of what the Division operates within.

# Administrative Regulations

- Periodic updates to the Kansas motor carrier regulations are required by 49 C.F.R. Part 350.
- States have three years to adopt federal regulations.
- The Division meets with representatives from the Kansas Highway Patrol (KHP) and the Federal Motor Carrier Safety Administration (FMCSA) to annually review the motor carrier regulations (K.A.R. 82-4-1 et. seq.), and draft proposed updates, amendments, additions and/or deletions.
- Proposed regulations are approved by the Commission, they then go through a review process with the Division of Budget, Department of Administration and the Attorney General's office.
- The next step is to schedule a Joint Committee on Administrative Rules and Regulations (JCARR) Hearing and then back to the Commission for public comment before going into law.

# Education

- Foundation for both the economic and safety programs.
- Weekly virtual Classes, with more than 1,000 trained annually representing more than 750 MCs.
  - Procedures Manual.
  - Company Focused Training by request.
  - KTRAN Wizard Compliance Tool.
  - 10 Special Investigators (SIs) located across Kansas.

The goal is to help educate new carriers, as well as out of compliance motor carriers, about current rules and regulations.

# Compliance Programs

- Comprehensive Investigations.
  - New Authorities.
  - CY 2022 Fatal Crashes involving CMVs, 59, of which 27 were KS based MCs.
  - Complaints
  - Motor Carriers with violations are required to submit a corrective action plan (CAP) and attend a compliance seminar.
- Focused Follow-up Investigations.
- Commercial Vehicle Safety Alliance (CVSA) Roadside Inspections.
  - SIs are required to perform a minimum of 32 inspections a year for certification and competency.

# Compliance Investigation Statistics

Compliance Reviews (CRs) conducted during Kansas Fiscal Year 2022  
(7/1/2021-6/30/2022): **157**

Carrier safety ratings from CRs:

- Satisfactory **48**
- Conditional **19**
- Unsatisfactory **8**
- Non-rated (Intrastate MCs and Follow-up) **82**
- Number of CRs resulting in penalties: (73.2%) **115**



# CMV Crash Statistics

	% Commercial Motor Vehicles Involved in Crashes		
	CY2019	CY2020	CY2021
<b>Midwest</b>	2.99	2.42	2.54
<b>KS</b>	2.44	2.19	2.18
<b>IA</b>	2.94	2.52	2.83
<b>IL</b>	3.27	2.79	3.14
<b>IN</b>	2.93	2.31	2.58
<b>MI</b>	3.51	2.85	3.19
<b>MN</b>	2.13	1.65	1.89
<b>MO</b>	2.95	2.49	2.64
<b>OH</b>	2.40	2.08	2.34
<b>WI</b>	2.61	2.12	2.35
<b>NE</b>	2.68	2.47	2.26

# Kansas Trucking Regulatory Assistance Network (KTRAN)

- Sends New Entrant notices.
- Motor carriers and businesses apply and renew their intrastate authorities.
- Wizard Compliance Tool.
- Driver Medical Waiver.
- Enforcement access to Authority and KCC Out of Service Orders (OOS).
- More than 10,000 motor carrier accounts.

# Unified Carrier Registration (UCR) Program

- The UCR is a federal registration program managed by the Division under which a motor carrier operating in interstate commerce pays annual registration fees.
- Funds collected are to be used for motor carrier safety programs, enforcement, or administration of the UCR.
- The Division is entirely fee funded, we do not receive State General Funds. The UCR Fees constitute the majority of the Division Funding source.
- Since the federal programs inception in 2007, the fees have been reduced by 46% due to the efforts of the State of Kansas.

# UCR Compliance for CY 2022 in the Midwest Region as of 10/5/2022

Jurisdiction	Registered Carriers	Not Compliant	Percent Compliant
Nebraska	8,288	1,234	87.04%
Missouri	13,526	2,372	85.08%
Ohio	21,198	4,021	84.06%
Illinois	30,036	4,894	86.38%
Indiana	15,560	2,453	86.38%
Iowa	9,943	2,365	80.78%
Wisconsin	11,109	2,304	82.82%
Michigan	12,210	2,261	84.38%
Minnesota	13,834	3,436	80.10%
Kansas	8,543	313	96.47%
<b>Nation Wide</b>	<b>589,926,</b>	<b>146,705</b>	<b>80.64%</b>

# Who is Subject to the Safety Rules and Regulations?

- *Businesses utilizing Commercial Motor Vehicles (CMVs) and Drivers.*

## What is a CMV?

Means any self-propelled or towed motor vehicle used on a *HIGHWAY* in Intrastate or Interstate commerce to transport passengers or property when the vehicle -

- Has a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) of 10,001 or more pounds, or
- gross vehicle weight (GVW) or gross combination weight (GCW), of 10,001 or more pounds, whichever is greater;



# What is a CMV? *Continued*

- a vehicle 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;





# What is a CMV? *Continued*

- or a vehicle used to transport hazardous materials that requires a placard.





# *What is a CMV for Commercial Driver's License (CDL)?*

**CMV**, as defined in Title 49 CFR Part 383.5, means any self-propelled or towed motor vehicle used on a **HIGHWAY** in Intrastate or Interstate commerce to transport passengers or property if the motor vehicle:

- Has a gross combination weight rating or gross combination weight of 26,001 pounds or more, whichever is greater, inclusive of a towed unit(s) with a gross vehicle weight rating or gross vehicle weight of more than 10,000 pounds, whichever is greater; or
- Has a gross vehicle weight rating or gross vehicle weight of 26,001 pounds or more, whichever is greater; or
- Is designed to transport 16 or more passengers, including the driver; or
- Is of any size and is used in the transportation of hazardous materials as defined in this section that is required to be placarded.

# Kansas Law effective *April 9, 2015*

The law *exempts* “**INTRASTATE**” Kansas domiciled *Private carrier* operations of CMVs that do not equal or exceed a GVWR, GCWR, GVW or CGVW of 26,000 pounds from the *Economic* and *Safety* regulations of the KCC except for **Cargo Securement, Coupling Devices** and **Annual Inspection** requirements.

The exemption does not apply to the following *Private CMVs*, regardless of weight, which are designed or used to transport 16 or more passengers including the driver, or which are used to transport HM and required to be placarded.

- *For Hire carriers are subject at GVWR, GCWR, GVW or CGVW rating 10,001 or more pounds.*

A Motor Carrier doing business in Kansas may be subject to the following regulations:

- **Drug/Alcohol Testing (CDL required vehicle) (*Part 382*);**
- **Driver Qualification Files (*Part 391*);**
- **Hours of Service Records (*Part 395*);**
- **Maintenance Files (*Part 396*);**
- **Insurance (*Part 387*);**
- **USDOT Number & Accident Files (*Part 390*); and**
- **Hazardous Material (HazMat only) (*Part 172-180*).**

# Contact Information

**KCC** <https://kcc.ks.gov/>

1500 SW Arrowhead Road

Topeka, KS 66604

**Mike J. Hoeme**, *Transportation Director*

*(785) 271-3333 or m.hoeme@kcc.ks.gov*

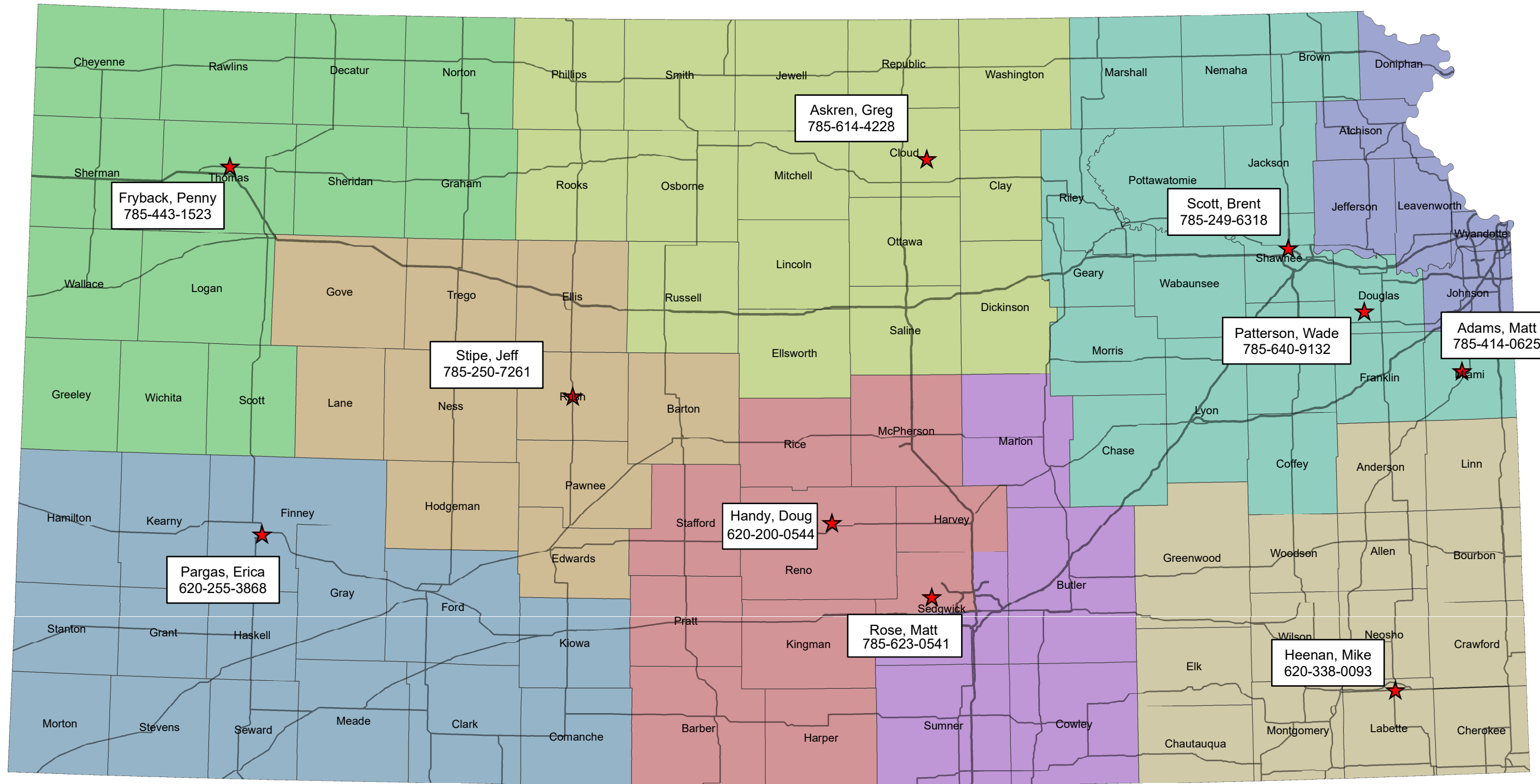
**Gary L. Davenport**, *Transportation Deputy Director*

*(785) 271-3151 or g.davenport@kcc.ks.gov*

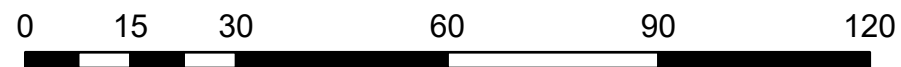
**Jared L. Smith**, *Transportation Public Service Executive*

*(785) 271-3284 or j.smith@kcc.ks.gov*

# Transportation Investigator Areas



Miles



KANSAS CORPORATION COMMISSION

# Procedures for Safety Compliance



Transportation Division  
1500 SW Arrowhead Road  
Topeka, KS 66604-4027

*November 2022*

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**Kansas Corporation Commission  
Transportation Division**

PHONE AND E-MAIL DIRECTORY

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**Please call the Kansas Corporation Commission if you have questions about any of the following:**

Interstate Authority.....Intrastate Authority.....Private Carrier Authority.....DOT Numbers.....Unified Carrier Registration (UCR).....Miscellaneous Questions.....Please call (785) 271-3145

You may visit our website at: [kcc.ks.gov](http://kcc.ks.gov). The Transportation Division webpage contains information regarding: KTRAN, authority, publications, safety, events, agriculture, FMCSA, general motor carrier information, UCR, and helpful links.

To access KCC registration information click on the KTRAN logo:  , or go to [puc.kcc.ks.gov/ktran](http://puc.kcc.ks.gov/ktran).

April 2022



# KANSAS

CORPORATION COMMISSION

KATHLEEN SEBELIUS, GOVERNOR  
BRIAN J. MOLINE, CHAIR  
ROBERT E. KREHBIEL, COMMISSIONER  
MICHAEL C. MOFFET, COMMISSIONER

January 2, 2006

The Kansas Corporation Commission (KCC) and the Kansas Highway Patrol (KHP) are joining efforts to enhance the Kansas Safety Compliance Program with one goal in mind, to reduce the number of injury/fatality accidents involving Commercial Motor Vehicles. This joint effort will result in formation of a Civil Assessment Penalty Program for noncompliance with safety regulations. Under the program, drivers and carriers may expect to see the following changes:

**New KHP Policy “Driver”:** Effective January 1, 2006, KHP officers have been trained and instructed to issue misdemeanor citations to drivers for the applicable out-of-service (OOS) violations of the Federal Motor Carrier Safety Regulations (FMCSR) discovered during roadside inspections as determined by the CVSA, North American Standard Out-Of-Service Criteria. This change in policy emphasizes the driver’s role, understanding and responsibility, and holds them accountable and liable for areas under their purview.

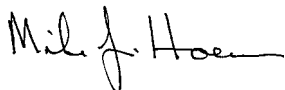
**New KCC Civil Assessment Project “ Motor Carrier”:** Effective April 1, 2006, the KCC will assess civil penalties to all motor carriers for the applicable OOS violations of the FMCSR’s discovered during roadside inspections as determined by the CVSA, North American Standard Out-Of-Service Criteria. This new program emphasizes the responsibility of motor carriers, and holds them accountable and liable for areas under their purview.

If a driver is issued a misdemeanor citation for an OOS violation, there will be no additional civil penalty assessed to the motor carrier for the same OOS violation. KCC will only issue one civil penalty fee for each OOS violation category. For example:

- The tractor of a combination vehicle is placed OOS for an air brake lining with a thickness less than 1/4 inch, as well as OOS for brake adjustment limits and the trailer is also placed OOS for brake adjustment limits, the company will be issued three OOS violations but only fined for one brake OOS.
- Scenario two, a driver is placed OOS for three OOS violations discovered during a roadside inspection. The OOS violations include an 11-hour rule, a 14-hour rule and a 70-hour rule violation. The driver will be issued a misdemeanor citation for the 11-hour OOS violation, the company will be issued three OOS violations, and because the driver will be cited for the 11-hour OOS violation, the company will not be issued a civil penalty.

As stated above, the KCC and KHP are joining efforts to reduce the number of injury/fatality accidents involving Commercial Motor Vehicles. This joint enforcement project will allow both the KCC and KHP to focus our resources on unsafe drivers and motor carriers, resulting in a more effective, efficient and safe environment for the motoring public. If you have any questions regarding this program, feel free to contact one of the agencies as indicated below. We appreciate your continued support in making the highways in the state of Kansas safer for everyone.

Sincerely,



Mike J. Hoeme, Director  
Transportation Division  
(785) 271-3333 (785)



Daniel D. Meyer, Captain  
Kansas Highway Patrol, Troop I  
296-7189

## Important FMCSA Websites

This page highlights links in question-and-answer format on specific subject matter most frequently requested by the public. The variety of topics featured can assist you in finding information you need to know about a particular Federal Motor Carrier Safety Administration program or activity. Please look for the question(s) you are interested in and go to the appropriate Website. We hope you find this information helpful.

- 1) What is the Federal Motor Carrier Safety Administration's official Website address?  
[www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)
- 2) How can I locate the nearest field office? <http://www.fmcsa.dot.gov/mission/field-offices>
- 3) Where can I obtain information about Federal safety regulations and interpretations?  
<http://www.fmcsa.dot.gov/regulations>
- 4) Where can I find information about the transportation of Hazardous materials?  
<http://phmsa.dot.gov/hazmat>
- 5) How do I obtain a US DOT number? [www.fmcsa.dot.gov/factsfigs/formspubs.htm](http://www.fmcsa.dot.gov/factsfigs/formspubs.htm).
- 6) Where can I find statistics and analysis regarding the truck and bus industry?  
<https://ai.fmcsa.dot.gov/default.aspx>
- 7) How can I obtain a motor carrier's Company Snapshot, i.e., safety ratings, inspections, and accident summary data? <https://safer.fmcsa.dot.gov/>
- 8) How do I report safety violations? <https://www.fmcsa.dot.gov/consumer-protection/report-safety-violations>
- 9) Where do I update my USDOT number annually, change the name and address of my business, or record increase or decrease in the size of my company online? [https://li-public.fmcsa.dot.gov/LIVIEW/PKG\\_REGISTRATION.prc\\_option](https://li-public.fmcsa.dot.gov/LIVIEW/PKG_REGISTRATION.prc_option)
- 10) Where can I find the latest information about safety programs?  
<http://www.fmcsa.dot.gov/resources-for-carrier-companies>
- 11) How can I obtain the latest research and analysis on truck and bus safety?  
<http://www.fmcsa.dot.gov/safety/research-and-analysis/publications?keywords=&title=&author=&year=&to=&page=0>
- 12) Where can I find consumer information about moving household goods?  
<http://www.fmcsa.dot.gov/consumer-protection/household-goods/protect-your-move>

**MOTOR CARRIERS WHO NEED A CERTIFICATE,  
LICENSE, OR PERMIT**

**Private Carrier Definition:** Any person who provides transportation of property or passengers, by commercial vehicle and is not a for hire motor carrier

**Public (For Hire)**

**Motor Carrier Definition:** Any person who holds himself out to the public as willing to undertake for-hire to transport by motor vehicle, from place to place, the property of others who may choose to employ him

**Authority Types Defined:**

**Pri-D** A motor carrier based in Kansas operating beyond 25 miles from their office headquarters

**Pri-F** A motor carrier based outside of Kansas operating beyond 25 miles from their office headquarters

**Kan-C** A person transporting property or passengers for-hire point to point in Kansas

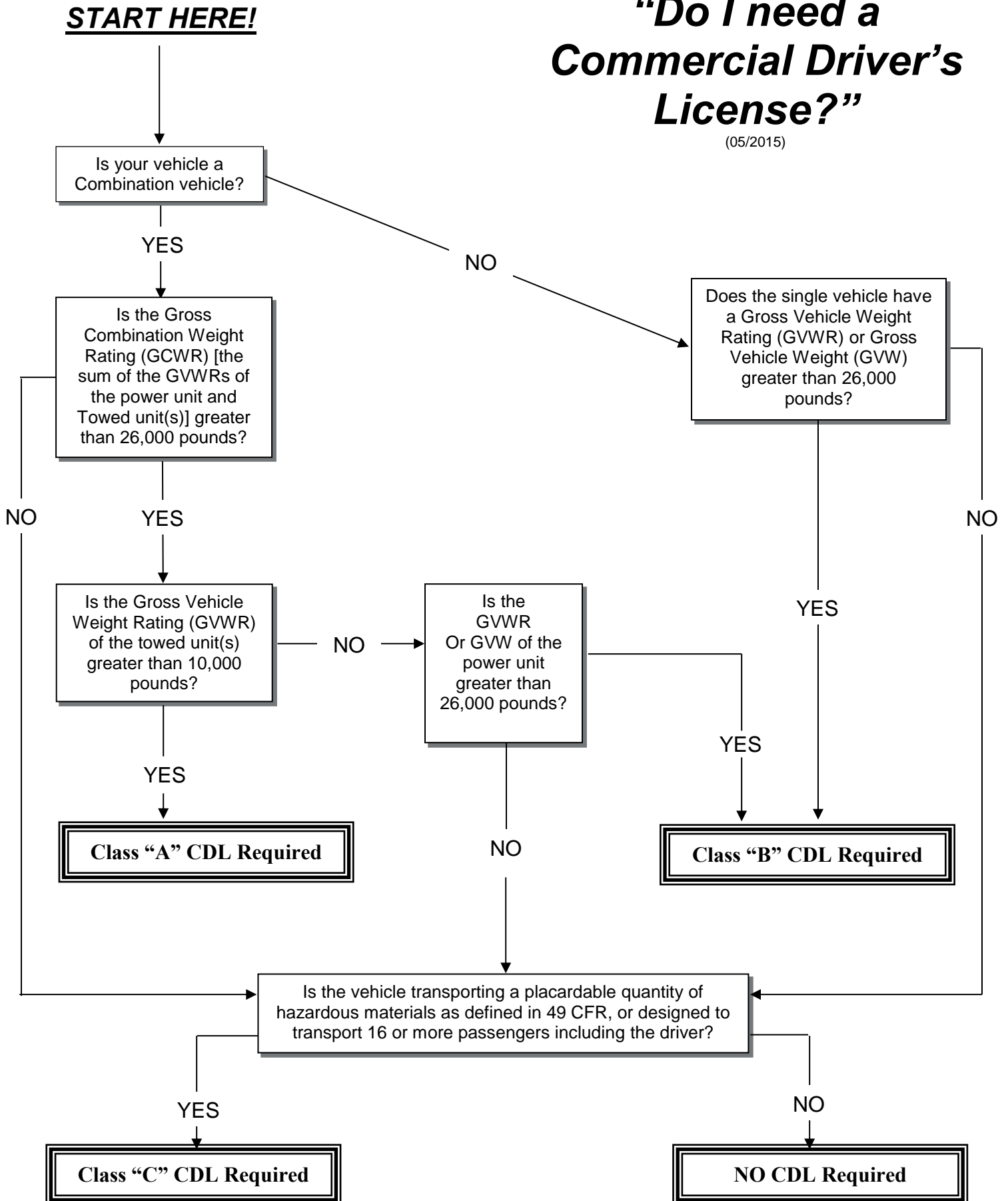
**Kansas Corporation Commission and The Federal Motor Carrier Safety Administration (FMCSA) Title 49 Part 390.5 as adopted by the KCC in 82-4-1, defines Commercial Motor Vehicle as:**

Any self-propelled or towed motor vehicle used on a highway in interstate and/or intrastate commerce to transport passengers or property when the vehicle;

- (1) 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
- (2) Is designed or used to transport more than 8 passengers (including the driver) for compensation; or
- (3) Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
- (4) Is used in transporting material found by the Secretary of Transportation to be hazardous under 49 U.S.C. 5103 and transported in a quantity requiring placarding under regulations prescribed by the Secretary under 49 CFR, subtitle B, chapter I, subchapter C.

# “Do I need a Commercial Driver’s License?”

(05/2015)



# Commercial Driver's License

## CDL CLASSES, EXEMPTIONS, RESTRICTIONS & ENDORSEMENTS

*See below for enforcement statutes*

### CDL CLASSES – 8-234b

- Class A** Combination vehicles with GVWR of 26,001 lbs. or more **AND** towed vehicle(s) have a combined GVWR over 10,000 lbs.
- Class B** Single vehicles with GVWR of 26,001 lbs. or more **OR** such vehicle towing a vehicle with GVWR of 10,000 lbs. or less.
- Class C** Single vehicles with GVWR under 26,001 lbs., **OR** such vehicle towing a vehicle with GVWR over 10,000 lbs. **IF** vehicles combined GVWR is less than 26,001 lbs. Includes vehicles:  
 \* Designed to transport 16 or more passengers including driver.  
 \* Used to transport hazardous materials required to be placarded.

### CDL EXEMPTIONS – 8-2,127

- (a) Farm vehicles, provided:
- (1) Vehicle is registered as a farm truck or truck tractor.
  - (2) Vehicle is transporting agricultural products, farm machinery, or farm supplies to or from a farm.
  - (3) Vehicle isn't being used in contract or common carrier operation.
- AND**
- (4) Vehicle is used either (A) In intrastate commerce; or (B) in interstate commerce within 150 air miles of farm(s) owned or leased by the vehicle's registered owner.
- (b) Fire fighting equipment.
- (c) Military vehicles operated by military persons.
- (d) Vehicles used solely for private and noncommercial use.
- (e) **(New)** Farm tractors operated by an implement dealer, or employee thereof, when moved or transported in accordance with 8-1911

#### Interstate Farmers:

- (1) Vehicle is registered or otherwise designated, as a farm truck or truck tractor.
  - (2) Vehicle is transporting agricultural products, farm machinery, or farm supplies to or from a farm.
  - (3) Vehicle isn't being used in contract or common carrier operation.
- AND**
- (4) The vehicle with a GVWR or GCWR greater than 26,001 is operated within 150 air miles of farm(s) owned or leased by the vehicle's registered owner.
- NOTE: If the GVWR or GCWR is 26,001, then there is no mileage limitation.

### CFV Exceptions are found in 383.3(h)

### CDL RESTRICTIONS – 8-2,135

The below codes are seen on the computer printout of a DL/CDL, but are normally spelled out on the DL/CDL.

- |   |   |
|---|---|
| B | Corrective lenses required                |
| C | Mechanical aid required                   |
| D | Prosthetic aid required                   |
| E | Automatic transmission only               |
| F | Outside mirrors                           |
| G | Daylight hours only                       |
| H | For employment only                       |
| I | Limited – other                           |
| K | Intrastate travel only (CDL only)         |
| L | Without airbrakes only (CDL only)         |
| M | CDL class C & B busses only               |
| N | CDL class C busses only                   |
| O | No tractor trailer combination            |
| V | Medical variance (SPE)                    |
| Z | No Full air brake equipped CMV (CDL only) |

#### **KANSAS MEDICAL CODE GUIDE**

- NI** – Non-Excepted Interstate (Card Required)  
**NA** – Non-Excepted Intrastate (Card Required)  
**EI** – Excepted Interstate (Not Required)  
**EA** – Excepted Intrastate (Not Required)  
 K.S.A. 8-2,133

### CDL ENDORSEMENTS – 8-2,135

- |   |  |
|---|--|
| H | Hazardous materials (If required placards)   |
| T | Double and triple trailers   |
| P | Passenger vehicles (busses)  |
| N | Tank vehicles; Tank or tanks (liquids/gases, individually more than 119 gals and aggregate of 1,000 gals or more). Empty Storage Tank temporarily moved does not require Endorsement. Any bulk package manifested as "empty or residue" is also exempt this endorsement. |
| X | Combination tank and Hazardous materials vehicles  |
| S | School bus   |

### CDL STATUTES

- 8-2,129** Driver of commercial vehicle may possess only one CDL, except during 10 day period beginning when issued a new driver's license.
- 8-2,132(a)** Operator of a commercial vehicle must have CDL proper class and endorsements for the vehicle being driven. (Use KSA 8-2,132(a) for NTA and appropriate CFR on MVE-2)
- 8-2,132(b)** No person shall drive a commercial motor vehicle while their driving privilege is suspended, revoked or canceled, while subject to a disqualification. (Use KSA 8-2,132(b) for NTA and 383.23(a)(2) on MVE-2)
- 8-2,132(c)** No person shall drive a commercial motor vehicle in violation of an out-of-service order. (Use KSA 8-2,132(c) for NTA and appropriate CFR on MVE-2)
- 8-2,136(a)** Notwithstanding any other provisions of this act, a driver shall not drive, operate or be in physical control of a commercial motor vehicle while having alcohol in such driver's system. (Use KSA 8-2,136(a) for NTA and 392.5(a) on MVE-2)
- 8-2,136(b)** Commercial driver shall be placed out of service for 24 hours for any amount of alcohol in their system or for refusing to submit to a test to determine blood alcohol content. (Use KSA 8-2,132(c) for NTA and 392.5(c) on MVE-2 for violation of OOS order)
- 8-2,142** Driver disqualified from operating a commercial vehicle for:  
Reference Vehicle Law book
- 8-2,144(a)** A driver of a commercial vehicle shall be considered as driving while under the influence of alcohol if a blood alcohol test indicates an alcohol level of .04 or more. (Use KSA 8-2,144(a) for NTA and 392.5(a) on MVE-2)
- 8-2,128** DEFINITIONS OF "SERIOUS TRAFFIC VIOLATIONS"  
 (1) Excessive speeding is defined as 15 miles per hour or more over the posted speed limit;  
 (2) reckless driving, as defined under K.S.A. 8-1566, and amendments thereto;  
 (3) a violation of any state or local law relating to motor vehicle traffic control, other than a parking violation, arising in connection with an accident or collision resulting in death to any person;  
 (4) changing lanes of traffic illegally or erratically, as defined under K.S.A. 8-1548, and amendments thereto;  
 (5) following another vehicle too closely, as defined under K.S.A. 8-1523, and amendments thereto;  
 (6) a violation of subsection (a) of K.S.A. 8-2,132, and amendments thereto; or  
 (7) any other violation of a state or local law relating to motor vehicle traffic control, other than a parking violation, which the secretary determines by rule and regulation to be serious.

# Unified Carrier Registration (UCR) Act

The UCR Act is a federally mandated commercial motor vehicle registration program administered by the States for motor carrier operations that cross a State line. UCR funds are used by States for administration and enforcement of motor carrier safety programs.

**UCR Fees:** Apply to all motor carriers or other entities required to obtain an *Interstate* USDOT, FF, MC, or MX number and/or is required to register with the Federal Motor Carrier Safety Administration (FMCSA). There are six fee categories and the registration fees are based on the number of commercial motor vehicles operated in interstate commerce.

**UCR Renewal Period:** Begins October 1<sup>st</sup> and runs through December 31<sup>st</sup> of each year unless otherwise posted. Kansas based motor carriers must register their companies in the Kansas Trucking Regulatory Assistance Network (KTRAN) in order to pay the UCR fees. The link is: <https://www.ucr.gov/> .

**Commercial Motor Vehicle (CMV) Means:** a self-propelled vehicle used on the highways in commerce principally to transport passengers or cargo (as defined under 49 UCS Section 31101), if the vehicle:

- (1) Has a gross vehicle weight rating or gross vehicle weight of at least 10,001 pounds, whichever is greater;
- (2) Is designed to transport more than 10 passengers including the driver; or
- (3) Is used in transporting material found by the Secretary of Transportation to be hazardous under 49 U.S.C. Section 5103 and transported in a quantity requiring placarding under regulations prescribed by the Secretary.

**Power Units not meeting the UCR CMV Definition:** For example, motor carriers operating non-CMV(s) less than or equal to 10,000 or less than 10 passengers including the driver, the fleet size for the UCR purposes would be zero and the carrier would register and pay the lowest fee bracket.

**Applicability of the Provisions of the UCR Agreement:** The UCR Agreement applies to the following types of interstate operations of passenger and property:

- (1) Motor carrier;
- (2) Motor private carrier of property;
- (3) Freight forwarder;
- (4) Broker;
- (5) Leasing company; and
- (6) CMV registered with IRP plates **cannot be excluded from the UCR vehicle count.**

**UCR Exempt Operations:**

- (1) Wholly intrastate CMV;
- (2) Private Motor Carriers of Passengers.

**Enforcement Period:** begins January 1<sup>st</sup> and runs through December 31<sup>st</sup> of each year unless otherwise posted.

## Compliance CHECK LIST

### **Part 391 - Driver Qualification – For DQ File(s) -**

For a complete description of each item, see *pages 4a & 5*.

1. \_\_\_ Driver Application for Employment (Part 391.21) *pages 8&9*
2. \_\_\_ Pre-employment check of driving record, Motor Vehicle Record (MVR)(Part 391.23(a)(1) and (b)) *pages 10&10a*
3. \_\_\_ Pre-employment driver Safety Performance History check (Part 391.23(a)(2) *pages 11&12*
4. \_\_\_ Annual MVR check for three years of driving record (Part 391.25(a) **every year** *pages 10&10a*
5. \_\_\_ Driver's physical qualifications, Medical examiner's certificate (MEC, Form: MCSA 5876)(Part 391.43) (NOTE: The driver must have a copy of the MEC in his/her possession while driving, Part 391.41, **unless** they are an interstate CDL driver who must submit a copy of the MEC to the State of CDL). *Pages 13&13a*

**Company needs to note verification of the MEC listing on the National Registry of Medical Examiners (391.23(m)(1)).** It is suggested you retain a copy of the medical examination report form in a separate confidential medical file.

<https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/Medical-Examination-Report-%28MER%29-Form-MCSA-5875.pdf>

<https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/Medical-Examiners-Certificate-%28MEC%29-Form-MCSA-5876.pdf>

6. \_\_\_ Driver's road test - Certifications of road test (Part 391.31) or copy of CDL except for tank and double/triple combination vehicles (Part 391.33) *pages 14&15*
7. \_\_\_ Carriers Driver Statement of On-duty Hours (Part 395.8(j)(2)) *page 16*
8. \_\_\_ **Multiple-Employer Driver only:** Driver Qualification File checklist *page 17*
9. \_\_\_ Annual Review of Driving Record (Part 391.25) *page 18*
10. \_\_\_ **CDL drivers only:** Entry-level driver training requirements (380.601) *page 18a*

### **PART 382 – Controlled Substances & Alcohol (D/A) Testing CONFIDENTIAL File (CDL drivers only)**

1. \_\_\_ Pre-employment & random D/A results, random lists, chain of custody forms, (382.301) and (382.305)
2. \_\_\_ Signed receipt for informational packet and D/A policy (382.601)
3. \_\_\_ Reasonable suspicion training certificate (382.603)
4. \_\_\_ Register with the FMCSA Drug and Alcohol Clearinghouse: <https://clearinghouse.fmcsa.dot.gov/>

### **PART 393 – EMERGENCY EQUIPMENT** (Equipment required in a CMV)

Three (3) reflective triangles.

1. \_\_\_ A mounted 5 B:C fire extinguisher or two (2) 4 B:C fire extinguishers that are properly filled and accessible, **or** a mounted 10 B:C fire extinguisher for CMVs used to transport Hazardous Materials requiring a placard.
2. \_\_\_ Spare fuses if the vehicle does not have circuit breakers.

### **PART 395 - Hours OF Service OF Drivers – For Hours of Service Files**

1. \_\_\_ Retention of record of duty status, ELD or Logbook for six months at principal place of business (395)
2. \_\_\_ Retention of time records for six months of short haul operations (150 air miles, return to the work reporting location and off duty in 14 hours), showing starting time, ending time and total hours working (395.1(e)) *page 20d*
3. \_\_\_ Supporting documents, i.e., bills of lading, scale, fuel receipts, payroll records to verify hours records (K.A.R. 82-4-35a)

### **PART 396 - Inspection, Repair AND Maintenance – For Maintenance Files**

1. \_\_\_ Records of maintenance and inspection must be maintained on each commercial vehicle for one year plus six months after vehicle leaves carrier's control (396.3) *pages 27,28 & 29*
2. \_\_\_ Daily post-trip inspections with violations must be completed and maintained for ninety days (396.11) *page 30*
3. \_\_\_ An annual inspection must be completed on each commercial vehicle (396.17)

### **PART 390 - Accident File**

1. \_\_\_ Accident record file maintained for 3 years after an accident occurs (390.15) *page 31*

### **PART 390 - MCS-150/MCSA 1**

1. \_\_\_ Registration required for Intrastate and Interstate before you begin operations using CMVs.
2. \_\_\_ Every 24 months must be updated, based on last two digits of USDOT #. The Last digit indicates the month and the next to last digit is for odd or even year (390.19).
3. \_\_\_ Marking of vehicle required (390.21) ***Legal Name & USDOT(your number)***



## INSTRUCTIONS FOR COMPLETION OF FORMS

### 1. MOTOR CARRIER COMPLIANCE CHECKLIST (Page 4):

This form provides a one page checklist for recording completion of: the required driver qualification forms; hours of service document retention requirements; vehicle inspection requirements; accident information; and updating the MCS-150. Alcohol and controlled substance program documents may be recorded, but must be retained in a separate file if this driver qualification file is not handled in a confidential manner (Page 6a).

### 2. APPLICATION FOR EMPLOYMENT (Pages 8 & 9):

(Part 391.21) An employment application must be completed by every applicant seeking to drive a commercial motor vehicle. The application for employment shall be made on a form furnished by the motor carrier (a copy of the form is on Pages 8 & 9). Each application form must be completed and signed by the applicant and must contain the information as outlined in Section 391.21.

Before an application is submitted, the motor carrier shall inform the applicant that the information he/she provides may be used and the applicant's prior employers may be contacted for the purpose of investigating the applicant's background. The form must be retained in the driver's qualification file for three years after the person's employment by the motor carrier ceases.

### 3. CHECK OF DRIVING RECORD – MOTOR VEHICLE RECORD (MVR) (Pages 10 & 10a):

(Part 391.23) (a) (1), each motor carrier is required to investigate the driving record, for the preceding three years, of each driver-applicant. The appropriate agency of every state in which the driver held a motor vehicle operator's license or permit during those three years should be contacted within thirty days of the date employment begins. The Kansas MVR request form is found on page 10 of this book or may be obtained online at: <https://www.kansas.gov/ssrv-mvr-ltd/>

A copy of the response of each state agency showing the driver's driving record or certifying that no driving record exists for that driver, shall be retained in the carrier's files as part of the driver's qualification file. The responses must be retained in the file for three years after employment by the motor carrier ceases. (Pages 10 & 10a)

**NOTE: Part 391.25 (a) requires the motor carrier to obtain the driver's MVR annually.**

### 4. REQUEST FOR CHECK OF PREVIOUS EMPLOYER (Pages 11 & 12):

(Part 391.23) (a)(2) and (c) (1), each motor carrier must investigate the driver's safety performance history during the preceding three years. The investigations may consist of personal interviews, letters or any method of obtaining information that the carrier deems appropriate and shall be made within thirty days of the date his/her employment begins. The information that must be checked is the prospective driver's accident history for the previous three years and whether the driver has ever tested positive or refused a DOT required drug or alcohol test. A written record must be kept with respect to each past employer who was contacted along with the past employer's name and address, the date he/she was contacted, and his/her comments with respect to the driver. The record shall be retained in the driver's safety performance history file for three years after the person's employment with the motor carrier ceases. (Pages 11 & 12)

### 5. DRIVER'S PHYSICAL EXAMINATION (SAMPLE COPY Pages 13 & 13a):

(Parts 391.41, 391.43 & 391.45) All persons operating a commercial motor vehicle are required to undergo a physical examination at least every twenty-four months that shall be recorded on the FMCSA medical examination report form and medical examiner's certificate. The forms may be found at the following websites:

*Medical Examiner's Certificate:*

<https://www.fmcsa.dot.gov/regulations/medical/medical-examiners-certificate-commercial-driver-medical-certification>

*Medical Examination Report form:*

<https://www.fmcsa.dot.gov/regulations/medical/medical-examination-report-form-commercial-driver-medical-certification>

*Annual Diabetes Assessment form:*

<https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2021-12/ITDM%20Assessment%20Form%2C%20MCSA-5870.pdf>

*Annual Monocular Vision Evaluation form:*

<https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2022-03/Vision%20Evaluation%20Report%20Form%20MCSA-5871.pdf>

All INTERstate and INTRAstare medical examinations must be conducted by a qualified and certified medical examiner (ME) listed on the National Registry of Certified Medical Examiners. The motor carrier is required to check and verify the ME is listed in the Registry.

A copy of the medical examiner's certificate shall be retained in the driver qualification file for three years from the date of execution **except for** INTERstate CDL drivers who need to file a copy with the State CDL department. The employer must verify the Interstate CDL driver's certification by obtaining an MVR annually. All other Non-Interstate CDL operators must carry a copy of the certificate at all times. If the medical examination report form is provided to the company by the driver, it should be retained in a confidential file because it contains medical information. (SAMPLE COPY Pages 13 & 13a)



**INSTRUCTIONS FOR COMPLETION OF FORMS (CONTINUED)**

**6. RECORD AND CERTIFICATE OF ROAD TEST (Pages 14 & 15):**

(Part 391.31) A road test shall be given by a person who is competent to evaluate and determine whether the prospective driver who takes the test has demonstrated that he/she is capable of safely operating the vehicle and the associated equipment that the motor carrier intends to assign him/her. The test evaluator shall rate the performance of the driver at each operation or activity that is part of the test. After the evaluator completes the form, the person who administered the test shall sign it. The original copy of the road test is retained in the driver qualification file. The information must be retained by the Motor Carrier for three years after the person's employment by them ceases. (Pages 14 & 15)

**NOTE:** (Part 391.33) Driver's who have a CDL can provide a copy of the CDL and a motor carrier may accept the CDL as equivalent to a road test **except** in the case of a tank vehicle or a double/triple trailer.

**7. RECORD OF ANNUAL REVIEW CERTIFICATE (Page 18):**

Each motor carrier shall, at least once every twelve months review the driving record of each driver it employs to determine whether that driver meets minimum requirements for safe driving following review of the driver's MVR or is disqualified to drive pursuant to Section 391.15. The review shall be signed and dated by the reviewer and the form placed in the driver qualification file. The records may be removed from the driver's qualification file three years after date of execution. (Page 18)

**8. CARRIERS DRIVER STATEMENT OF ON-DUTY HOURS (Page 16):**

(Part 395.8(j)(2)) Motor carriers, when using a driver for the first time or intermittently, shall obtain from the driver a signed statement giving the total time on duty during the immediately preceding seven days and the time at which such driver was last relieved from duty prior to beginning work for such carrier. The driver also provides information regarding other compensated work for any other employers. The hours of on-duty time are retained at the driver's home terminal until the twentieth day of the succeeding calendar month and retained an additional six months at the carrier's principal place of business. (Page 16)

**9. DRIVER QUALIFICATION FILE FOR MULTIPLE - EMPLOYER DRIVER (Page 17):**

(Part 391.63) Motor carriers using a multiple-employer, casual or occasional driver shall obtain from the driver his social security number and expiration date of his medical examiner's certificate and complete the information on page 17 required by Part 391.63 and 391.51(d). The driver's hours of on-duty time are to be retained at the driver's home terminal until the twentieth day of the succeeding calendar month and retained an additional six months at the carrier's principal place of business. (Page 17)

## **DRIVER QUALIFICATION FILE FOR KANSAS CORPORATION COMMISSION COMPLIANCE**

According to Part 391.51(a) except as provided in Subpart G, each motor carrier shall maintain a driver qualification file for each driver it employs.

### **RECORD RETENTION**

The motor carrier must retain the following information in the driver qualification file for three years after the person's employment by the motor carrier ceases, except for item numbers 3, 6, 7, 8 and 9. NOTE: Item numbers 3, 6, 7, 8 and 9 listed below may be removed from the file after three years from the date the forms were executed Part 391.51(d).

1. Application for Employment (Part 391.21)
2. State agencies response concerning the driver's driving record (MVR) (Part 391.23) (a) (1)
3. The response of each state agency to the Annual Driver Record (MVR) inquiry required by (Part 391.25) (a)
4. The Record of Road Test form and Certificate of Road Test (Part 391.31(g))  
**NOTE:** In lieu of the road test and certificate, a copy of the commercial drivers license (CDL) may be accepted as equivalent to the driver's road test except for tank and double/triple vehicles (Part 391.33)
5. Driver's Medical Examiner's Certificate (Part 391.43(d))
6. Note relating to verification of the medical examiner listing on National Registry (Part 391.23(m))
7. Review of Driving Record/Certification of violations (Part 391.25 (c) (2) and 391.27) (d)
8. A letter granting a waiver of a physical disqualification if required (Part 391.49)

### **ALCOHOL AND CONTROLLED SUBSTANCE TESTING RECORDS**

A DRIVERS INVESTIGATION HISTORY SEPARATE CONFIDENTIAL FILE FOR ALCOHOL AND CONTROLLED SUBSTANCE TESTING INFORMATION IS REQUIRED. (Part 382.401). See Part 382.401(b) for record retention requirements.

1. Controlled Substance Test Records
  - (a) Chain of Custody form - Employer copy
  - (b) Test result from Medical Review Officer (MRO)
  - (c) Medical statement regarding driver's inability to provide adequate urine specimen
  - (d) Record of failure to conduct controlled substance testing within 32-hour mandate
  - (e) Documentation of driver refusal to test for controlled substances
  - (f) A positive test cancels the medical examination and the driver must be re-examined
2. Alcohol Test Records
  - (a) Breath Alcohol Test form including test results - Employer copy
  - (b) Medical Statement regarding driver's inability to provide adequate breath
  - (c) Record of failure to conduct alcohol testing within 2-hour and 8-hour mandate
  - (d) Documentation of driver refusal to test for alcohol
3. Inquires to previous employers (past three years) for alcohol and drug testing information. (Part 40.25 & Part 391.23) (c)
4. Certificate of receipt for educational materials on drug and alcohol testing requirements including the company drug and alcohol testing policy. (Part 382.601)
5. Documents presented by the driver to dispute the results of alcohol or controlled substance tests administered under this part. (Part 382.401(c)(2)(v))
6. Documentation that all driver supervisors have received 60 minutes of training on alcohol misuse and 60 minutes of training on controlled substance use. This training is generally provided by your drug/alcohol testing consortium or you can go to: <https://www.ndwa.org/>
7. Records related to substance abuse professional evaluations.

**SUPPLIERS OF FORMS REQUIRED BY  
FEDERAL MOTOR CARRIER SAFETY REGULATIONS**

(NOTE: The list of private vendors below is not intended to be all-inclusive, is not endorsed as to the quality of the vendors. Any carrier may wish to conduct their own investigation as to sources.)

Kansas Motor Carriers Association  
2900 South Topeka Boulevard  
Topeka, Kansas 66611  
(785) 267-1641

Jack-Bilt Corporation  
8201 23rd St. S  
Kansas City, Missouri 64129  
(816) 842-5068

Kansas Corporation Commission  
1500 SW Arrowhead Road  
Topeka, Kansas 66604-4027  
(785) 271-3145

Commercial Motor Vehicle Office  
Interstate Registration Plan (IRP)  
(785) 296-3621, option 2, option 2

Federal Motor Carrier Safety  
Administration 1303 SW First American  
Place Ste 200 Topeka, Kansas 66604-4059  
(785) 271-1260

Motor Fuel Tax (IFTA)  
Kansas Department of Revenue  
Topeka, Kansas

J. J. Keller & Associates, Inc.  
145 W Wisconsin Avenue  
Neenah, Wisconsin 54956  
(877)-564-2333

LabelMaster  
5724 N. Pulaski Road  
Chicago, Illinois 60646-6797  
(800) 621-5808



# APPLICATION FOR EMPLOYMENT

Notice: Substance and Alcohol Testing is required of applicant driver.

Date \_\_\_\_\_

Company \_\_\_\_\_ Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Name \_\_\_\_\_

(First) (Middle) (Last)

Addresses \_\_\_\_\_ How Long \_\_\_\_\_

Date of Birth \_\_\_\_\_ Social Security Number \_\_\_\_\_

## Addresses for Past Three Years

\_\_\_\_\_ Dates \_\_\_\_\_

\_\_\_\_\_ Dates \_\_\_\_\_

(Street) (City) (State) (Zip) (From) (To)

(ATTACH SHEET IF MORE SPACE IS NEEDED)

## EXPERIENCE AND QUALIFICATIONS-DRIVERS

Drivers  
License

\_\_\_\_\_

(State) (License Number) (Expiration Date)

## Traffic Convictions and Forfeitures for the past three years (Other than Parking Violations)

\_\_\_\_\_

(Location) (Date) (Charge) (Penalty)

Have you ever been denied a license, permit or privilege to operate a motor vehicle Yes \_\_\_\_\_ No \_\_\_\_\_

Has any license, permit or privilege ever been suspended or revoked? Yes \_\_\_\_\_ No \_\_\_\_\_

(If the answer is yes to either of the two previous questions, attach statement-giving details)

## DRIVING EXPERIENCE

Class of Equipment Type of Equipment (Van Tank Flat Etc) Dates From To Approximate Number of Miles (Total)

Straight Truck \_\_\_\_\_

Tractor & Semi Trailer \_\_\_\_\_

Other \_\_\_\_\_

## ACCIDENT RECORD FOR THE PAST THREE YEARS OR MORE

Date Nature of the Accident (Head-on Rear-end Upset Ect) Fatality Injury Non-Injury

Last Accident \_\_\_\_\_

Next Previous \_\_\_\_\_

Next Previous \_\_\_\_\_

## Employment History

All drivers applying to drive in intrastate or interstate commerce must provide the following information on employers during the **preceding three years**. List mailing address, street number, city, state and zip code.

Applicants applying to drive a **“commercial motor vehicle”** as defined by Part 383, in intrastate or interstate commerce shall also provide an additional seven years information on those employers for whom the applicant driver operated such vehicle.

(NOTE: list employers in reverse order starting with the most recent. Add another sheet as necessary.)

Employer			Date		
Name	From: Month	Year	To: Month	Year	
Address			Position Held		
City	State	Zip Code	Salary/Wages		
Contact Person			Phone Number (include area code)		

Reason for leaving

\*\*Were You Subject To The FMCSR’s While Employed?  Yes  No\*\*

\*\*Was Your Job Designated As A Safety-Sensitive Function In Any DOT-Regulated Mode Subject To The Drug And Alcohol Testing Requirements Of 49 CFR Part 40?  Yes  No

Employer			Date		
Name	From: Month	Year	To: Month	Year	
Address			Position Held		
City	State	Zip Code	Salary/Wages		
Contact Person			Phone Number (include area code)		

Reason for leaving

\*\*Were You Subject To The FMCSR’s While Employed?  Yes  No\*\*

\*\*Was Your Job Designated As A Safety-Sensitive Function In Any DOT-Regulated Mode Subject To The Drug And Alcohol Testing Requirements Of 49 CFR Part 40?  Yes  No

(ATTACH SHEET IF MORE SPACE IS NEEDED FOR EMPLOYMENT HISTORY)

**TO BE READ AND SIGNED BY APPLICANT**

This certifies that this application was completed by me, and that all entries on it are true and complete to the best of my knowledge. I authorize you to make such investigations and inquiries of my personal, employment, financial or medical history and other related matters as may be necessary in arriving at an employment decision. (Generally, inquiries regarding medical history will be made only if and after a conditional offer of employment has been extended.) I hereby release employers, health care providers and other persons from all liability in responding to inquiries and releasing information in connection with my application. In the event of employment, I understand that false or misleading information given in my application or interview(s) may result in discharge. I understand, also that I am required to abide by all rules and regulations of the company.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Applicant’s Signature



## Request for Access to Vehicle Records

### I. Requester's Information: (Providing daytime phone number is optional.)

Requester's Name: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Organization (if applicable): \_\_\_\_\_ Title: \_\_\_\_\_

Address: \_\_\_\_\_ Daytime Phone #: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

### II. Record you are requesting: Provide as much information as possible. (See page two, instruction number 2.)

Vehicle registration/title information

Driver's License information

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Make/Model: \_\_\_\_\_

DL No: \_\_\_\_\_

Year: \_\_\_\_\_ Plate No: \_\_\_\_\_

Date of Birth: \_\_\_\_\_

VIN: \_\_\_\_\_

### III. Fees: Please submit your payment with this form. (Include a check or money order.)

<input type="checkbox"/>	Vehicle Registration Record	(FEE)	\$15.00
<input type="checkbox"/>	Vehicle Title History (microfilm review)		\$30.00
<input type="checkbox"/>	Certified Title History (microfilm review)		\$40.00
<input type="checkbox"/>	Vehicle Information for Dealers		\$1.00 per page

<input type="checkbox"/>	Motor Vehicle Record	(FEE)	\$15.00
<input type="checkbox"/>	Certified Motor Vehicle Record		\$20.00
<input type="checkbox"/>	Clearance Letters		\$20.00
<input type="checkbox"/>	Drivers License Folders		\$25.00
<input type="checkbox"/>	Certified Driver's License Folders		\$30.00

### IV. Verification of your eligibility to receive the requested records.

Please review the exceptions listed on the back of this form and fill in the code that corresponds with your request.

Code: \_\_\_\_\_

If you have selected code "J", indicate the second code that would make you eligible to receive this information. (A licensed private investigative agency or security service can obtain DMV records as long as the request falls within one of the other exceptions listed.)

Second Code: \_\_\_\_\_

If you have selected code "M", indicate the intended use of the requested record(s). (Anyone can obtain DMV records if the intended use is specifically authorized by Kansas law and is related to the operation of a motor vehicle or public safety.)

### V. Signature – Before signing this document, read this section carefully.

Under the Drivers' Privacy Protection Act of 1994, as amended (18 U.S.C. § 2721), personal information obtained by the Kansas Department of Revenue cannot be released unless the request for information falls within one of the exceptions in the Act. Those exceptions are listed on the back of this form.

It is unlawful for personal information to be used for any purpose not permitted under these exceptions. Furthermore, it is unlawful for any person to make false representation in order to obtain personal information from DMV records.

Civil action may be brought against you by the owner of the personal information released. Should this happen, the court may award the following: actual damages of not less than \$2,500.00, punitive damages, reasonable attorney fees, other litigation costs and other preliminary and equitable relief as the court determines to be appropriate.

In addition, Kansas law (K.S.A. 21-3914 and K.S.A. 45-220(c)(2)) prohibits any list of names and addresses derived from public records to be sold, given or received for the purpose of selling or offering for sale any property or service.

*I declare that I am eligible and have the express authority to sign for and receive the requested information pursuant to the Federal Drivers' Privacy Protection Act of 1994, as amended. I further declare that any personal information I receive will not be used to sell or offer for sale any property or service.*

Requester's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Instructions:**

1. Complete this form including signature and date. (You may make copies of this form.)
2. The department will provide records upon a direct match. If you have not provided enough information to establish a direct match, the department will contact you requesting additional information.
3. Provide a completed form for each request. (You may make copies of this form.)
4. Submit the required payment, see front page for fee amounts, by check or money order along with this form to:

<u>For vehicle registration/title records:</u> Kansas Department of Revenue Titles and Registration Po Box 2505 Topeka, KS 66611 <b>Phone:</b> (785) 296-3621	OR	<b><u>Walk in Service Only:</u></b> Kansas Vehicle Title Services Company, LLC 2127 SW 37 <sup>th</sup> St. Topeka, KS 66611 <b>Phone:</b> (785) 215-8430	<u>For apportioned vehicle records:</u> Kansas Department of Revenue Motor Carrier Services Po Box 12003 Topeka, KS 66611 <b>Phone:</b> (785) 296-6541	<u>For driver's license records:</u> Kansas Department of Revenue Driver Solutions PO Box 12021 Topeka, KS 66612-2021 <b>Phone:</b> (785) 296-3671
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5. Make check or money order payable to "Kansas Department of Revenue." Cash or Credit Card services only at Kansas Vehicle Title Services Company, LLC; *additional fees may apply*. No refunds for requests made in error, or requests for records not on file.

**Exception codes for completion of section IV on the first page of this form.**

- |   |  |
|---|--|
| <p>A. I am requesting my own record.</p> <p>B. I have written consent from the individual to whom the requested information pertains, to obtain records on their behalf. (Please attach form TR/DL 301.)</p> <p>C. I work for or am acting on the behalf of a government agency and am requesting this information to fulfill the functions of that agency.</p> <p>D. I am requesting this information in connection with matters of: motor vehicle or driver safety and theft; motor vehicle emissions; motor vehicle product alterations, recalls, or advisories; performance monitoring of motor vehicles, motor vehicle parts and dealers; motor vehicle market research activities, including survey research; and removal of non-owner records from the original owner records of motor vehicle manufacturers.</p> <p>E. I am an employee, agent or contractor of a legitimate business. I am requesting record information in order to verify the accuracy of personal information submitted by the individual in question. If the information I have is incorrect, I am requesting to obtain corrected information. This information will be used to pursue legal remedies against or recover on a debt or security interest against the individual in question.</p> <p>F. I am going to use this information in connection with a civil, criminal, administrative, or arbitral proceeding in a Federal, State, or local court or agency or before a self-regulatory body. This may include the service of process, investigation in anticipation of litigation, and the execution or</p> | <p>enforcement of judgments and orders, or pursuant to an order of a Federal, State, or local court.</p> <p>G. I am involved in a research project to produce statistical reports. The personal information obtained will not be published, re-disclosed or used to contact the individual in question.</p> <p>H. I am an agent, employee or contractor for an insurer, an insurance support organization or I am self-insured. The information requested will be used in connection with a claims investigation, antifraud activities, rating or underwriting.</p> <p>I. I am requesting record information to provide notice to owners of towed or impounded vehicles.</p> <p>J. I work for a licensed private investigative agency or a licensed security service. (See section IV on the front of this form.)</p> <p>K. I am an employer or an agent or insurer working on the behalf of an employer of licensed commercial drivers. I am requesting records information in order to obtain or verify information relating to a holder of a commercial driver's license.</p> <p>L. I am requesting records of individuals who have given the state the express consent to release personal information by "opting in" their records.</p> <p>M. I will use the information requested in a manner that is specifically authorized by Kansas law and is related to the operation of a motor vehicle or public safety. (See section VI on the front of this form.)</p> |
|---|--|

## SAFETY PERFORMANCE HISTORY RECORDS REQUEST

PART 1:		TO BE COMPLETED BY PROSPECTIVE EMPLOYEE	
I, (Print Name) _____			
Hereby authorize:	First	M.I.	Last
			Social Security Number
			Date of Birth
Previous Employer: _____		Email: _____	
Street: _____		Telephone: _____	
City, State, Zip: _____		Fax No.: _____	
To release and forward the information requested by section 3 of this document concerning my Alcohol and Controlled Substances Testing records within the previous 3 years from _____ (employment application date)			
To:	Prospective Employer: _____		
	Attention: _____		Telephone: _____
	Street: _____		
	City, State, Zip: _____		
In compliance with §40.25(g) and 391.23(h), release of this information must be made in a written form that ensures confidentiality, such as fax, email, or letter.			
Prospective employer's fax number: _____			
_____ Applicant's Signature		_____ Date	
This information is being requested in compliance with §40.25(g) and §391.23.			

PART 2:		TO BE COMPLETED BY PREVIOUS EMPLOYER	
ACCIDENT HISTORY			
The applicant named above was employed by us. Yes <input type="checkbox"/> No <input type="checkbox"/>			
Employed as _____ from (m/y) _____ to (m/y) _____			
1. Did he/she drive motor vehicle for you? Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, what type? Straight Truck <input type="checkbox"/> Tractor-Semitrailer <input type="checkbox"/> Bus <input type="checkbox"/> Cargo Tank <input type="checkbox"/> Doubles/Triples <input type="checkbox"/> Other (Specify) _____			
2. Reason for leaving your employ: Discharged <input type="checkbox"/> Resignation <input type="checkbox"/> Lay Off <input type="checkbox"/> Military Duty <input type="checkbox"/>			
<b>If there is no safety performance history to report, check here <input type="checkbox"/>, sign below and return.</b>			
ACCIDENTS: Complete the following for any accidents included on your accident register (§390.1S(b)) that involved the applicant in the 3 years prior to the application date shown above, or check <input type="checkbox"/> here if there is no accident register data for this driver.			
Date	Location	# Injuries	# Fatalities
Hazmat Spill			
1. _____	_____	_____	_____
2. _____	_____	_____	_____
3. _____	_____	_____	_____
Please provide information concerning any other accidents involving the applicant that were reported to government agencies or insurers or retained under internal company policies: _____			
_____			
_____			
Any other _____			
_____			
Signature: _____			
Title: _____ Date: _____			



**PREVIOUS EMPLOYER - COMPLETE PAGE 2 PART 3**

<b>PART 3: TO BE COMPLETED BY PREVIOUS EMPLOYER</b> <b>DRUG AND ALCOHOL HISTORY</b>
<p>If driver was not subject to Department of Transportation testing requirements while employed by this employer, please check here <input type="checkbox"/>, fill in the dates of employment from _____ to _____, complete bottom of Part 3, sign, and return.</p> <p>Driver was subject to Department of Transportation testing requirements from _____ to _____</p> <ol style="list-style-type: none"> <li>1. Has this person had an alcohol test with the result of 0.04 or higher alcohol concentration? YES <input type="checkbox"/> NO <input type="checkbox"/></li> <li>2. Has this person tested positive or adulterated or substituted a test specimen for controlled substances? YES <input type="checkbox"/> NO <input type="checkbox"/></li> <li>3. Has this person refused to submit to a post-accident, random, reasonable suspicion, or follow-up alcohol or controlled substance test? YES <input type="checkbox"/> NO <input type="checkbox"/></li> <li>4. Has this person committed other violations of Subpart B of Part 382, or Part 40? YES <input type="checkbox"/> NO <input type="checkbox"/></li> <li>5. If this person has violated a DOT drug and alcohol regulation, did this person complete a SAP-prescribed rehabilitation program in your employ, including return-to-duty and follow-up tests? If yes, please send documentation back with this form. YES <input type="checkbox"/> NO <input type="checkbox"/></li> <li>6. For a driver who successfully completed a SAP's rehabilitation referral and remained in your employ, did this driver subsequently have an alcohol test result of 0.04 or greater, a verified positive drug test, or refuse to be tested? YES <input type="checkbox"/> NO <input type="checkbox"/></li> </ol> <p>In answering these questions, include any required DOT drug or alcohol testing information obtained from prior previous employers in the previous 3 years prior to the application date shown on page 1.</p> <p>Name: _____</p> <p>Company: _____</p> <p>Street: _____</p> <p>City, State, Zip: _____ Telephone: _____</p> <p>Part 3 Completed by (Signature): _____ Date: _____</p>

<b>PART 4a: TO BE COMPLETED BY PROSPECTIVE</b>
<p>This form was (check one) <input type="checkbox"/> Faxed to previous employer <input type="checkbox"/> Mailed <input type="checkbox"/> Emailed <input type="checkbox"/> Other _____</p> <p>By: _____ Date: _____</p>

<b>PART 4b: TO BE COMPLETED BY PROSPECTIVE EMPLOYER</b>
<p>Complete below when information is obtained.</p> <p>Information received by: _____</p> <p>Recorded by: _____ Method: <input type="checkbox"/> Fax <input type="checkbox"/> Mail <input type="checkbox"/> Email <input type="checkbox"/> Telephone</p> <p>Date: _____ <input type="checkbox"/> Other _____</p>

**INSTRUCTIONS TO COMPLETE THE SAFETY PERFORMANCE HISTORY RECORDS REQUEST**

<p><b>PAGE 1 PART 1: Prospective Employee</b></p> <ul style="list-style-type: none"> <li>• Complete the information required in this section</li> <li>• Sign and date</li> <li>• Submit to the Prospective Employer</li> </ul> <p><b>PAGE 2 PART 4a: Prospective Employer</b></p> <ul style="list-style-type: none"> <li>• Complete the information</li> <li>• Send to Previous Employer</li> </ul> <p><b>PAGE 1 PART 2: Previous Employer</b></p> <ul style="list-style-type: none"> <li>• Complete the information required in this section</li> <li>• Sign and date</li> <li>• Turn form over to complete SIDE 2 SECTION 3</li> </ul>
--

<p><b>PAGE 2 PART 3: Previous Employer</b></p> <p>Complete the information required in this section</p> <ul style="list-style-type: none"> <li>• Sign and date</li> <li>• Return to Prospective Employer</li> </ul> <p><b>PAGE 2 PART 4b: Prospective Employer</b></p> <ul style="list-style-type: none"> <li>• Record receipt of the information</li> <li>• Retain the form</li> </ul>
---

**Public Burden Statement**

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 2126-0006. Public reporting for this collection of information is estimated to be approximately 25 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, 1200 New Jersey Avenue, SE, Washington, D.C. 20590.



U.S. Department of Transportation  
Federal Motor Carrier  
Safety Administration

**Medical Examination Report Form**  
(for Commercial Driver Medical Certification)

**MEDICAL RECORD #**

\_\_\_\_\_  
(or sticker)

**SECTION 1. Driver Information** (to be filled out by the driver)

**PERSONAL INFORMATION**

Last Name: \_\_\_\_\_ First Name: \_\_\_\_\_ Middle Initial: \_\_\_\_ Date of Birth: \_\_\_\_\_ Age: \_\_\_\_\_  
 Street Address: \_\_\_\_\_ City: \_\_\_\_\_ State/Province: \_\_\_\_\_ Zip Code: \_\_\_\_\_  
 Driver's License Number: \_\_\_\_\_ Issuing State/Province: \_\_\_\_\_ Phone: \_\_\_\_\_  
 E-Mail (optional): \_\_\_\_\_ CLP/CDL Applicant/Holder\*:  Yes  No  
 Driver ID Verified By\*\*: \_\_\_\_\_  
 Has your USDOT/FMCSA medical certificate ever been denied or issued for less than 2 years?  Yes  No  Not Sure

\*CLP/CDL Applicant/Holder: See instructions for definitions.

\*\*Driver ID Verified By: Record what type of photo ID was used to verify the identity of the driver, e.g., CDL, driver's license, passport.

**DRIVER HEALTH HISTORY**

Have you ever had surgery? If "yes," please list and explain below.  Yes  No  Not Sure

Are you currently taking medications (prescription, over-the-counter, herbal remedies, diet supplements)? If "yes," please describe below.  Yes  No  Not Sure

(Attach additional sheets if necessary)

\*\*This document contains sensitive information and is for official use only. Improper handling of this information could negatively affect individuals. Handle and secure this information appropriately to prevent inadvertent disclosure by keeping the documents under the control of authorized persons. Properly dispose of this document when no longer required to be maintained by regulatory requirements.\*\*

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U.S. Department of Transportation  
Federal Motor Carrier  
Safety Administration

**Medical Examiner's Certificate**  
(for Commercial Driver Medical Certification)

I certify that I have examined **Last Name:** \_\_\_\_\_ **First Name:** \_\_\_\_\_ in accordance with *(please check only one)*:

- the Federal Motor Carrier Safety Regulations ([49 CFR 391.41-391.49](#)) and, with knowledge of the driving duties, I find this person is qualified, and, if applicable, only when *(check all that apply)* **OR**
- the Federal Motor Carrier Safety Regulations ([49 CFR 391.41-391.49](#)) with any applicable State variances (which will only be valid for intrastate operations), and, with knowledge of the driving duties, I find this person is qualified, and, if applicable, only when *(check all that apply)*:

- Wearing corrective lenses     Accompanied by a \_\_\_\_\_ waiver/exemption     Driving within an exempt intracity zone ([49 CFR 391.62](#)) *(Federal)*
- Wearing hearing aid     Accompanied by a Skill Performance Evaluation (SPE) Certificate     Qualified by operation of [49 CFR 391.64](#) *(Federal)*
- Grandfathered from State requirements *(State)*

**Medical Examiner's Certificate Expiration Date**

The information I have provided regarding this physical examination is true and complete. A complete Medical Examination Report Form, MCSA-5875, with any attachments, embodies my findings completely and correctly, and is on file in my office.

**Medical Examiner's Signature**

\_\_\_\_\_  
**Medical Examiner's Name** *(please print or type)*

\_\_\_\_\_  
**Medical Examiner's State License, Certificate, or Registration Number**

**Medical Examiner's Telephone Number**

- MD     Physician Assistant     Advanced Practice Nurse
- DO     Chiropractor     Other Practitioner *(specify)* \_\_\_\_\_

**Issuing State**

**Date Certificate Signed**

**National Registry Number**

**Driver's Signature**

**Driver's Address**

Street Address: \_\_\_\_\_ City: \_\_\_\_\_ State/Province: \_\_\_\_\_ Zip Code: \_\_\_\_\_

**Driver's License Number**

**Issuing State/Province**

**CLP/CDL Applicant/Holder**

- Yes     No

\*\*This document contains sensitive information and is for official use only. Improper handling of this information could negatively affect individuals. Handle and secure this information appropriately to prevent inadvertent disclosure by keeping the documents under the control of authorized persons. Properly dispose of this document when no longer required to be maintained by regulatory requirements.\*\*

## RECORD OF ROAD TEST

Driver's Name \_\_\_\_\_ Address \_\_\_\_\_  
 License No. \_\_\_\_\_ State \_\_\_\_\_ Equipment Driven: Truck \_\_\_\_\_ Tractor \_\_\_\_\_ Trailer \_\_\_\_\_  
 Checked From \_\_\_\_\_ To \_\_\_\_\_ Date \_\_\_\_\_

For those items that apply, place a (√) if driver's performance is satisfactory, mark with an (X) if driver's performance is unsatisfactory. Explain unsatisfactory items under "Remarks".

### Part 1-Pre-Trip Inspection and Emergency Equipment

Checks general condition approaching unit \_\_\_\_\_  
 Looks for leakage of coolants, fuel, lubricants \_\_\_\_\_  
 Checks under hood – oil, water, general condition of light lines, body, doors, horn, windshield wipers \_\_\_\_\_  
 Tests brake action, tractor protection valve, and parking (hand) brake \_\_\_\_\_  
 Knows use of jacks, tools emergency warning devices, tire chains, fire extinguisher, spare fuses and four-way flashers \_\_\_\_\_  
 Checks instruments \_\_\_\_\_  
 Cleans windshield, window mirrors, lights, Reflectors \_\_\_\_\_

Dim lights when meeting or following other traffic \_\_\_\_\_

Adjusts speed to range of headlights \_\_\_\_\_

Proper use of auxiliary lights \_\_\_\_\_

### Part 3-Coupling and Uncoupling

Lines up units \_\_\_\_\_

Hooks brake and light lines properly \_\_\_\_\_

Secures trailer against movement \_\_\_\_\_

Backs under slowly \_\_\_\_\_

Tests hookup visually \_\_\_\_\_

Checks hookup visually \_\_\_\_\_

### Part 2-Placing Vehicle in Motion and use of Controls

#### A. Motor

Starts motor without difficulty \_\_\_\_\_

Allows proper warm-up \_\_\_\_\_

Understands gauge on instrument panel \_\_\_\_\_

Maintains proper engine speed while driving \_\_\_\_\_

Basic knowledge of motor – gas, diesel \_\_\_\_\_

Does not abuse motor \_\_\_\_\_

#### B. Clutch and Transmission

Starts loaded units smoothly \_\_\_\_\_

Uses clutch properly \_\_\_\_\_

Times gearshifts properly \_\_\_\_\_

Shifts gears smoothly \_\_\_\_\_

Uses proper gear sequence \_\_\_\_\_

#### C. Brakes

Understands operating principles or air brakes \_\_\_\_\_

Knows proper use of tractor protection valve \_\_\_\_\_

Understands low air warning \_\_\_\_\_

Tests brakes before starting trip \_\_\_\_\_

#### D. Steering

Controls steering wheel \_\_\_\_\_

Good driving posture and good grip on wheel \_\_\_\_\_

#### E. Lights

Knows lighting regulations \_\_\_\_\_

Uses proper headlight beam \_\_\_\_\_

Handles landing gear properly \_\_\_\_\_

Proper hook-up of full trailer \_\_\_\_\_

Secures power unit against movement \_\_\_\_\_

### Part 4-Backing and Parking

#### A. Backing

Gets out and checks before backing \_\_\_\_\_

Looks back as well as uses mirror \_\_\_\_\_

Gets out and rechecks conditions on long back \_\_\_\_\_

Avoids backing from blind side \_\_\_\_\_

Signals when backing \_\_\_\_\_

Controls speed & direction properly while backing \_\_\_\_\_

#### B. Parking (City)

Does not hit nearby vehicles or stationary objects \_\_\_\_\_

Parks proper distance from curb \_\_\_\_\_

Sets parking brake, puts in gear, chocks wheels, shuts off motor \_\_\_\_\_

Checks traffic conditions and signals when pulling out from parked position \_\_\_\_\_

Parks in legal and safe location \_\_\_\_\_

#### C. Parking (Road)

Parks off pavement \_\_\_\_\_

Avoids parking on soft shoulder \_\_\_\_\_

Uses emergency warning signals when required \_\_\_\_\_

Secures unit properly \_\_\_\_\_

### Part 5-Slowing and Stopping

Uses gears properly ascending \_\_\_\_\_

**RECORD OF ROAD TEST (Continued)**

Gears down properly descending \_\_\_\_\_  
 Stops and restarts without rolling back \_\_\_\_\_  
 Tests brakes at top of hills \_\_\_\_\_  
 Uses brakes properly on grades \_\_\_\_\_  
 Uses mirrors to check traffic to rear \_\_\_\_\_  
 Signals following traffic \_\_\_\_\_  
 Avoids sudden stops \_\_\_\_\_  
 Stops smoothly without excess fanning \_\_\_\_\_  
 Stops before crossing sidewalk, driveway or alley \_\_\_\_\_  
 Stops clear of pedestrian crosswalks \_\_\_\_\_

**Part 6-Operating in Traffic: passing and Turning**

**A. Turning**

Gets in proper lane well in advance \_\_\_\_\_  
 Signals well in advance \_\_\_\_\_  
 Checks traffic conditions and turns only when way is clear \_\_\_\_\_  
 Does not swing wide or cut short while turning \_\_\_\_\_

**B. Traffic Signs and Signals**

Approaches signal prepared to stop if necessary \_\_\_\_\_  
 Obeys traffic signal \_\_\_\_\_  
 Uses good judgment on yellow light \_\_\_\_\_  
 Starts smoothly on green \_\_\_\_\_  
 Notices and heeds traffic signs \_\_\_\_\_  
 Obeys "Stop" signs \_\_\_\_\_

**C. Intersections**

Adjusts speed to permit stopping if necessary \_\_\_\_\_  
 Checks for cross traffic \_\_\_\_\_  
 Yields right-of-way for safety \_\_\_\_\_

**D. Grade Crossings**

Adjusts speed to conditions \_\_\_\_\_  
 Makes safe stop, if required \_\_\_\_\_  
 Selects proper gear \_\_\_\_\_

**E. Passing**

Passes with sufficient clear space ahead \_\_\_\_\_  
 Does not pass in unsafe location \_\_\_\_\_  
 Signals change of lanes \_\_\_\_\_  
 Warns driver being passed \_\_\_\_\_  
 Pulls out and back with certainty \_\_\_\_\_  
 Does not tailgate \_\_\_\_\_  
 Does not block traffic with slow pass \_\_\_\_\_  
 Allows enough room when returning to right lane \_\_\_\_\_

**F. Speed**

Speed consistent with basic ability \_\_\_\_\_  
 Adjusts speed properly to road, weather, traffic conditions, legal limits \_\_\_\_\_  
 Slows down for rough roads \_\_\_\_\_  
 Slows down for curves, intersections, etc. \_\_\_\_\_  
 Maintains consistent speed \_\_\_\_\_

**G. Courtesy and Safety**

Uses defensive driving techniques \_\_\_\_\_  
 Yields right-of-way for safety \_\_\_\_\_  
 Goes ahead when given right-of-way by others \_\_\_\_\_  
 Does not crowd other drivers or force way through traffic \_\_\_\_\_  
 Allows faster traffic to pass \_\_\_\_\_  
 Keeps right and in own lane \_\_\_\_\_  
 Uses horn only when necessary \_\_\_\_\_  
 Generally courteous and uses proper conduct \_\_\_\_\_

**Part 7-Miscellaneous**

**A. General Driving Ability and Habits**

Consistently alert and attentive \_\_\_\_\_  
 Adjusts driving to meet changing conditions \_\_\_\_\_  
 Performs routing functions without taking eyes from road \_\_\_\_\_  
 Checks instruments regularly while driving \_\_\_\_\_  
 Willing to take instructions and suggestions \_\_\_\_\_  
 Adequate self-confidence in driving \_\_\_\_\_  
 Is not easily angered \_\_\_\_\_  
 Positive attitude \_\_\_\_\_  
 Good personal appearance, manner, cleanliness \_\_\_\_\_  
 Good physical stamina \_\_\_\_\_

**B. Handling of Freight**

Checks freight properly \_\_\_\_\_  
 Handles and loads freight properly \_\_\_\_\_  
 Handles bills properly \_\_\_\_\_  
 Breaks down load as required \_\_\_\_\_

**C. Rules and Regulations**

Knowledge of company rules \_\_\_\_\_  
 Knowledge of regulations; federal, state, local \_\_\_\_\_  
 Knowledge of special truck routes \_\_\_\_\_

**D. Use of Special Equipment (Specify)**

REMARKS: \_\_\_\_\_

**GENERAL PERFORMANCE:** Satisfactory \_\_\_\_\_ Needs Training \_\_\_\_\_ Unsatisfactory \_\_\_\_\_

**QUALIFIED FOR:** Truck \_\_\_\_\_ Tractor-Semi \_\_\_\_\_ Other \_\_\_\_\_

\_\_\_\_\_  
 Signature of Examiner

**CERTIFICATION OF ROAD TEST**

INSTRUCTIONS TO CARRIER: If the road test is successfully completed, the person who gave it must complete the following certification in duplicate. The original of the signed road test form and the original of the Certification of Road Test shall be retained in the driver qualification file of the person who was examined, and duplicate copies provided to the person examined. Section 391.31 (e)(f)(g)(1)(2) of the Federal Motor Carrier Safety Regulations.

Driver's Name \_\_\_\_\_ Type of Power Unit \_\_\_\_\_  
 Social Security Number \_\_\_\_\_ Type of Trailer(s) \_\_\_\_\_  
 Operator's or Chauffeur's License Number \_\_\_\_\_ If Passenger Carrier, Type of Bus \_\_\_\_\_

This is to certify that the above-named driver was given a road test under my supervision on \_\_\_\_\_, 20\_\_\_\_, consisting of approximately\_\_ miles of driving. It is my considered opinion that this driver possesses sufficient driving skill to operate safely the type of vehicle listed above.

Signature of Examiner \_\_\_\_\_ Organization \_\_\_\_\_  
 Title \_\_\_\_\_ Address of Examiner \_\_\_\_\_

**CARRIERS DRIVER STATEMENT OF ON-DUTY HOURS  
(For Newly - Hired or Intermittent Drivers)**

**INSTRUCTIONS:** Motor carriers when using a driver for the first time shall obtain from the driver a signed statement giving the total on-duty time during the immediately preceding seven days and time at which such driver was last relieved from duty prior to beginning work for such carrier. Part 395.8(j)(2) Federal Motor Carrier Safety Regulations.

**NOTE:** Hours for any compensation work during the preceding seven days, include work for a non-motor carrier entity, must be recorded on this form.

Driver Name (Print) \_\_\_\_\_

Social Security Number \_\_\_\_\_

Motor Vehicle Operator's License Number \_\_\_\_\_

Type of License \_\_\_\_\_ Issuing State \_\_\_\_\_

**Compensated work time (prior 7 days)**

1	2	3	4	5	6	7

\_\_\_\_\_ **Total Hours**

I hereby certify that the information given above is correct to the best of my knowledge and belief, and that I was last relieved from work at:

\_\_\_\_\_ (A.M.) (P.M.) ON \_\_\_\_\_  
**TIME DAY MONTH YEAR**

Are you currently working for another employer? (Yes) (No)

At this time do you intend to work for another person while still employed by this company? (Yes) (No)

I hereby certify that the information given above is true and I understand that once I become employed with the company, if I begin work for any additional employer(s) for compensation, that I must inform this company immediately of such employment activity. (395.2 (8) and (9))

\_\_\_\_\_  
**Driver Signature Date**

**Witness:** \_\_\_\_\_  
**Company Date**

**DRIVER QUALIFICATION FILE FOR  
MULTIPLE - EMPLOYER DRIVER**

**Instructions:** If a motor carrier employs a person who is not regularly-employed (as defined in 390.5) to drive a motor vehicle for a single trip or on a casual or occasional basis or a multiple-employer driver, the motor carrier shall comply with all requirements of Part 391, except the carrier need not:

- (1) Require the person to furnish an application for employment (390.21);
- (2) Make an inquiry into the person's driving record during the preceding three years to the appropriate state agency(s), and an investigation of the person's employment record during the preceding three years (391.23); or
- (3) Perform annual review of the person's driving record (391.35);

**Driver qualification form must be completed and signed by driver's qualifying carrier**

<b>DRIVER QUALIFICATION FILE CHECK LIST</b>	
Name of Driver	Social Security Number
Signature of Driver	Date
<p>I certify that the above named driver, as defined in (390.5) is regularly driving a commercial motor vehicle operated by the below named carrier and is fully qualified under Part 391, Federal Motor Carrier Safety Regulations. His or her current medical examiner's certificate expires on:</p> <p><b>Medical Certificate expires:</b> _____</p> <p><b>This certificate expires on:</b> _____ (Date not later than expiration date of medical certificate)</p> <p><b>Issued by:</b> _____ (Name of Carrier)                      (Address)                      (State)                      (Zip Code)</p> <p>_____                      _____                      _____ (Signature of Carrier)                      (Title)                      (Date)</p>	

**ANNUAL REVIEW OF DRIVING RECORD**

\_\_\_\_\_  
Driver's full name (First, Middle Initial, Last)

**COMPLETED BY MOTOR CARRIER**

**MOTOR CARRIER INSTRUCTIONS:** Review the State motor vehicle report (MVR) and other information described in Section 391.25 of the Federal Motor Carrier Safety Regulations. Complete the information request below.

I hereby reviewed the driving record of the above-named driver in accordance with Section 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
- Does not adequately meet satisfactory safe-driving performance

Action taken with driver: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Reviewed by: _____	_____
Signature	Date
_____	_____
Printed Name	Title

\_\_\_\_\_  
Motor Carrier Name

\_\_\_\_\_  
Motor Carrier Address

\_\_\_\_\_  
MAINTAIN THIS DOCUMENT IN THE DRIVER'S QUALIFICATION FILE.  
THIS DOCUMENT MAY BE PURGED AFTER THREE YEARS FROM THE DATE OF EXECUTION.



# Entry-level driver training requirements

## **Title 49 Part 380.601 Purpose and scope.**

This subpart establishes training requirements for entry-level drivers, as defined in this subpart, and minimum content for theory and Behind-the-Wheel (BTW) training curricula. Entry-level driver training, as defined in this subpart, applies only to those individuals who apply for a commercial driver's license (CDL) or a CDL upgrade or endorsement and does not otherwise amend substantive CDL requirements in part 383 of this chapter.

## **Title 49 Part 380.603 Applicability.**

(a) The rules in this subpart apply to all entry-level drivers, as defined in this subpart, who intend to drive CMVs as defined in § 383.5 of this chapter in interstate and/or intrastate commerce, except:

- (1) Drivers excepted from the CDL requirements under § 383.3(c), (d), and (h) of this chapter;
- (2) Drivers applying for a restricted CDL under § 383.3(e) through (g) of this chapter;
- (3) Military personnel with military CMV experience who meet all the requirements and conditions of § 383.77 of this chapter; and
- (4) Drivers applying for a removal of a restriction in accordance with § 383.135(b)(7).

(b) Drivers issued a Class A CDL, Class B CDL, or a passenger (P), school bus (S), or hazardous materials (H) endorsement before February 7, 2022, are not required to comply with this subpart pertaining to that CDL or endorsement.

(c)

- (1) Individuals who obtain a CLP before February 7, 2022, are not required to comply with this subpart if they obtain a CDL before the CLP or renewed CLP expires.
- (2) Individuals who obtain a CLP on or after February 7, 2022, are required to comply with this subpart.
- (3) Except for individuals seeking the H endorsement, individuals must complete the theory and BTW (range and public road) portions of entry-level driver training within one year of completing the first portion.

## **PART 395 – Hours of Service Regulations for (Property) Carrier Drivers**

**395.3(a)** Except as otherwise provided in §395.1, no motor carrier shall permit or require any driver used by it to drive a property-carrying commercial motor vehicle, nor shall any such driver drive a property-carrying commercial motor vehicle, regardless of the number of motor carriers using the driver's services, unless the driver complies with the following requirements:

(1) Start of work shift. A driver may not drive without first taking 10 consecutive hours off duty;

(2) 14-hour period. A driver may drive only during a period of 14 consecutive hours after coming on duty following 10 consecutive hours off duty. The driver may not drive after the end of the 14-consecutive-hour period without first taking 10 consecutive hours off duty.

(3) Driving time and rest breaks.

(i) Driving time. A driver may drive a total of 11 hours during the 14-hour period specified in paragraph (a)(2) of this section.

(ii) Break. 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 consecutive driving hours have passed since the end of the driver's last off-duty, on-duty not driving or sleeper-berth period of at least 30 minutes.

(b) No motor carrier shall permit or require a driver of a property-carrying commercial motor vehicle to drive, nor shall any driver drive a property-carrying commercial motor vehicle, regardless of the number of motor carriers using the driver's services, for any period after—

(1) Having been on duty 60 hours in any period of 7 consecutive days if the employing motor carrier does not operate commercial motor vehicles every day of the week; or

(2) Having been on duty 70 hours in any period of 8 consecutive days if the employing motor carrier operates commercial motor vehicles every day of the week.

(c) Any period of 7/8 consecutive days may end with the beginning of an off-duty period of 34 or more consecutive hours

It is recommended that motor carriers and drivers keep a summary (recap) of drivers' hours worked and hours available. This will prevent hours of service violations.

Every motor carrier must require every driver to make a record of duty status (log), in duplicate, for each 24-hour period;

Motor carriers and drivers who do not complete and keep records of duty status (logs) or who make false records of duty status (logs) can be prosecuted;

The driver must give or send by mail the original of the driver's record of duty status (log) to his/her motor carrier within 13 days after completing the record. The motor carrier must then keep the record of duty status (log) for 6 months;

**Local Driver Provision:** Drivers may extend the 14-hour on-duty period by 2 additional hours if they:

(1) Are released from duty at the normal work reporting location for the previous 5 duty tours, and

(2) Return to the normal work reporting location and are released from duty within 16 hours, and

(3) Have not used this exception in the previous 6 days, except following a 34-hour restart of a 7/8 day period

**Sleeper Berth Guidelines:** 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; and
- (D) Driving time in the period immediately before and after each rest period, when added together:
  - (1) Does not exceed 11 hours driving; and
  - (2) Does not violate the 14-hour duty-period limit.

(iii) *Calculation*

- (A) *In general.* The driving time limit and the 14-hour duty-period limit must be re-calculated from the end of the first of the two periods used to comply for the 10 hour break.
- (B) *14-hour period.* The 14-hour duty-period for purposes of § 395.3(a)(2) does not include qualifying rest periods for the sleeper berth.

**Short-Haul Provision Guidelines:** A driver does not have to make a record of duty status (log book) if they can comply with the following short-haul requirements:

- Allows drivers of property carrying CMV's to operate within a 150 air-mile (172.6 statute miles) radius of their normal work reporting location;
- Drivers may drive up to 11 hours after coming on duty following 10 or more consecutive hours off duty;
- Drivers are not required to keep Log Books, but must maintain time records;
- Drivers shall not drive after the 14 hour after coming on duty 5 days a week or after the 16 hour after coming on duty 2 days a week
- Employers must maintain and retain time records for a period of 6 months showing the time the duty period began, ended, and total hours on duty each day in place of RODS;

## **PART 395 – Hours of Service Regulations for (Passenger) Carrier Drivers**

- A motor carrier cannot allow or require any driver to drive:
  - (1) More than 10 hours following 8 consecutive hours off duty; or
  - (2) After being on duty 15 hours; or
  - (3) After being on duty more than 60 hours in any 7 consecutive days
- A motor carrier operating vehicles every day of the week cannot allow or require any driver to drive after being on duty more than 70 hours in any 8 consecutive days
- It is recommended that motor carriers and drivers keep a summary (recap) of drivers' hours worked and hours available. This will prevent hours of service violations
- Every motor carrier must require every driver to make a record of duty status (log), in duplicate, for each 24-hour period
- Motor carriers and drivers who do not complete and keep records of duty status (logs) or who make false records of duty status (logs) can be prosecuted
- The driver must give or send by mail the original of the driver's record of duty status (log) to his/her motor carrier within 13 days after completing the record. The motor carrier must then keep the record of duty status (log) for 6 months
- A driver does not have to make a record of duty status (log) if the following apply:
  - (1) The driver operates within a 100 air-mile radius of the normal work reporting location;
  - (2) The driver returns to the work-reporting station and is released from work within 12 consecutive hours;
  - (3) At least 8 consecutive hours off duty separate each 12 consecutive hours on duty;
  - (4) The driver does not exceed 10 hours maximum driving time following 8 consecutive hours off duty; and
  - (5) The motor carrier maintains and retains for 6 months accurate and true time records showing the following:
    - (i) The time the driver reports for duty each day
    - (ii) The total number of hours the driver is on duty each day
    - (iii) The time the driver is released from duty each day
    - (iv) The total time for the preceding 7 days for drivers used the first time or multiple-employer drivers

# A Completed Log

U.S. DEPARTMENT OF TRANSPORTATION

## DRIVER'S DAILY LOG

(ONE CALENDAR DAY - 24 HOURS)

ORIGINAL - Submit to carrier within 13 days  
 DUPLICATE - Driver retains possession for eight days

04 09 08  
 (MONTH) (DAY) (YEAR)

350  
 (TOTAL MILES DRIVING TODAY)

123,20544  
 VEHICLE NUMBERS - (SHOW EACH UNIT)

I certify these entries are true and correct:

John Doe's Transportation

(NAME OF CARRIER OR CARRIERS)

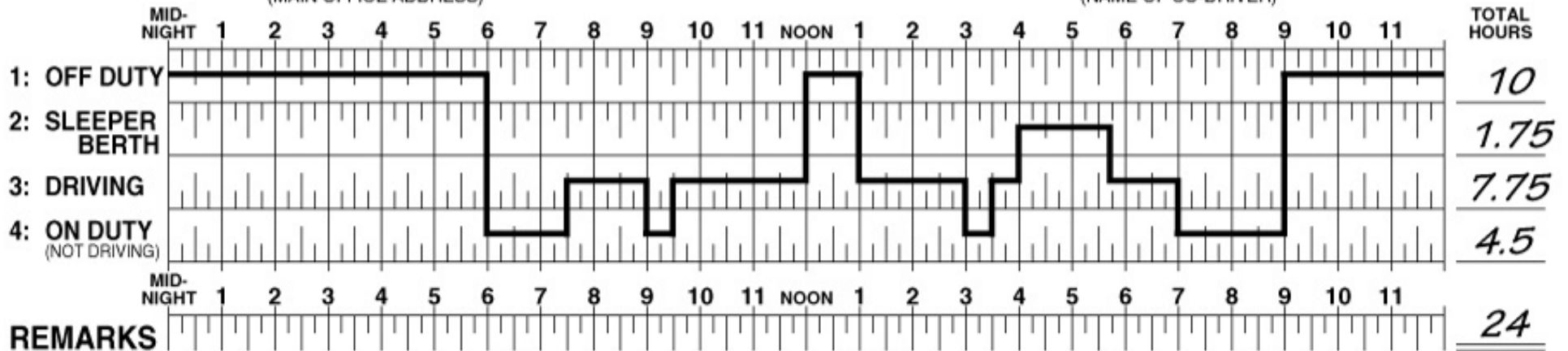
John E. Doe

(DRIVER'S SIGNATURE IN FULL)

Washington, D.C.

(MAIN OFFICE ADDRESS)

(NAME OF CO-DRIVER)



Pro or Shipping No. 101601

Richmond, VA  
 Fredericksburg, VA  
 Baltimore, MD  
 Philadelphia, PA  
 Cherry Hill, NJ  
 Newark, NJ

## Electronic Logging Device (ELD)

The ELD Rule applies to most motor carriers and drivers who are required to keep records of duty status (RODS). This includes commercial buses as well as trucks. It applies to drivers domiciled in Canada and Mexico, unless they qualify for an exception to the rule.

**Implementation Phase Compliance Table**

	<b>ELD</b>	<b>AOBRD</b>	<b>Logging Software</b>	<b>Paper</b>
<b>Phase 1</b>	Yes	Yes	Yes	Yes
<b>Phase 2</b>	Yes	Yes		
<b>Phase 3</b>	Yes			

**Phase 1: Awareness and Transition: COMPLETED**

**Phase 2: Phased-In Compliance Phase: COMPLETED**

**Phase 3: Full Compliance Phase: NOW IN EFFECT**

After December 16, 2019 all motor carriers and drivers subject to the rule must use certified, registered ELDs that comply with requirements of the ELD regulations.

### ELD Rule Exceptions

The following are not required to use ELDs (but motor carriers may choose to use ELDs even if they are not required):

- Drivers who use paper logs no more than 8 days during any 30-day period.
- Driveaway-towaway drivers (transporting an empty vehicle for sale, lease, or repair).
- Drivers of vehicles manufactured before model year 2000.

**These are tips to consider when choosing an ELD, and a checklist of key features and functions that every ELD must provide.**

**Tips**

- Most Important: Make sure that the specific ELD model you are considering is on FMCSA’s list of registered ELDs by visiting <https://eld.fmcsa.dot.gov/List>. The vendors on this list have self-certified that their device is compliant with all of the ELD technical specifications, and registered each ELD model with FMCSA.
- Take a few minutes to research the ELD provider by checking with the Better Business Bureau and looking at online reviews for their products and customer service.
- While many ELDs may be part of a Fleet Management System (FMS) or include FMS functions, there is no requirement for Fleet Management functionality. An ELD that complies with FMCSA requirements is what is required by the ELD rule.

**Checklist**

Before choosing an ELD, have the vendor verify that its device meets **all** of the ELD specifications in the rule. While this list is not a complete list of all required ELD functions, at a minimum have the vendor demonstrate or show you all the features and functions in the list below.

✓	<b>ELD Feature or Function</b>
	Provides separate accounts for drivers and administrative (non-driver) ELD users
	Has “integral synchronization” with the engine control module to automatically record engine power status, vehicle motion status, and other data
	Automatically records all driving time and at intervals of 60 minutes. Records date, time, location, engine hours, vehicle miles, and driver identification
	Records location with an accuracy of one-mile radius during on-duty driving periods
	Reduces location accuracy to a 10-mile radius when vehicle is used for authorized personal use
	ELD time is synchronized with UTC (coordinated universal time)
	Retains data for the current 24-hour period and the previous 7 consecutive days
	Prevents tampering; does not allow anyone to alter or erase information originally collected for driver ELD records
	Requires driver to review unidentified driver records – and either acknowledge assignment of this driving time, or indicate that the records do not belong to the driver
	Allows a driver to obtain a copy of his/her ELD records on demand – either through a printout or electronic file
	Supports one of two options for electronic data transfer: <ul style="list-style-type: none"> <li>• Telematic type: using wireless web services and email; or</li> <li>• Local transfer type: using USB2.0 and Bluetooth</li> </ul>
	Displays all required standardized data to authorized safety officials on demand – through a screen display or printout that includes three elements: a daily header, graph grid showing driving duty status changes, and detailed daily log data. The graph grid, if printed, must be at least 6 inches by 1.5 inches
	Requires driver certification and annotation (written explanation) for any edits to records that are made by the driver or any other ELD user
	Requires certification of driver records at the end of each 24-hour period
	ELD provider furnishes user’s manual, instructions for handling malfunctions and record-keeping during malfunctions, and instructions for transferring ELD hours of service records to safety officials
	Volume control or mute option for any audio feature

## Regulatory Differences between AOBRDs and ELDs

Required Feature/Function	1988 AOBRD Rule	ELD Rule
<b>Integral Synchronization</b>	Integral synchronization required, but term not defined in the Federal Motor Carrier Safety Regulations (FMCSRs).	Integral synchronization interfacing with the CMV engine electronic control module (ECM), to automatically capture engine power status, vehicle motion status, miles driven, engine hours. (CMVs older than model year 2000 exempted.)
<b>Recording Location Information of Commercial Motor Vehicle (CMV)</b>	Required at each change of duty status. Manual or automated.	Requires automated entry at each change of duty status, at 60-minute intervals while CMV is in motion, at engine-on and engine-off instances, and at beginning and end of personal use and yard moves.
<b>Graph Grid Display</b>	Not required – “time and sequence of duty status changes.”	An ELD must be able to present a graph grid of driver’s daily duty status changes either on a display or on a printout.
<b>Hours of Service (HOS) Driver Advisory Messages</b>	Not addressed.	HOS limits notification is not required. “Unassigned driving time/miles” warning must be provided upon login.
<b>Device “Default” Duty Status</b>	Not addressed.	On-duty not driving status, when CMV has not been in-motion for five consecutive minutes, and driver has not responded to an ELD prompt within one minute. <u>No other non-driver-initiated status change is allowed.</u>
<b>Clock Time Drift</b>	Not addressed.	ELD time must be synchronized to Universal Coordinated Time (UTC); absolute deviation must not exceed 10 minutes at any time.
<b>Communications Methods</b>	Integral synchronization required, but term not defined in the Federal Motor Carrier Safety Regulations (FMCSRs).	Integral synchronization interfacing with the CMV engine electronic control module (ECM), to automatically capture engine power status, vehicle motion status, miles driven, engine hours. (CMVs older than model year 2000 exempted.)
<b>Resistance to Tampering</b>	Required at each change of duty status. Manual or automated.	Requires automated entry at each change of duty status, at 60-minute intervals while CMV is in motion, at engine-on and engine-off instances, and at beginning and end of personal use and yard moves.
<b>Graph Grid Display</b>	Not required – “time and sequence of duty status changes.”	An ELD must be able to present a graph grid of driver’s daily duty status changes either on a display or on a printout.



## DRIVER'S TIME RECORD (150 air-mile radius)

Driver's Name (print) \_\_\_\_\_ Employee No. \_\_\_\_\_ Month \_\_\_\_\_ Year \_\_\_\_\_

DRIVERS MAY PREPARE THIS REPORT INSTEAD OF "DRIVERS DAILY LOG" IF THE FOLLOWING APPLIES:  
 \*Operates within 150 air-mile radius of the normal work reporting location.  
 \*Returns to normal work reporting location and is released from work within 14 consecutive hours.  
 \*At least 10 consecutive hours off duty separates each 14 hours on duty.

**INTERMITTENT DRIVERS**

Shall complete this form for 7 days preceding any day driving is performed. This includes the preceding month.

Date	Start Time	End Time	Total Hours	Truck Number	Trip Information TO - FROM
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
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24					
25					
26					
27					
28					
29					
30					
31					

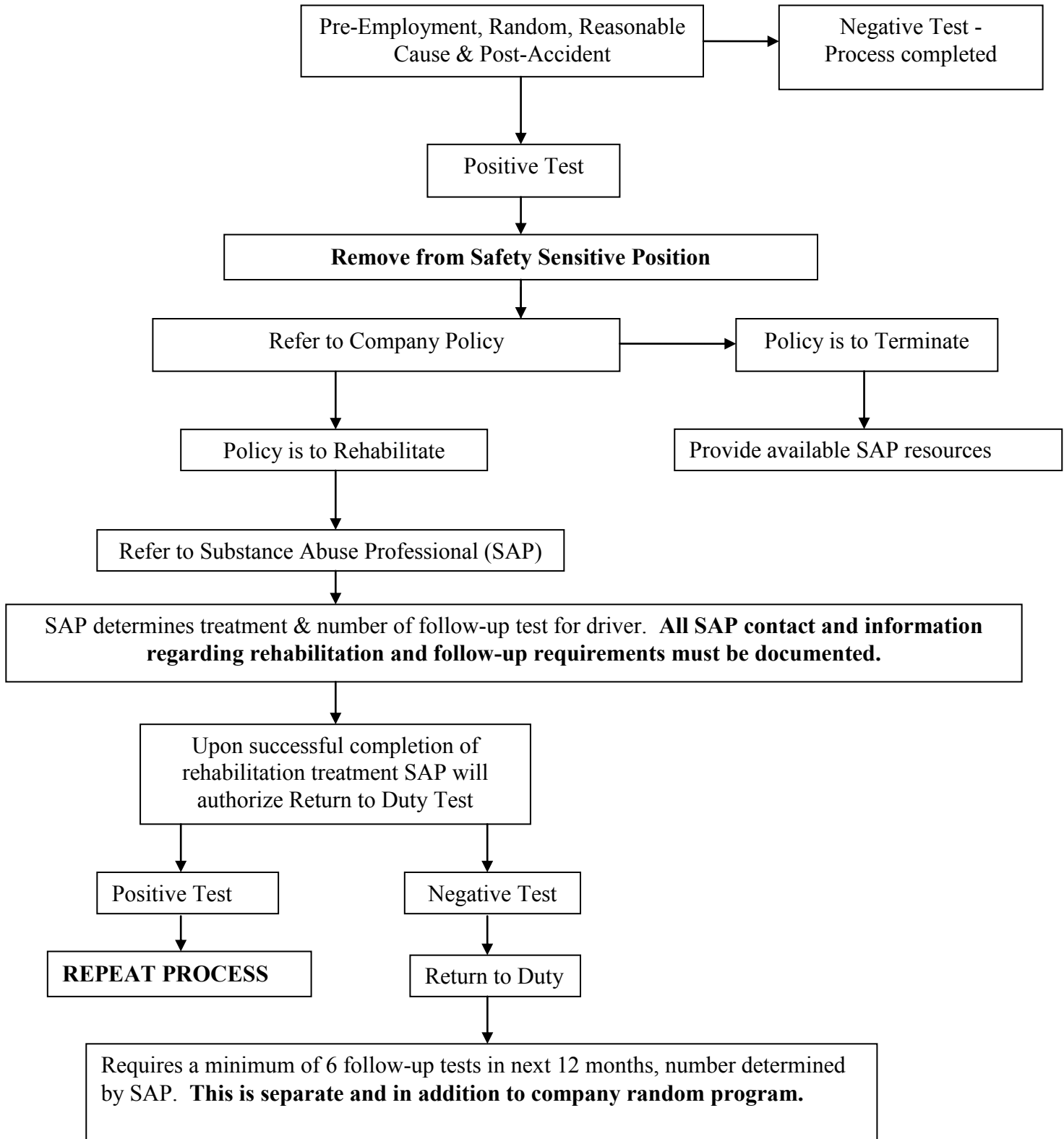
To be prepared monthly by each DOT certified driver unless time record is exclusively kept on Driver's Daily Log. Indicate "days off." Check box if no driving is performed during this month and the first 7 days of the following month. Mail this report to your Division Manager of Administration.

## BREATH ALCOHOL AND CONTROLLED SUBSTANCE TESTING CONSORTIA

(Note: The list of private vendors below is not intended to be all-inclusive and is not endorsed as to the quality of the vendors. Any carrier may wish to conduct its own investigation as to sources.)

<b>Business and Industry Health Group</b> Kansas City, MO 816.523.7770 Kansas City, MO 816.842.1146 Kansas City, MO 816.231.3611 Lenexa, KS 913.894.6600	<b>Occupational Health Services</b> St. Joseph, MO 816.233.7702 Kansas City, KS 913.596.2774 Shawnee Mission, KS 913.495.9905
<b>Family Health Center</b> Derby, KS 316.788.3741	<b>Southwest Medical Center</b> Liberal, KS 620.624.1651
<b>Industrial Med Center</b> Kansas City, MO 816.241.4477	<b>Utilities Consultants</b> Wichita, KS 316.262.2658
<b>Med Express/National Lab Center</b> Memphis, TN 901.795.1515 800.526.6339	<b>Drug Testing Network</b> Vista, CA 800.989.1206
<b>The Consortium Inc.</b> 785.232.1196 Topeka, KS 800.888.0112	<b>WPCI</b> Scottsbluff, NE 800.682.5176
<b>Via Christi</b> Pittsburg, KS 620.232.0275	<b>Foley Services</b> 800.253.5506x0991 Hartford, CT 860.815.0991
<b>Global Med Technologies</b> Denver, CO 303.238.2000	<b>Hire Right</b> Tulsa, Oklahoma 866.205.6129
<b>ProMed Physician Service</b> 753 N West St 316.648.3062 Wichita, KS 316.648.3818	<b>National Screening Bureau</b> 515 N Ridge Rd, Suite 200 Wichita, KS 316.263.4400
<b>Occupation Medicine Associates</b> Kansas City, KS 913.321.7557 Olathe, KS 913.829.4444	<b>S&amp;G Associates</b> Wichita, KS 316.945.5535
<b>Pipeline Testing Consortium</b> Hutchinson, KS 620.669.8800 800.294.8758	<b>Kansas Drug Testing Inc</b> Topeka, KS 785.266.5311
<b>DOT Medical Examiners of Kansas</b> Wichita, KS 316-613-3683	<b>Assured Occupational Solutions Inc</b> McPherson, KS 620.504.6614
<b>Assured Occupational Solutions Inc</b> 111 W Ash 316.321.3313 El Dorado, KS FAX 316.321.3288	<b>AccuTrace</b> 5612 SW Green Oaks Blvd. Austin, TX 817.563.4004
<b>TMHC Services, Inc.</b> 2121 SW Chelsea Dr. Topeka, KS 800.886.1123	<b>Secure On-Site Testing</b> Olathe, KS 913-626-6461
<b>Immediate Medical Care</b> Wichita, KS West 316.440.2565 East 316.440.4595 Haysville, KS 316.558.5950	<b>New Medical Health Care</b> 2131 N Ridge Rd. Wichita, KS 316.773.1212
<b>Balanced Health Care PA</b> Garnett, KS 785.448.2422	

## CONTROLLED SUBSTANCE FLOW CHART



**Cannot use driver until a NEGATIVE RETURN TO DUTY TEST has been received!!**

**ALCOHOL AND CONTROLLED SUBSTANCE TEST INFORMATION RELEASE**

From: \_\_\_\_\_ To: Previous Employer  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Company \_\_\_\_\_  
Individual \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

The applicant named below has applied for employment and listed your company as a past employer. As required by DOT Regulation 382.413 a prospective employer shall obtain information on the driver's alcohol and controlled substance test results, within the preceding two years, which are maintained by the driver's previous employer. Please detach the waiver below for your files as proof that the applicant has waived any claim of liability against your company (and its agents) for information submitted in respect to this inquiry.

Name of applicant: \_\_\_\_\_  
Social Security Number: \_\_\_\_\_  
Job applied for: Driver

1. Number of alcohol tests with a concentration result of 0.04 or greater \_\_\_\_\_
2. Number of positive controlled substance test results \_\_\_\_\_
3. Number of refusals to be tested \_\_\_\_\_
4. Remarks: \_\_\_\_\_

By: \_\_\_\_\_ Date: \_\_\_\_\_  
(Signature of person supplying information)

**W A I V E R**

\_\_\_\_\_  
(Former Employer)

\_\_\_\_\_  
(Date)

I hereby authorize you to release all information concerning my alcohol and controlled substance test information to each and every company (or their authorized agents) which may request such information in connection with the application for employment with said company. I hereby release you from any and all liability of any type as a result of providing the above-mentioned information to the above-mentioned person.

\_\_\_\_\_  
(Signature of Applicant)

\_\_\_\_\_  
(Signature of Witness)

# Drug & Alcohol Clearinghouse

## Who will be required to use the Clearinghouse?

- ☑ Drivers who hold CDLs or CLPs
- ☑ Employers of CDL drivers who operate CMVs
- ☑ Consortia/Third-Party Administrators (C/TPAs)
- ☑ Medical Review Officers (MROs)
- ☑ Substance Abuse Professionals (SAPs)
- ☑ State Drivers Licensing Agencies (SDLAs)

## What actions will users be required to take in the Clearinghouse?

	Register as user	Manage Assistants (optional)	Select C/TPA*	Request driver consent for full queries	Consent to full query requests	Query driver violation information	Report drug and alcohol program violations	Select SAP†	Report on RTD initial assessment, eligibility for RTD test	Report on RTD and follow-up testing
DRIVER	X				X			X		
EMPLOYER	X	X	X	X		X	X			X
C/TPA	X	X		X		X	X			X
MRO	X	X					X			
SAP	X	X							X	

## Employers will be required to query the Clearinghouse for:

1. **Pre-Employment Screening** to ensure the prospective employee is eligible to perform safety-sensitive functions.
2. **Annual Verification** to ensure that a driver is still eligible to perform safety-sensitive functions.

## The type of consent request will depend on the type of query:

Purpose	Query Type	Consent Request
Pre-employment screening	Full query – access full violation details	Specific consent – required for each full query; provided electronically in the Clearinghouse
Annual verification	Limited query – verify presence of driver information in the Clearinghouse. If information is discovered, a full query is required	General consent – done outside the Clearinghouse; can be one-time or unlimited  Specific consent required – if limited query results in a full query; provided electronically in the Clearinghouse

## To register for the Clearinghouse go to:

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

## **PART 396-INSPECTION, REPAIR AND MAINTENANCE**

Every motor carrier must make sure that all its vehicles are regularly inspected, repaired and maintained.

All vehicle parts and accessories must be in a safe and proper working order at all times.

Pushout windows, emergency doors and emergency door-marking lights in buses must be inspected at least every 90 days.

Generally, motor carriers must maintain the following maintenance records for each of their commercial motor vehicles:

- (1) An identification of the vehicle including company number (if so marked), make, serial number, year and tire size. Also, if the carrier does not own the vehicle, the records must show the name of the person providing the vehicle.
- (2) A schedule of the type and due date of the various inspections and maintenance operations to be performed.
- (3) A record of inspection, repairs and maintenance showing their date and type.
- (4) A lubrication record.
- (5) A record of tests conducted on pushout windows, emergency doors, and emergency door-marking lights on buses.

Maintenance records must be kept where the vehicle is either housed or maintained for a period of 1 year and for 6 months after the vehicle leaves the motor carrier's control.

A vehicle must not be driven if it is likely to break down or cause an accident.

Every motor carrier must require its drivers to complete a vehicle inspection at the end of each day. If a safety violation is noted, a report must be made that identifies the commercial motor vehicle and lists all defects that could affect its safe operation.

Before the vehicle is driven again, the motor carrier must repair any safety defects listed and sign the vehicle inspection report.

A copy of the last vehicle inspection report must be available to the driver. Every motor carrier must keep the original vehicle report for at least 3 months. (Page 30)

Before driving a commercial motor vehicle the driver must do the following:

- (1) Be satisfied that it is in safe operating condition;
- (2) Review the last inspection report; and
- (3) Sign the report if defects were listed and the report has been signed to show that repairs were made.

NOTE: Examples of several maintenance forms are on the following pages.

**THIS PAGE IS TO BE COMPLETED ON COMPANY LETTERHEAD**

I, \_\_\_\_\_, hereby certify that I am knowledgeable in the requirements for performing an annual vehicle inspection and I can identify defective components in compliance with the regulations of the U. S. Department of Transportation for annual vehicle inspections contained in 49 CFR 396, Appendix A. I hereby agree to comply with all such governing annual vehicle inspections.

A qualified inspector must meet **one** or **more** of the following requirements. Please check those applicable.

- \_\_\_\_\_ One-year experience as a mechanic or inspector in a motor carrier or intermodal equipment maintenance program.
- \_\_\_\_\_ One-year experience as a mechanic or inspector in commercial motor vehicle maintenance at a commercial garage, fleet-leasing company or similar facility.
- \_\_\_\_\_ One-year of training and/or experience in truck manufacturer or similar commercially sponsored training designed to train in truck maintenance.
- \_\_\_\_\_ Successfully completed a state or federal sponsored training program which qualifies me to perform as a commercial vehicle safety inspector.
- \_\_\_\_\_ One-year experience as a commercial vehicle inspector for a state, provincial or federal government.

\_\_\_\_\_  
Signature of Mechanic/Inspector

I, \_\_\_\_\_ hereby certify that \_\_\_\_\_  
Meets the requirements for a qualified inspector to perform the annual vehicle inspection in compliance with the regulations of the U. S. Department of Transportation for qualified inspectors contained in 49 CFR Part 396.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_\_ .

**BRAKE INSPECTOR**

I, \_\_\_\_\_, hereby certify that I understand the brake service or inspection tasks assigned me and can competently perform such brake service or inspections by virtue of my training or experience in compliance with the regulations or the United States Department of Transportation for brake inspections contained in 49 CFR Part 396.25. I hereby agree to comply with all such regulations governing brake service or inspections.

I am qualified to perform the following brake duties assigned by the motor carrier:

- \_\_\_\_\_ Adjust and inspect brakes
- \_\_\_\_\_ Replacement and repair of brake system components

By reason of one or more of the following requirements: (Please check those that apply)

- \_\_\_\_\_ One-year experience performing brake maintenance and/or inspection in a motor carrier or intermodal equipment brake service program.
- \_\_\_\_\_ Successfully completed a state, federal, Canadian, or Labor Union sponsored apprenticeship or training program, which qualifies me to perform brake service and/or inspections.
- \_\_\_\_\_ One year of brake-related training and/or experience in brake or vehicle manufacturer or similar commercial training program designed to train in brake maintenance and/or inspection.
- \_\_\_\_\_ One year of experience performing brake maintenance and/or inspection similar to assigned duties at a commercial garage, fleet-leasing company, or similar facility.

I, \_\_\_\_\_, hereby certify that \_\_\_\_\_ has met the requirements for a qualified brake inspector to perform the assigned brake maintenance task in compliance with the regulations of the U. S. Department of Transportation for qualified brake inspectors contained in 49 CFR Part 396.25.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_\_



# Annual Periodic Vehicle Inspection Report

Name and Address of Inspecting Company or Agency				
Registered Owner's Name		Date		Time
Street		Certified Inspector's Name (Print or Type)		
City, State, Zip Code		The technician meets and exceeds all requirements of 49 CFR §396.19 and compatible state regulations and can perform the inspection according to the appendix A criteria and that the technician has the necessary tools, and is skilled in completion of the annual inspection, as listed in 49 CFR §396.19.  Technician's Signature: _____		
Motor Carrier Operating Vehicle (If different from Owner)				
Street				
City, State, Zip Code				
License Plate Number/State	Vehicle Identification Number	Vehicle Make	Vehicle Model	Model Year

## Vehicle Components Inspected

**Instructions:** Mark columns as follows: **X** = OK; **O** = Needs repair; **NA** = Does not apply; fill in **Repair Date** as appropriate.

OK	Needs Repair	Repair Date	Item	OK	Needs Repair	Repair Date	Item	OK	Needs Repair	Repair Date	Item
			<b>1. BRAKE SYSTEM</b>				<b>4. FUEL SYSTEM</b>				<b>9. FRAME</b>
			a. Service Brakes				a. Visible leak				a. Frame Members
			b. Parking Brake System				b. Fuel tank filler cap missing				b. Tire and Wheel Clearance
			c. Brake Drums or Rotors				c. Fuel tank securely attached				c. Adjustable Axle Assemblies (Sliding Subframes)
			d. Brake Hose				<b>5. LIGHTING DEVICES</b>				<b>10. TIRES</b>
			e. Brake Tubing				All lighting devices and reflectors required by Section 393 shall be operable.				a. Tires on any steering axle of a power unit.
			f. Low Pressure Warning Device				<b>6. SAFE LOADING</b>				b. All other tires
			g. Tractor Protection Valve				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.				<b>11. WHEELS AND RIMS</b>
			h. Air Compressor				b. Protection against shifting cargo				a. Lock or Side Ring
			i. Electric Brakes				c. Container Securement Devices on Intermodal Equipment				b. Wheels and Rims
			j. Hydraulic Brakes				<b>7. STEERING MECHANISM</b>				c. Fasteners
			k. Vacuum Systems				a. Steering Wheel Free Play				d. Welds
			l. AntiLock Brake				b. Steering Column				<b>12. WINDSHIELD GLAZING</b>
			m. Automatic Brake Adjustment				c. Front axle beam and ALL steering components other than steering column				Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions).
			<b>2. COUPLING DEVICES</b>				d. Steering Gear Box				<b>13. WINDSHIELD WIPERS</b>
			a. Fifth Wheels				e. Pitman Arm				Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective. List any other condition which may prevent safe operation of this vehicle.
			b. Pintle Hooks				f. Power Steering				<b>14. MOTORCOACH SEATS</b>
			c. Drawbar/Towbar Eye				g. Ball and Socket Joints				a. Any passenger seat that is not securely fastened to the vehicle structure.
			d. Drawbar/Towbar Tongue				h. Tie Rods and Drag Links				<b>15. REAR IMPACT GUARD</b>
			e. Safety Devices				i. Nuts				a. Trailers and semitrailers with a GVWR of 4,536 kg (10,001 lbs.) or more, manufactured on or after January 26, 1998 (see exceptions in § 393.86(a)(1).
			f. Saddle-Mounts				j. Steering System				b. Commercial motor vehicles manufactured after December 31, 1952.
			<b>3. EXHAUST SYSTEM</b>				<b>8. SUSPENSION</b>				
			a. Any exhaust system determined to be leaking at a point forward of or directly below the driver/sleeper compartment.				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.				
			b. A bus exhaust system leaking or discharging to the atmosphere in violation of standards (1), (2), or (3).				b. Spring Assembly				
			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.				c. Torque, Radius, or Tracking Components				

I CERTIFY THE ANNUAL VEHICLE INSPECTION HAS BEEN DONE ACCURATELY AND COMPLETELY. I FURTHER CERTIFY THAT THIS INSPECTION COMPLIES WITH THE REQUIREMENTS OF 49 CFR §396.21.

This information must be available on board the vehicle, either as a copy of this report, or on a decal that complies with 49 CFR §396.17(c)(2). This report must be kept a minimum of fourteen months from date of completion.

Certified Inspector's Signature: \_\_\_\_\_ Date: \_\_\_\_\_







## DRIVER'S VEHICLE INSPECTION REPORT

Check any defective item and give details under "Remarks."

Date: \_\_\_\_\_

Truck/Tractor Number: \_\_\_\_\_

	Service brakes including trailer brake connections		Windshield wipers
	Parking (hand) brake		Rear vision mirrors
	Steering mechanism		Coupling devices
	Lighting devices and reflectors		Wheels and rims
	Tires		Emergency equipment
	Horn		

Trailer(s) Number(s): \_\_\_\_\_

	Brake connections		Landing gear
	Brakes		Lights - All
	Coupling chains		Springs
	Coupling (King) pin		Tarpaulin
	Doors		Tires
	Hitch		Wheels

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

**ACCIDENT REGISTER**

Date of Accident	City, town, or other location of accident	Name of Driver	Number Injured	Number of Fatalities	Was Haz Matl released? (Fuel spilled from tank not included)	Copies of accident reports other than purchased state reports.

ENDORSEMENT FOR MOTOR CARRIER POLICIES OF INSURANCE FOR PUBLIC LIABILITY  
UNDER SECTIONS 29 AND 30 OF THE MOTOR CARRIER ACT OF 1980

Issued to \_\_\_\_\_ of \_\_\_\_\_  
Dated at \_\_\_\_\_ this \_\_\_\_\_ day of \_\_\_\_\_ 20 \_\_\_\_\_  
Amending Policy Number \_\_\_\_\_ Effective Date \_\_\_\_\_  
Name of Insurance Company \_\_\_\_\_  
Telephone Number ( \_\_\_\_\_ ) \_\_\_\_\_ Countersigned by \_\_\_\_\_  
Authorized Company Representative

The policy to which this endorsement is attached provides primary or excess insurance, as indicated by the "X" inside the box, for the limits shown:

- This insurance is primary and the company shall not be liable for amounts in excess of \$ \_\_\_\_\_ for each accident.
- This insurance is excess and 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 thirty-five 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.)

DEFINITIONS AS USED IN THIS ENDORSEMENT

ACCIDENT includes continuous or repeated exposure to conditions which results in bodily injury, property damage, or environmental damage which the insured neither expected nor intended.

MOTOR VEHICLE means a land vehicle, machine, truck, tractor, trailer, or semi trailer propelled or drawn by mechanical power and used on a highway for transporting property, or any combination thereof.

BODILY INJURY means injury to the body, sickness, or disease to any person, including death resulting from any of these.

ENVIRONMENTAL RESTORATION means restitution for the loss, damage, or destruction of natural resources arising out of the accidental discharge, dispersal, release or escape into or upon the land, atmosphere, watercourse, or body of water, of any commodity transported by a motor carrier. This shall include the cost of necessary measures taken to minimize or mitigate damage to human health, the natural environment, fish, shellfish, and wildlife.

PROPERTY DAMAGE means damage to or loss of use of tangible property.

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

The insurance policy to which this endorsement is attached provides automobile liability insurance and is amended to assure compliance by the insured, within the limits stated herein, as a motor carrier of property, with Sections 29 and 30 of the Motor Carrier Act of 1980 and the rules and regulations of the Federal Motor Carrier Safety Administration.

In consideration of the premium stated in the policy to which this endorsement is attached, the insurer (the company) agrees to pay, within the limits of liability described herein, any final judgment recovered against the insured for public liability resulting from negligence in the operation, maintenance or use of motor vehicles subject to the financial responsibility requirements of Sections 29 and 30 of the Motor Carrier Act of 1980 regardless of whether or not each motor vehicle is specifically described in the policy and whether or not such negligence occurs on any route or in any territory authorized to be served by the insured or elsewhere. Such insurance as is afforded, for public liability, does not apply to injury to or death of the insured's employees while engaged in the course of their employment, or property transported by the insured, designated as cargo. It is understood and agreed that not condition, provision, stipulation, or limitation contained in the policy, this endorsement, or any other endorsement thereon, or violation thereof, shall relieve the company from liability or from the payment of any final judgment, with the limits of liability herein described, irrespective of the financial condition, insolvency or bankruptcy of the insured. However, all terms, conditions and limitations in the policy to which the endorsement is attached shall remain in full force and effect as binding between the insured and the company. The insured agrees to reimburse the company for any payment made by the company on account of any accident, claim, or suit involving a breach of the terms of the policy, and for any payment that the company would not have been obligated to make under the provisions of the policy except for the agreement contained in this endorsement.

It is further understood and agreed that, upon failure of the company to pay any final judgment recovered against the insured as provided herein, the judgment creditor may maintain an action in any court of competent jurisdiction against the company to compel such payment.

The limits of the company's liability for the amounts prescribed in this endorsement apply separately, to each accident, and any payment under the policy because of any one accident shall not operate to reduce the liability of the company for the payment of final judgments resulting from any other accident.

The Motor Carrier Act of 1980 requires limits for financial responsibility according to the type of carriage and commodity transported by the motor carrier. It is the motor carrier's obligation to obtain the required limits of financial responsibility.

Form MCS-90

# APPLYING KCC ECONOMIC REGULATIONS

(K.S.A. 66-1,109 & 82-4-30a(d) (UCR)) 12/6/2019

**NOTE: EFFECTIVE APRIL 9, 2015**

Private motor carriers **domiciled** in Kansas operating commercial motor vehicles (CMVs) with a GVW, GVWR, GCW, or GCWR of **10,001 to 26,000 pounds** and registered pursuant to K.S.A. 8-126 et seq. and amendments thereto are exempt from KCC authority.

**DOMICILE** shall mean the principal place of business of a motor carrier or a permanent location in Kansas for a vehicle or vehicles annually registered in Kansas.

For complete details see K.S.A. 66-1,109(x)

**IS THE MOTOR VEHICLE OPERATED BY A PUBLIC (FOR Hire) MOTOR CARRIER (K.S.A. 66-1,108 & 66-1,110) operating a CMV with a GVW, GVWR, GCW, or GCWR of 10,001 or more pounds?**

Any person who holds himself out to the public as willing to undertake for hire to transport by CMV, from place to place, the property of others who may choose to employ him.

**IF YES, CONTINUE**

**OR**

**IS THE MOTOR VEHICLE OPERATED BY A PRIVATE MOTOR CARRIER?**

Any person who provides transportation of property or passengers, by CMV and is not a **PUBLIC** (For Hire) Motor Carrier.

**IF YES, CONTINUE**

**\*K.A.R. 82-4-26a**

A private motor carrier engaged in the occasional transportation of personal property that is not for compensation and is not in the furtherance of a commercial enterprise shall not be required KCC authority.

IS THE OPERATION EXEMPT UNDER K.S.A. 66-1,109 OR K.A.R. 82-4-26a

**YES**

OR

**NO**

No KCC authority required

Must register with KCC and carry current vehicle specific cab card.

KS BASED **WHOLLY INTRASTATE**

IS THE OPERATION

KS / FOREIGN BASED **INTER/ INTRA-STATE**

IS THE MOVEMENT INTERSTATE OR INTRASTATE

No KCC authority required & Current UCR and two previous years if applicable (online verification – not required in vehicle)

Is the movement exempt under K.S.A. 66-1,109 K.A.R. 82-4-26a?

**YES**

OR

**NO**

Active KCC authority required (online verification) & Current UCR and two previous years if applicable (online verification – not required in vehicle)

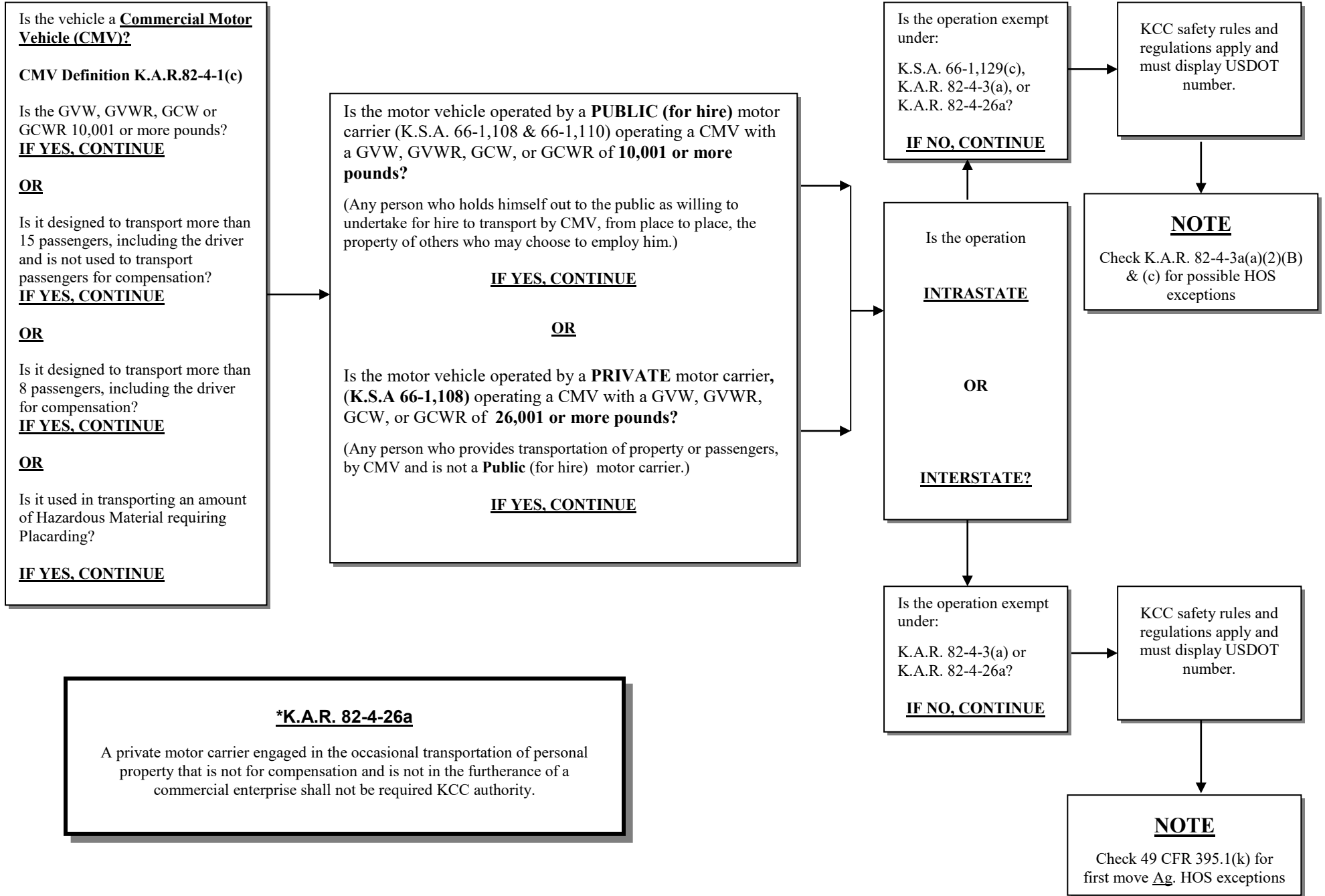


## KCC ECONOMIC EXEMPTIONS - K.S.A. 66-1,109, (4/9/2015 updates in ***BOLD Italics***)

- (a) Transportation by motor carriers wholly within the corporate limits of a city or village in this state or in this and another state, or between contiguous cities or villages in this state or in this and another state, or between a city or village in this or another state and the suburban territory in this state within three miles of the corporate limits thereof, or between cities and villages in this state and cities and villages in another state which are within territory designated as a commercial zone by the relevant federal authority, except that none of the exemptions specified in this subsection (a) shall apply to wrecker carriers;
- (b) A private motor carrier who operates within a radius of 25 miles beyond the corporate limits of its city or village of domicile, or who operates between cities and villages in this state and cities and villages in another state which are within territory designated as a commercial zone by the relevant federal authority. ***For the purpose of this subsection, "domicile" shall mean the principal place of business of a motor carrier;***
- (c) The owner of livestock or producer of farm products transporting livestock of such owner or farm products of such producer to market in a motor vehicle of such owner or producer, or the motor vehicle of a neighbor on the basis of barter or exchange for service or employment, or to such owner or producer transporting supplies for the use of such owner or producer in a motor vehicle of such owner or producer, or in the motor vehicle of a neighbor on the basis of barter or exchange for service or employment;
- (d) (1) The transportation of children to and from school, (2) to motor vehicles owned by schools, colleges, and universities, religious or charitable organizations and institutions, or governmental agencies, when used to convey students, inmates, employees, athletic teams, orchestras, bands or other similar activities, or (3) motor vehicles owned by non-profit organizations meeting the qualification requirements of Section 501 (c) of the Internal Revenue Code of 1986, and amendments thereto, when transporting property or materials belonging to the owner of the vehicle;
- (e) A new vehicle dealer as defined by K.S.A 8-2401, and amendments there-to, when transporting property to or from the place of business such dealer;
- (f) Motor vehicles carrying tools, property or material belonging to the owner of the vehicle and used in repair, building or construction work, not having been sold or being transported for the purpose of sale;
- (g) Persons operating motor vehicles which have an ad valorem tax situs in and are registered in the state of Kansas, and used only to transport grain from the producer to an elevator or other place for storage or sale for a distance of not to exceed 50 miles;(the vehicle can only be used to transport grain 365 days a year)
- (h) The operation of hearses, funeral coaches, funeral cars or ambulances by motor carriers;
- (i) Motor vehicles owned and operated by United States and the District of Columbia, any state, any municipality or any other political subdivision of this state, including vehicles used exclusively for handling U. S. mail; and the operation of motor vehicles used exclusively by organizations operating public transportation systems pursuant to 49 U.S.C. §§ 5307, 5310, & 5311;
- (j) Any motor vehicle with a normal seating capacity of not more than the driver and 15 passengers while used for vanpooling or otherwise not for profit in transporting persons who, as a joint undertaking, bear or agree to bear all the costs such operations, or motor vehicle with a normal seating capacity of not more than the driver and 15 passengers for not-for-profit transportation by one or more employers of employees to and from the factories, plants, offices, institutions, construction sites or other places of like nature where such persons are employed or accustomed to work;
- (k) Motor vehicle used to transport water for domestic purposes, ***as defined by K.S.A. 82a-701(c), and amendments thereto, or livestock consumption;***
- (l) Transportation of sand, gravel, slag stone, limestone, crushed stone, cinders, calcium chloride, bituminous or concrete mixtures, blacktop, dirt or fill material to a construction site, highway maintenance or construction project or other storage facility and the operation of ready-mix concrete trucks in transportation of ready-mix concrete;
- (m) The operation of a vehicle used exclusively for the transportation of solid waste, as the same is defined by K.S.A 65-3402, and amendments thereto, to any solid waste processing facility or solid waste disposal area, as the same is defined by K.S.A. 65-3402 and amendments thereto;
- (n) The transporting of vehicles used solely in the custom combining business when being transported by persons engaged in such business;
- (o) The operation of vehicles used for servicing, repairing or transporting of implements of husbandry, as defined in K.S.A. 8-1427, and amendments thereto, by a person actively engaged in the business of buying, selling or exchanging of implements of husbandry, if such operation is within 100 miles of such person's established place of business in this state;
- (p) Transportation by taxi or bus companies operated exclusively within any city or within 25 miles of the point of its domicile in a city. ***For the purpose of this subsection, "domicile" shall mean the principal place of business of a motor carrier;***
- (q) A vehicle being operated with a dealer license plate issued under K.S.A. 8-2406, and amendments thereto, and in compliance with K.S.A. 8-136, and amendments thereto, and vehicles being operated with a full-privilege license plate issued under K.S.A. 8-2425 and amendments thereto;
- (r) The operation of vehicles used for transporting materials used in the servicing or repairing of refractory linings of industrial boilers;
- (s) Transportation of newspapers published at least one time each week;
- (t) Transportation of animal dung to be used for fertilizer;
- (u) The operation of ground water well drilling rigs;
- (v) The transportation of cotton modules from the field to the gin;
- (w) Custom Harvested silage, including but not limited to; corn, wheat and milo; and
- (x) ***(Effective 4/9/2015) Private motor carriers domiciled in Kansas operating commercial motor vehicles (CMV) with a gross vehicle weight (GVW), gross vehicle weight rating (GVWR), gross combination weight (GCW), or gross combination weight rating (GCWR) of 10,001 to 26,000 pounds and registered pursuant to K.S.A. 8-126 et seq., and amendments thereto. This exception does not apply to commercial motor vehicles, regardless of weight, which are designed or used to transport 16 or more passengers, including the driver, or intrastate public (for hire) motor carriers of property or passengers, or any motor vehicles which are used in the transportation of hazardous materials and required to be placarded pursuant to 49 C.F.R. part 172, subpart F. For the purpose of this subsection, "domicile" shall mean the principal place of business of a motor carrier or a permanent location in Kansas for a vehicle or vehicles annually registered in Kansas.***

# APPLYING KCC SAFETY REGULATIONS

12/6/2019



**\*K.A.R. 82-4-26a**

A private motor carrier engaged in the occasional transportation of personal property that is not for compensation and is not in the furtherance of a commercial enterprise shall not be required KCC authority.

## KCC SAFETY Regulations - K.S.A. 66-1,129, (4/9/2015 updates in **BOLD Italics**)

**66-1,129. Motor carriers; safety rules and regulations adopted by commission; exceptions.** (a) The commission shall adopt rules and regulations necessary to carry out the provisions of this act. No public motor carrier of property, household goods or passengers or private motor carrier of property shall operate or allow the operation of any motor vehicle on any public highway in this state except within the provisions of the rules and regulations adopted by the commission. Rules and regulations adopted by the commission shall include:

- (1) Every vehicle unit shall be maintained in a safe and sanitary condition at all times.
  - (2) Every driver of a public or private motor carrier, except the driver of a farm vehicle, operating as a carrier of intrastate commerce within this state, shall be at least 18 years of age. All such drivers shall be competent to operate the motor vehicle under such driver's charge.
  - (3) Minimum age requirements for every driver of a motor carrier, operating as a carrier of interstate commerce, shall be consistent with federal motor carrier regulations.
  - (4) Hours of service for operators of all motor carriers to which this act applies shall be fixed by the commission.
  - (5) Accidents arising from or in connection with the operation of motor carriers shall be reported to the commission within the time, in the detail and in the manner as the commission requires.
  - (6) Every motor carrier shall have attached to each unit or vehicle distinctive marking adopted by the commission.
  - (7) Motor carrier transportation requirements that are consistent with continuation of the federal motor carrier safety assistance program and other federal requirements concerning transportation of hazardous materials.
- (b) No rules and regulations adopted by the commission pursuant to this section shall require the operator of any motor vehicle having a gross vehicle weight rating or gross combination weight rating of not more than 10,000 pounds to submit to a physical examination, unless required by federal laws or regulations.
- (c) ***The provisions of 49 C.F.R. parts 390-399 adopted by reference in the rules and regulations of the commission shall not apply to the following, while engaged in the carriage of intrastate commerce:***
- 1) The owner of livestock or producer of farm products transporting livestock of such owner or farm products of such producer to market in a motor vehicle of such owner or producer, or the motor vehicle of a neighbor on the basis of barter or exchange for service or employment, or to such owner or producer transporting supplies for the use of such owner or producer, or in the motor vehicle of a neighbor on the basis of barter or exchange for service or employment.
  - 2) The transportation of children to and from school, or to motor vehicles owned by schools, colleges, and universities, religious or charitable organizations and institutions, or governmental agencies, when used to convey students, inmates, employees, athletic teams, orchestras, bands or other similar activities.
  - 3) ***(Effective 4/9/2015) Private motor carriers domiciled in Kansas operating commercial motor vehicles (CMV) with a gross vehicle weight (GVW), gross vehicle weight rating (GVWR), gross combination weight (GCW), or gross combination weight rating (GCWR) of 10,001 to 26,000 pounds and registered pursuant to K.S.A. 8-126 et seq., and amendments thereto. Such carriers shall comply with 49 C.F.R. part 393, subpart I (load securement) and subpart F (coupling devices), as adopted by K.A.R. 82-4-3i; and 49 C.F.R. part 396.17 (annual inspection), as adopted by K.A.R. 82-4-3j. Any deficiencies related to the above regulations discovered roadside or any defects identified at the time of the annual inspection shall be corrected prior to returning the commercial motor vehicle to operational status. This exception does not apply to commercial motor vehicles, regardless of weight, which are designed or used to transport 16 or more passengers, including the driver, or intrastate public (for hire) motor carriers of property or passengers, or any motor vehicles which are used in the transportation of hazardous materials and required to be placarded pursuant to 49 C.F.R. part 172, subpart F. For the purpose of this subsection "domicile" shall mean the principal place of business of a motor carrier or a permanent location in Kansas for a vehicle or vehicles annually registered in Kansas.***

- 4) Persons operating motor vehicles which have an ad valorem tax situs in and are registered in the state of Kansas, and used only to transport grain from the producer to an elevator or other place for storage or sale for a distance of not to exceed 50 miles.
- 5) The operation of hearses, funeral coaches, funeral cars or ambulances by motor carriers.
- 6) Motor vehicles owned and operated by the United States, the District of Columbia, any state, any municipality or any other political subdivisions of this state.
- 7) Any motor vehicle with a normal seating capacity of not more than the driver and 15 passengers while used for vanpooling or otherwise not for profit in transporting persons who, as a joint undertaking, bear or agree to bear all the cost of such operations, or motor vehicles with a normal seating capacity not more than the driver and 15 passengers for not-for-profit transportation by one or more employees to and from the factories, plants, offices, institutions, construction sites or other places of like nature where such persons are employed or accustomed to work.
- 8) Motor vehicles used to transport water for domestic purposes, as defined by subsection (c) of K.S.A. 82a-701, and amendments thereto, or livestock consumption.
- 9) The operation of vehicles used for servicing, repairing or transporting of implements of husbandry, as defined in K.S.A. 8-1427, and amendments thereto, by a person actively engaged in the business of buying, selling or exchanging implements of husbandry, if such operation is within 100 miles of such person's established place of business in this state, unless the implement of husbandry is transported on a CMV.

**K.A.R. 82-4-3a(c)**

- (c) Any wrecker or tow truck, as defined by K.S.A. 66-1329 & amendments thereto, with a GVWR or GCWR of 26,000 or less, shall not be subject to Log book regulations while making an **INTRASTATE** movement.

**Agriculture commodities exemption from HOS – K.A.R. 82-4-3a(a)(1)(J)**

- (J) 49 C.F.R. 395.1(k) shall be deleted and replaced by the following:
- “(k)(1) The provisions of this regulation shall not apply to any of the following, during planting and harvesting seasons, as defined in this regulation:
- “(A) Drivers transporting agricultural commodities from the source of the agricultural commodities to a location within a 150-air-mile radius from the source;
  - “(B) Drivers transporting farm supplies from a wholesale or retail distribution point to a farm or other location where the farm supplies are intended to be used within a 150-air-mile radius from the distribution point; or
  - “(C) Drivers transporting farm supplies from a wholesale distribution point to a retail distribution point within a 150-air-mile radius from the wholesale distribution point.
- “(2) ‘Planting and harvesting seasons’ means the time periods for planting, growing, and harvesting that occur between January 1 and December 31.”

**66-1,129a**  
**Chapter 66.--PUBLIC UTILITIES**  
**Article 1.--POWERS OF THE STATE CORPORATION COMMISSION**

**66-1,129a.** (a) The commission, at any time for good cause shown, may suspend the operation of any motor carrier subject to economic or safety rules and regulations adopted by the commission. Upon notice and an opportunity to be heard in accordance with the provisions of the Kansas administrative procedure act, the commission may revoke, amend, initiate sanctions or fine any motor carrier who has a certificate, license or permit issued by the commission or is subject to the safety rules and regulations adopted by the commission. Any motor carrier suspended prior to a hearing must be afforded the opportunity of a hearing on the matter. If such a hearing is requested, the hearing shall be held within 10 days of the request.

(b) The director of the commission's transportation division, at any time for a good cause shown, may request the Kansas highway patrol to impound a motor carrier's vehicle or vehicles when that motor carrier has:

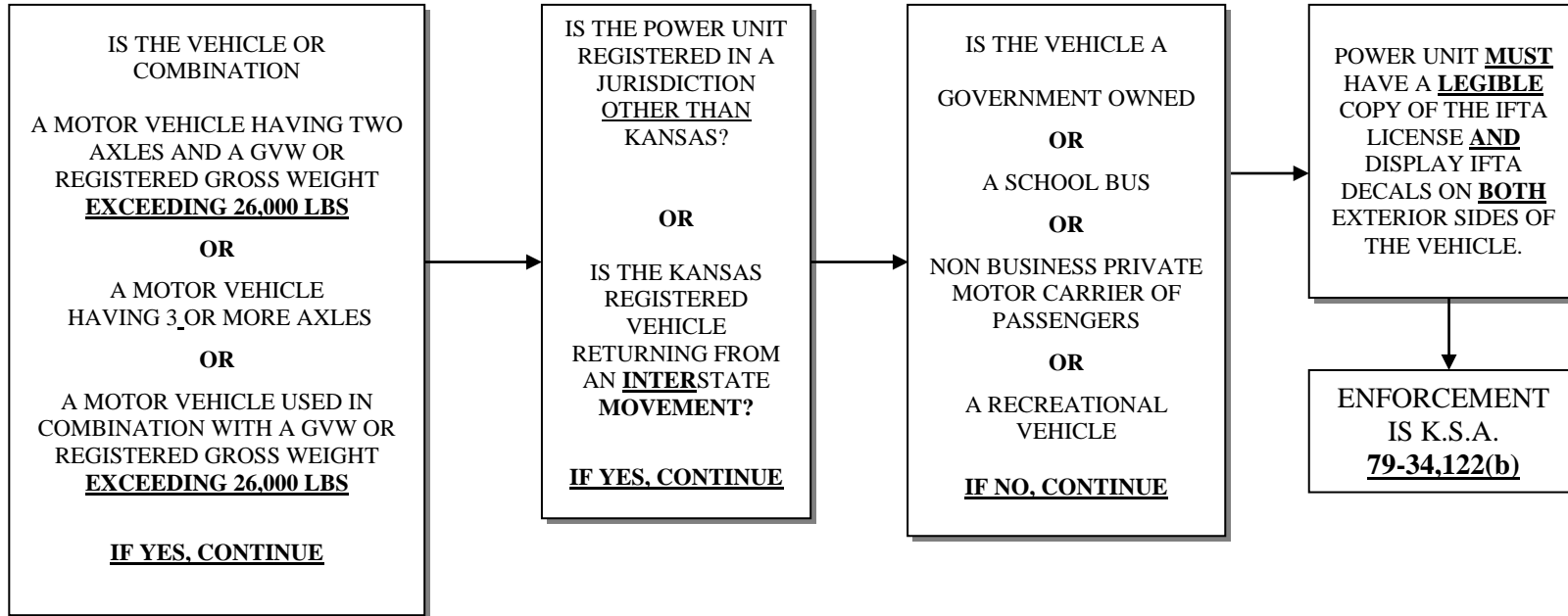
- (1) Failed to comply with an out-of-service order;
- (2) failed to comply with a cease or desist order;
- (3) failed to obtain commission authority to operate;
- (4) failed to pay a commission-assessed civil penalty; or
- (5) has otherwise failed to comply with a commission order. Any motor carrier whose vehicle is impounded prior to a hearing must be afforded the opportunity of a hearing on the matter. If such a hearing is requested, the hearing shall be held within 10 days of the request.

(c) The commission is authorized to enter into any contracts or agreements necessary with the superintendent of the Kansas highway patrol, in order to provide facilities and personnel to accomplish the impounding of vehicles.

(d) If the owner of a motor vehicle which has been impounded pursuant to this section refuses to pay any towing, impoundment, storage or other fess related to the impoundment of such vehicle or fails to take possession of such vehicle within 30 days following the date of the expiration of the impoundment period, such vehicle shall be deemed abandoned and the vehicle may be disposed of by the person having possession of such vehicle. If the person having possession of such vehicle is a public agency, disposition of such vehicle shall be in compliance with the procedures for notice and public auction provided by paragraph (2) of sub-section (a) of K.S.A. 8-1102, and amendments thereto. If the person having possession of such vehicle is not a public agency, disposition of such vehicle shall be in compliance with K.S.A. 8-1103 through 8-1108, and amendments thereto.

History: L. 2003, ch. 124 § July 1.

**APPLYING IFTA**  
**“International Fuel Tax Agreement”**  
06/2019



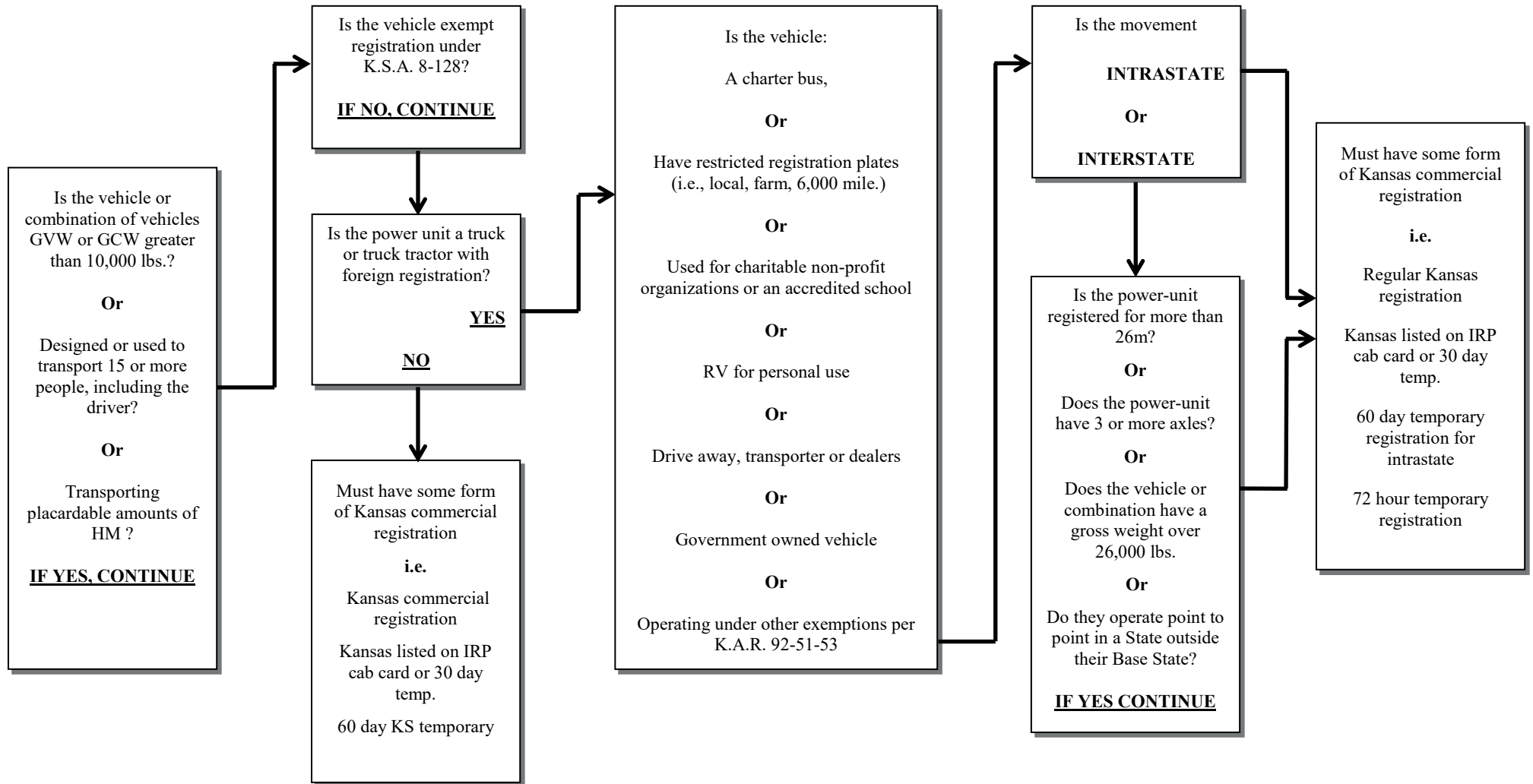
**BOARD INTERPRETATION:**

The Consensus Board Interpretation is that the axles of a trailing unit have no bearing on this definition. The part of the definition alluding to the number of axles applies only to the axles on the power unit, irrespective of any trailing units. The Board agreed that a power unit with two axles, pulling a trailing unit, with a combined gross or registered weight of 26,000 pounds or less is not a qualified motor vehicle. The first and second definitions of a qualified motor vehicle refer only to the power unit. The third definition refers to the combination of the power unit and the trailing unit.

# APPLYING KANSAS REGISTRATION

## Commercial Vehicle Registration and/or IRP “a.k.a. Apportioned Registration”

(11/2014)



### **K.S.A. 8-128. Registration of vehicles, exceptions.**

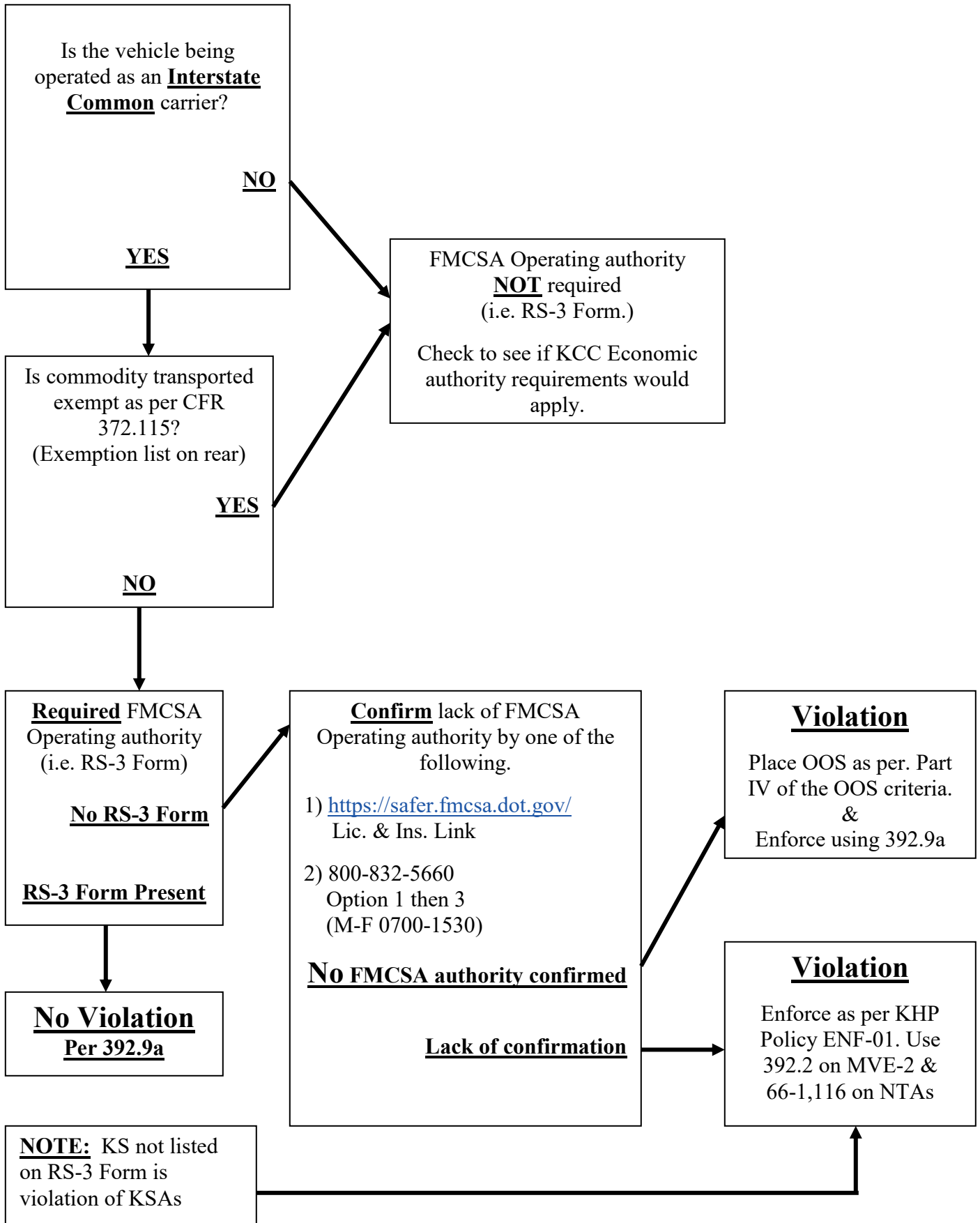
- a) The following need not be registered under this act, any
  - (1) Implement of husbandry;
  - (2) All-terrain vehicle;
  - (3) Micro utility truck;
  - (4) Golf cart;
  - (5) Work-site utility vehicle;
  - (6) Road roller or road machinery temporarily operated or moved upon the highways;
  - (7) Municipally owned fire truck;
  - (8) Privately owned fire truck subject to a mutual aid agreement with a municipality;
  - (9) School bus owned and operated by a school district or a nonpublic school which have the name of the municipality, school district or nonpublic school painted plainly thereon;
  - (10) Farm trailer used in carrying not more than 6,000 lbs. owned by a person engaged in farming, which trailer is used exclusively by the owner to transport agricultural products produced by such owner or commodities purchased by the owner for use on the farm owned or rented by the owner of such trailer
  - (11) Farm trailer used and designed for transporting hay or forage from a field to a storage area or from a storage area to a feedlot, which is only incidentally moved or operated upon the highways, except that this paragraph shall not apply to a farm semi trailer.
- (b) Self-propelled cranes where the crane operator on a job site operates the controls of such crane from a permanent housing or module on the crane and the crane is not used for the transportation of property, except the property that is required for the operation of the crane itself and earth moving equipment which are equipped with pneumatic tires may be moved on the highways of this state from one job location to another, or to or from places of storage, delivery or repair, without complying with the provisions of the law relating to registration and display of license plates but shall comply with all the other requirements of the law relating to motor vehicles.
- (c) Oil well servicing, oil well clean-out or oil well drilling machinery or equipment need not be registered under this act but shall comply with all the other requirements of the law relating to motor vehicles.
- (d) A truck permanently mounted with a hydraulic concrete pump and placing boom may be moved on the highways of this state from one job location to another, or to or from places of storage delivery or repair, without being registered under this act, but shall comply with all the other requirements of the law relating to motor vehicles.  
**The provisions of this subsection shall not apply to ready-mix concrete trucks.**

### **K.A.R. 92-51-53 vehicles exempt from apportioned registration**

- (a) Vehicles that are based in a state with which Kansas has an agreement for apportioned registration and that are owned by an individual engaged in farming and used by the owner to transport agricultural products produced by the owner or commodities purchased by the owner for farm use shall be exempt from apportioned registration.
- (b) Motor vehicles based in Missouri that bear “local” Missouri registration shall be exempt from apportioned registration in Kansas if the vehicles are operated not more than 25 miles from the vehicle’s base point in Missouri. Kansas 72-hour truck registration, 30-day truck registration, local registration, and regular registration shall not be applicable for the operation of the vehicle beyond the 25-mile radius. If the owner of the Missouri based locally registered vehicle desires to operate beyond the 25 mile radius of the vehicle’s base point, Missouri “beyond local,” which is also known as commercial, registration shall be secured.
- (c) A commercial motor vehicle based in Missouri that bears Missouri “beyond local,” which is also known as commercial, registration shall be exempt from apportioned registration if the vehicle operation is restricted to any of the following:
  - (1) The corporate limits and a radius of four miles beyond the corporate limits of Elwood, Kansas, and to and from St. Joseph, Missouri to the St. Joseph municipal airport on U.S. highway 36, with the return trip to Missouri over the same highway;
  - (2) The corporate limits of Atchison, Kansas on U.S. highway 59, with the return trip to Missouri over the same highway;
  - (3) the corporate limits of Leavenworth, Kansas, Fort Leavenworth, Kansas, and the federal penitentiary by entry on Kansas highway 92 and U.S. highway 73, with the return trip to Missouri over the same highways; and
  - (4) The commercial zone of greater Kansas City as defined by the federal highway administration.



# FMCSA OPERATING AUTHORITY



## EXEMPT FMCSA OPERATING AUTHORITY

### 49 U.S.C. 13506. Miscellaneous motor carrier transportation exemptions

- (a) In General.--Neither the Secretary nor the Board has jurisdiction under this part over--
- (1) A motor vehicle transporting only school children and teachers to or from school;
  - (2) A motor vehicle providing taxicab service;
  - (3) A motor vehicle owned or operated by or for a hotel and only transporting hotel patrons between the hotel and the local station of a carrier;
  - (4) A motor vehicle controlled and operated by a farmer and transporting--
    - (A) The farmer's agricultural or horticultural commodities and products; or
    - (B) Supplies to the farm of the farmer;
  - (5) A motor vehicle controlled and operated by a cooperative association (as defined by section 15(a) of the Agricultural Marketing Act (12 U.S.C. 1141j(a))) or by a federation of cooperative associations if the federation has no greater power or purposes than a cooperative association, except that if the cooperative association or federation provides transportation for compensation between a place in a State and a place in another State, or between a place in a State and another place in the same State through another State--
    - (A) For a nonmember that is not a farmer, cooperative association, federation, or the United States Government, the transportation (except for transportation otherwise exempt under this subchapter)--
      - (i) Shall be limited to transportation incidental to the primary transportation operation of the cooperative association or federation and necessary for its effective performance; and
      - (ii) May not exceed in each fiscal year 25 percent of the total transportation of the cooperative association or federation between those places, measured by tonnage; and
    - (B) The transportation for all nonmembers may not exceed in each fiscal year, measured by tonnage, the total transportation between those places for the cooperative association or federation and its members during that fiscal year;
  - (6) Transportation by motor vehicle of--
    - (A) Ordinary livestock;
    - (B) Agricultural or horticultural commodities (other than manufactured products thereof);
    - (C) Commodities listed as exempt in the Commodity List incorporated in ruling numbered 107, March 19, 1958, Bureau of Motor Carriers, Interstate Commerce Commission, other than frozen fruits, frozen berries, frozen vegetables, cocoa beans, coffee beans, tea, bananas, or hemp, or wool imported from a foreign country, wool tops and noils, or wool waste (carded, spun, woven, or knitted);
    - (D) Cooked or uncooked fish, whether breaded or not, or frozen or fresh shellfish, or byproducts thereof not intended for human consumption, other than fish or shellfish that have been treated for preserving, such as canned, smoked, pickled, spiced, corned, or kippered products; and
    - (E) Livestock and poultry feed and agricultural seeds and plants, if such products (excluding products otherwise exempt under this paragraph) are transported to a site of agricultural production or to a business enterprise engaged in the sale to agricultural producers of goods used in agricultural production;
  - (7) A motor vehicle used only to distribute newspapers;
  - (8)
    - (A) Transportation of passengers by motor vehicle incidental to transportation by aircraft;
    - (B) Transportation of property (including baggage) by motor vehicle as part of a continuous movement which, prior or subsequent to such part of the continuous movement, has been or will be transported by an air carrier or (to the extent so agreed by the United States and approved by the Secretary) by a foreign air carrier; or
    - (C) Transportation of property by motor vehicle in lieu of transportation by aircraft because of adverse weather conditions or mechanical failure of the aircraft or other causes due to circumstances beyond the control of the carrier or shipper;
  - (9) The operation of a motor vehicle in a national park or national monument;
  - (10) A motor vehicle carrying not more than 15 individuals in a single, daily roundtrip to commute to and from work;
  - (11) Transportation of used pallets and used empty shipping containers (including intermodal cargo containers), and other used shipping devices (other than containers or devices used in the transportation of motor vehicles or parts of motor vehicles);
  - (12) Transportation of natural, crushed, vesicular rock to be used for decorative purposes;
  - (13) Transportation of wood chips;
  - (14) Brokers for motor carriers of passengers, except as provided in section 13904(d); or
  - (15) Transportation of broken, crushed, or powdered glass.
- (b) Exempt Unless Otherwise Necessary.--Except to the extent the Secretary or Board, as applicable, finds it necessary to exercise jurisdiction to carry out the transportation policy of section 13101, neither the Secretary nor the Board has jurisdiction under this part over--
- (1) Transportation provided entirely in a municipality, in contiguous municipalities, or in a zone that is adjacent to, and commercially a part of, the municipality or municipalities, except--
    - (A) When the transportation is under common control, management, or arrangement for a continuous carriage or shipment to or from a place outside the municipality, municipalities, or zone; or
    - (B) That in transporting passengers over a route between a place in a State and a place in another State, or between a place in a State and another place in the same State through another State, the transportation is exempt from jurisdiction under this part only if the motor carrier operating the motor vehicle also is lawfully providing intrastate transportation of passengers over the entire route under the laws of each State through which the route runs;
  - (2) Transportation by motor vehicle provided casually, occasionally, or reciprocally but not as a regular occupation or business, except when a broker or other person sells or offers for sale passenger transportation provided by a person authorized to transport passengers by motor vehicle under an application pending, or registration issued, under this part; or
  - (3) The emergency towing of an accidentally wrecked or disabled motor vehicle.

LN

**Bridge Formula Weights**

N-1


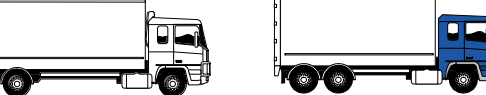
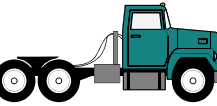
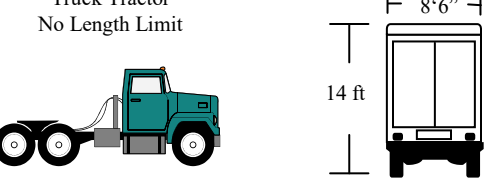



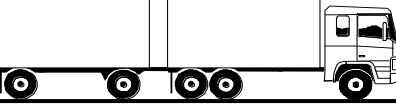
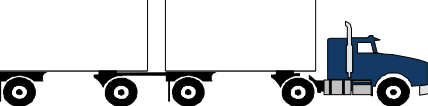
$$= 500 \left( \frac{W}{L} + 12N + 36 \right)$$

This formula limits the weight on groups of axles in order to reduce the risk of damage to highway bridges.

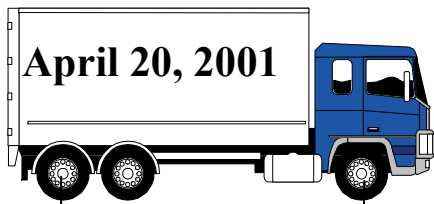
W = the maximum weight in pounds that can be carried on a group of two or more axles to the nearest 500 pounds.

L = the distance in feet between the outer axles of any two or more consecutive axles.

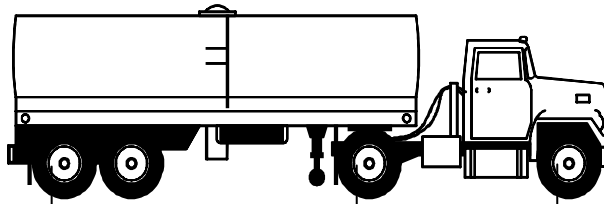
N = the number of axles being considered.

THE BRIDGE TABLE								
L (Distance)	N= 2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles	
4	34,000							Maximum weight on any wheel 10,000 lbs. Maximum weight on any single axle 20,000 lbs. Maximum weight on tandem axles 34,000 lbs.
5	34,000							
6	34,000							 <p>Single Motor Vehicle Maximum Length 45 feet, excluding bumpers</p>
7	34,000							
8 & less	34,000	34,000						
More than 8	38,000	42,000						
9	39,000	42,500						 <p>Truck Tractor No Length Limit</p>
10	40,000	43,500						
11		44,000						 <p>8'6" 14 ft</p>
12		45,000	50,000					
13		45,500	50,500					<p>Truck Tractor / Semi-Trailer Combination No overall length limit. Semi-trailer length limited to 59 ft. 6 inches</p>  <p><b>Revised August 15, 2005</b></p>
14		46,500	51,500					
15		47,000	52,000					<p>Truck Tractor / Semi-Trailer Combination No overall length limit. Semi-trailer length limited to 59 ft. 6 inches</p> 
16		48,000	52,500	58,000				
17		48,500	53,500	58,500				<p>Truck Tractor / Semi-Trailer Combination No overall length limit. Semi-trailer length limited to 59 ft. 6 inches</p> 
18		49,500	54,000	59,000				
19		50,000	54,500	60,000				<p>Truck / Trailer Combination Overall length limited to 65 ft. If combine trailer, limited to 75 ft. plus legal overhangs.</p> 
20		51,000	55,500	60,500	66,000			
21		51,500	56,000	61,000	66,500			<p>Truck Tractor / Semi-Trailer / Trailer Combination No overall length limit. Each trailer limited to 28 1/2 feet.</p> 
22		52,500	56,500	61,500	67,000			
23		53,000	57,500	62,500	68,000			<p>Two consecutive sets of tandem axles may carry 34,000 pounds each if the overall distance between the first and last axles is 36 feet or more.</p> <ul style="list-style-type: none"> <li>❖ Maximum gross weight allowed on Kansas interstate highways is 80,000 pounds.</li> <li>❖ Maximum gross weight allowed elsewhere, without permit, is 85,500 pounds.</li> </ul>
24		54,000	58,000	63,000	68,500	74,000		
25		54,500	58,500	63,500	69,000	74,500		
26		55,500	59,500	64,000	69,500	75,000		
27		56,000	60,000	65,000	70,000	75,500		
28		57,000	60,500	65,500	71,000	76,500	82,000	
29		57,500	61,500	66,000	71,500	77,000	82,500	
30		58,500	62,000	66,500	72,000	77,500	83,000	
31		59,000	62,500	67,500	72,500	78,000	83,500	
32		60,000	63,500	68,000	73,000	78,500	84,500	
33			64,000	68,500	74,000	79,000	85,000	
34			64,500	69,000	74,500	80,000	85,500	
35			65,500	70,000	75,000	80,500		
*36			66,000	70,500	75,500	81,000		
*37			66,500	71,000	76,000	81,500		
*38			67,500	72,000	77,000	82,000		
39			68,000	72,500	77,500	82,500		
40			68,500	73,000	78,000	83,500		
41			69,500	73,500	78,500	84,000		
42			70,000	74,000	79,000	84,500		
43			70,500	75,000	80,000	85,000		
44			71,500	75,500	80,500	85,500		
45			72,000	76,000	81,000			
46			72,500	76,500	81,500			
47			73,500	77,500	82,000			
48			74,000	78,000	83,000			
49			74,500	78,500	83,500			
50			75,500	79,000	84,000			
51			76,000	80,000	84,500			
52			76,500	80,500	85,000			
53			77,500	81,000	85,500			
54			78,000	81,500				
55			78,500	82,500				
56			79,500	83,000				
57			80,000	83,500				
58				84,000				
59				85,000				
60				85,500				

# Bridge Formula and Axle Combinations

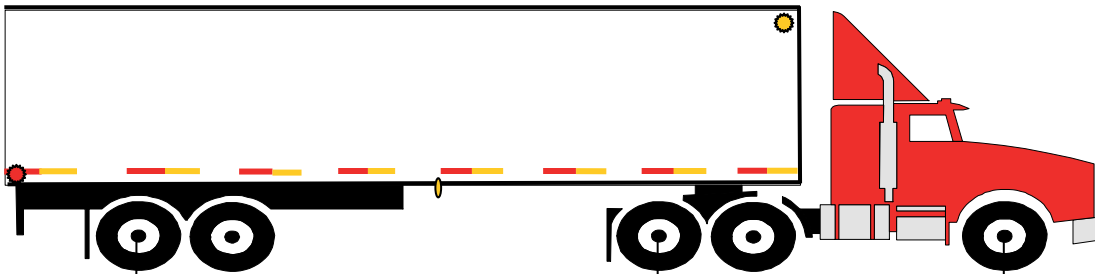


Outer Bridge  
Gross Weight



Interior — Interior

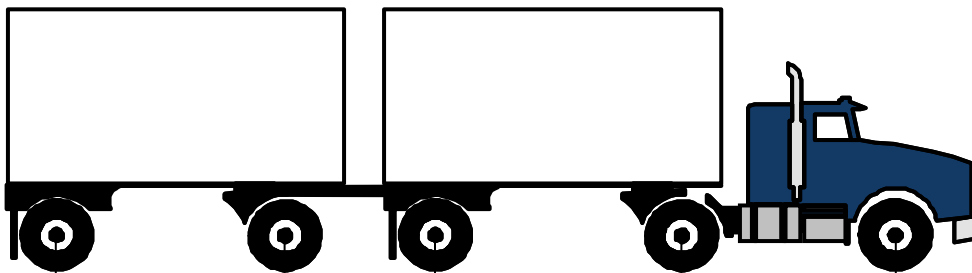
Outer Bridge (Gross  
Weight)



Interior Bridge  
Axles 1 - 3

Interior Bridge  
Axle 2 - 5

Outer Bridge  
Axles 1 - 5  
Gross Weight



Internal - Internal — Internal — Internal

Internal Bridge

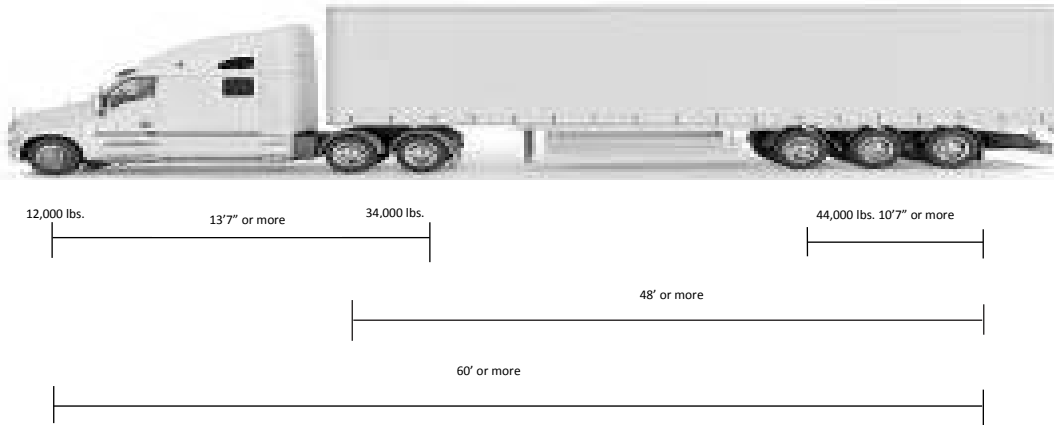
Internal Bridge

Internal Bridge

Internal Bridge

Outer Bridge (Gross Weight)

# Kansas Agricultural Triple Axle Tractor Trailer Combination 90,000 pound permit provisions



*Distance in feet between the extremes of any group of 2 or more consecutive axles*

*Maximum load in pounds carried on any group of 2 or more consecutive axles*

	<b>6 axles</b>	<b>7 axles</b>	<b>8 axles</b>
35 .....			86,000
36 .....			86,500
37 .....			87,000
38 .....			87,500
39 .....			88,500
40 .....			89,000
41 .....			89,500
42 .....			90,000
43 .....			
44 .....			
45.....		86,000	
46.....		87,000	
47.....		87,500	
48.....		88,000	
49.....		88,500	
50.....		89,000	
51.....		89,500	
52.....		90,000	
53 .....	86,000		
54 .....	86,500		
55 .....	87,000		
56 .....	87,500		
57 .....	88,000		
58 .....	89,000		
59 .....	89,500		
60 .....	90,000		

### Requirements

- Vehicle must be registered for maximum 85,500 lbs. and carry the permit
- Vehicle more than 80,000 lbs. cannot be operated on Interstate system
- Vehicle when operated more than 85,500 lbs. shall only carry agricultural inputs, farm supplies, biofuels, feed, raw or processed agricultural commodities, livestock, raw meat products intended by the shipper for further processing farm products
- Must comply with Federal Bridge law
- Must comply with Kansas law regarding height and width
- Must not operate on any bridge or highway with a posted weight or axle limit less than weight of vehicle
- Must not operate when highway has ice or snow pack or drifts

Apply for this \$200 annual 90,000 lb. divisible load Agricultural permit at:  
<https://www.k-trips.com/>