Let’s Go Truckin’: Map 21, CDL, and Commercial Vehicle Enforcement
Facilitator:
Steve Monson,
CDL Program Manager,
Colorado Division of Motor Vehicles
and
Chair, Driver Standing Committee
Presenters:

William Quade,
Associate Administrator for Enforcement and Program Delivery, FMCSA

Stephen Keppler,
Executive Director, Commercial Vehicle Safety Alliance

Parisa Gropper,
Lead Business Analyst, AAMVA
Let’s Go Truckin’: Map 21, CDL, and Commercial Vehicle Enforcement
Let’s Go Truckin’: Map 21, CDL, and Commercial Vehicle Enforcement

AAMVA Annual International Conference
August 26, 2014

Steve Keppler
Executive Director, CVSA
Topics

- Who is CVSA and what do we do
- North American Standard Inspection Program components
- How enforcement uses data roadside to do its work and how it impacts on carriers
- What is the Motor Carrier Safety Assistance Program and how does it work
- Roadside inspection data results
About CVSA

- A non-profit 501(c)(3) trade association
  - 70 Members, 450 Associate Members
  - Began at industry’s urging in 1982 with several western States and Canadian provinces

- Why was it initiated?
  - Safety was a concern ------ deregulation
  - Need for uniformity and reciprocity in regulation, standards, and enforcement

- How does it work?
  - Support from public and private sectors critical
  - All CMV disciplines at the table and involved in setting and maintaining the standards
  - Focused agenda, clear expectations and results
  - Open the doors from the get-go
  - Processes and procedures for input and output are explicit and inclusive
CVSA Core Activities

- Roadside CMV Inspector Certification
- The North American Standard (NAS) Inspection Procedures
  - 7 inspection types
- NAS Out of Service Criteria
- NAS Training Program
- CVSA Decal Program

8 Technical Committees and 6 Programs that do the work
Education and Outreach

- NAS Inspection Program
- Brakes
- Cargo Securement
- Driving Behaviors
Special Committees

- Driver/Traffic Enforcement
- Hazardous Materials
- Information Systems
- Passenger Carrier
- COHMED
- NAIC
- Level VI
- Program Initiatives
- Size and Weight
- Training
- Vehicle
- Operation Safe Driver
- Operation Air Brake
- Roadcheck
CVSA also works strategically

- Principal North America federal agencies are at the table and engaged in the dialogue
  - FMCSA, FHWA, PHMSA, NHTSA, RITA, TSA, DOE (US)
  - Transport Canada, CCMTA (Canada)
  - SCT, Federal Police (Mexico)

- US Congress
  - Government Affairs
  - Legislative activity
  - Testify at hearings

- Association of Associations
  - Industry has a seat at the table, has a voice and a vote.
Best Practices and Partnerships

- One of the key elements of the CVSA Committees and Programs is the sharing of best practices.
  - Enforcement and industry
- We often collaborate with other groups.
  - Policy
  - Regulatory
  - Legislative
  - Education and Outreach
“Lay of the Land”

- 13,000 CVSA Certified officers deployed across North America
- Over 1,400 fixed facilities
- 7 different inspection types
- 4 million NAS roadside inspections conducted annually
Conduct and Report an Inspection

Driver/Vehicle

Infrastructure Safety Systems/Databases

Inspection Location

Communications

Dispatcher

Evaluate Findings and Prepare Report

SAFER, Query Central, CDLIS, NLETS/ NCIC, L&I, ISS, PIQ, Safetynet, MCMIS
Inspection Systems

- **ASPEN** (inspection software)
  - Collects inspection details, prepares report, & transmits data
- **ISS** (Inspection Selection System)
  - Provides inspection recommendation & carrier snapshot with census and safety data
- **PIQ** (Past Inspection Query)
  - Retrieves inspection reports from last 180 days
- **CDLIS, NCIC, NLETS**
  - Retrieves driver status, conviction history, etc.
- **QC** (Query Central)
  - Combines the functions of ISS, PIQ, & CDLIS
    Access, plus more
Imaging and Screening Solutions
Alabama -- Mobile Officers Virtual Environment

MOVE

eCitation  eCrash  ULTRA Uniform Crime Reporting  LETSgo  NCIC Mobile  Automatic Vehicle Locator (AVL)  License Plate Reader (TRACE)  ASPEN Commercial Vehicle Information  Field Reporting/SAR

Computer
Mag Strip/Bar Code Scanner
Printer
GPS
Automatic Crash Detection

- Wireless sensor
- Geographic location
- Communication network
North Carolina -- CoverLab
Compliance, Safety, Accountability

SAFETY DATA COLLECTION

MEASUREMENT
On-Road Safety Performance (BASICs)
- Unsafe Driving
- Fatigued Driving (Hours-of-Service)
- Driver Fitness
- Controlled Substances/Alcohol
- Vehicle Maintenance
- Cargo-Related
- Crash Indicator

Intervention Findings
- Serious Violations

SAFETY EVALUATION
INTERVENTION SELECTION
- Agency policy
SAFETY FITNESS DETERMINATION
- Upcoming proposed rule

INTERVENTION
Early Contact
- Warning Letter
- Carrier Access to Safety Data and Measurement
- Targeted Roadside Inspection

Investigation
- Off-site
- On-site – Focused
- On-site – Comprehensive

Follow-on
- Cooperative Safety Plan
- Notice of Violation
- Notice of Claim
- Operations Out-of-Service Order

No Known Alert(s)

Inspections

Crashes

Alert(s)
Marginal
Unfit

UNFIT SUSPENSION
CMV Safety -- Unique relationships

- Federal/State/Provincial relationships
  - MCSAP in U.S.
    - $218M (FY2014) --- $8M in 1984
      - Additional $95M in other state grants
    - 20% (minimum) State match
      - Many states put in MUCH more of their own $$
  - Provincial-centric in Canada
  - Federal focus in Mexico

- Varying agencies in States (US) have responsibility
  - “Lead Agency” coordinates
Motor Carrier Safety Assistance Program

- Bulk of MCSAP $$ is Formula Based
  - Several state grants are competitive
  - Border, New Entrant, High Priority, CDLPI, SaDIP, PRISM, CVISN
- State has to produce an Annual Commercial Vehicle Safety Plan.
  - 49 CFR Part 350
  - Reviewed and approved by FMCSA
- Performance-based and data-driven.
- MCSAP Program Elements
  - Driver/Vehicle Inspections, Traffic Enforcement, Compliance Reviews, Public Education and Awareness, Data Collection
### 2013 “Top 10” Driver Violations

<table>
<thead>
<tr>
<th>Violation Code</th>
<th>Violation Description</th>
<th># of Inspections</th>
<th># of Violations</th>
<th>% of Total Violations</th>
<th># of OOS Violations</th>
<th>OOS Pct</th>
</tr>
</thead>
<tbody>
<tr>
<td>395.8</td>
<td>Log Violation (General/Form And Manner)</td>
<td>120,041</td>
<td>155,295</td>
<td>14.83%</td>
<td>158</td>
<td>0.10%</td>
</tr>
<tr>
<td>395.8F1</td>
<td>Drivers Record Of Duty Status Not Current</td>
<td>99,922</td>
<td>100,654</td>
<td>9.60%</td>
<td>138</td>
<td>0.14%</td>
</tr>
<tr>
<td>391.11B2</td>
<td>Non-English Speaking Driver</td>
<td>83,083</td>
<td>83,237</td>
<td>7.95%</td>
<td>3,752</td>
<td>4.51%</td>
</tr>
<tr>
<td>392.2SLLS2</td>
<td>State/Local Laws - Speeding 6-10 Miles Per Hour Over The Speed Limit</td>
<td>64,821</td>
<td>64,830</td>
<td>6.19%</td>
<td>5</td>
<td>0.01%</td>
</tr>
<tr>
<td>392.16</td>
<td>Failing To Use Seat Belt While Operating Cmv</td>
<td>55,469</td>
<td>55,765</td>
<td>5.33%</td>
<td>3</td>
<td>0.01%</td>
</tr>
<tr>
<td>391.41AF</td>
<td>Operating a property-carrying vehicle without possessing a valid medical certificate.</td>
<td>50,628</td>
<td>50,802</td>
<td>4.85%</td>
<td>892</td>
<td>1.76%</td>
</tr>
<tr>
<td>395.3A2PROP</td>
<td>Driving beyond 14 hour duty period (Property carrying vehicle)</td>
<td>42,337</td>
<td>50,058</td>
<td>4.78%</td>
<td>21,626</td>
<td>43.20%</td>
</tr>
<tr>
<td>391.41A</td>
<td>Driver Not In Possession Of Medical Certificate</td>
<td>45,373</td>
<td>45,488</td>
<td>4.34%</td>
<td>2,814</td>
<td>6.19%</td>
</tr>
<tr>
<td>392.2C</td>
<td>Failure To Obey Traffic Control Device</td>
<td>42,590</td>
<td>42,644</td>
<td>4.09%</td>
<td>21</td>
<td>0.05%</td>
</tr>
<tr>
<td>395.8E</td>
<td>False Report Of Drivers Record Of Duty Status</td>
<td>31,530</td>
<td>35,748</td>
<td>3.41%</td>
<td>26,819</td>
<td>75.02%</td>
</tr>
</tbody>
</table>
### 2013 “Top 10” Vehicle Violations

#### Roadside Inspections, Vehicle Violations (2013 - Fiscal)

<table>
<thead>
<tr>
<th>Violation Code</th>
<th>Violation Description</th>
<th># of Inspections</th>
<th># of Violations</th>
<th>% of Total Violations</th>
<th># of OOS Violations</th>
<th>OOS Pct</th>
</tr>
</thead>
<tbody>
<tr>
<td>393.9</td>
<td>Operating Vehicle Not Having The Required Operable Lamps</td>
<td>343,816</td>
<td>487,966</td>
<td>11.75%</td>
<td>45,863</td>
<td>9.36%</td>
</tr>
<tr>
<td>393.11</td>
<td>No/Defective Lighting Devices/Reflective Devices/Projected</td>
<td>168,104</td>
<td>226,866</td>
<td>5.48%</td>
<td>5,296</td>
<td>2.33%</td>
</tr>
<tr>
<td>393.75C</td>
<td>Tire—Other Tread Depth Less Than 2/32 Of Inch</td>
<td>158,392</td>
<td>211,739</td>
<td>5.10%</td>
<td>17,838</td>
<td>8.26%</td>
</tr>
<tr>
<td>393.47E</td>
<td>Clamp/Roto-Chamber Type Brake(S) Out Of Adjustment</td>
<td>132,229</td>
<td>205,293</td>
<td>4.94%</td>
<td>255</td>
<td>0.12%</td>
</tr>
<tr>
<td>396.3A1</td>
<td>Inspection/Repair And Maintenance Parts And Accessories</td>
<td>140,937</td>
<td>178,399</td>
<td>4.30%</td>
<td>24,410</td>
<td>13.68%</td>
</tr>
<tr>
<td>396.5B</td>
<td>Oil And/Or Grease Leak</td>
<td>144,096</td>
<td>177,778</td>
<td>4.28%</td>
<td>2,345</td>
<td>1.32%</td>
</tr>
<tr>
<td>393.45B2</td>
<td>Failing To Secure Brake Hose/Tubing Against Mechanical Damage</td>
<td>119,876</td>
<td>158,273</td>
<td>3.81%</td>
<td>14,969</td>
<td>9.46%</td>
</tr>
<tr>
<td>393.96A</td>
<td>No/Discharged/Unsecured Fire Extinguisher</td>
<td>152,126</td>
<td>162,979</td>
<td>3.68%</td>
<td>24</td>
<td>0.02%</td>
</tr>
<tr>
<td>396.17C</td>
<td>Operating A Crv Without Periodic Inspection</td>
<td>120,928</td>
<td>150,370</td>
<td>3.62%</td>
<td>106</td>
<td>0.07%</td>
</tr>
<tr>
<td>393.53B</td>
<td>Automatic Brake Adjuster Crv Manufactured On Or After 10/20/1994—Air Brake</td>
<td>94,673</td>
<td>101,081</td>
<td>2.43%</td>
<td>5</td>
<td>0.00%</td>
</tr>
</tbody>
</table>
Data Timeliness, Accuracy and Quality is Key!

Drivers: 1,059,130 Violations and 192,709 OOS (20%) Violations

Vehicles: 4,164,837 Violations and 664,193 OOS (4.9%) Violations

Ultimate goal: Reduce crashes and remove high-risk operators from the road
“Crash Predictor Study”

- Top 10 behaviors linked to future crash risk
- 2011 Release date
- MCMIS and CDLIS
- 587,772 truck drivers

<table>
<thead>
<tr>
<th>If a driver had:</th>
<th>Increase in Crash Likelihood</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Failure to Use / Improper Signal conviction</td>
<td>96%</td>
</tr>
<tr>
<td>A Past Crash</td>
<td>88%</td>
</tr>
<tr>
<td>An Improper Passing violation</td>
<td>88%</td>
</tr>
<tr>
<td>An Improper Turn conviction</td>
<td>84%</td>
</tr>
<tr>
<td>An Improper or Erratic Lane Change conviction</td>
<td>80%</td>
</tr>
<tr>
<td>An Improper Lane / Location conviction</td>
<td>68%</td>
</tr>
<tr>
<td>A Failure to Obey Traffic Sign conviction</td>
<td>68%</td>
</tr>
<tr>
<td>A Speeding More Than 15 Miles over Speed Limit conviction</td>
<td>67%</td>
</tr>
<tr>
<td>Any conviction</td>
<td>65%</td>
</tr>
<tr>
<td>A Reckless / Careless / Inattentive / Negligent Driving conviction</td>
<td>64%</td>
</tr>
</tbody>
</table>
This is Exacerbated By….

- Disposition Rates by Violation Type*

  - **Other Than Serious Violation**
    - Not Guilty: 18%
    - Guilty: 82%

  - **Serious Violations**
    - Not Guilty: 27%
    - Guilty: 73%

  - **Disqualifying Violations**
    - Other: 11%
    - Not Guilty: 64%
    - Guilty: 25%

* Data on CMV drivers from CVSA Self Assessment Study
Thanks and come join us!

- CVSA Annual Meeting
  - September 14-18, 2014
  - Buffalo, NY

- Contact info
  - www.cvsa.org
  - 301-830-6143
Let’s Go Trucking

CSTIMS: Assisting Jurisdictions in Complying with the Final Permit Rule
CSTIMS Overview

- Commercial Skills Test Information Management System (CSTIMS)—a web-based system for managing the skills test portion of the Commercial Driver’s License (CDL) program
- Funded by FMCSA; hosted and maintained by AAMVA
- Tracks/records information for CDL skills test organizations and examiners (state and 3rd party); provides CDL skills tests scheduling; records test results and audit artifacts in a single electronic system
CSTIMS Overview (continued)

• Allows jurisdictions to define specific business rules
• System notifications increase jurisdiction oversight and help prevent fraud
• Helps jurisdictions comply with provisions of the final permit rule
CSTIMS Participation

- 15 jurisdictions currently use CSTIMS
- 8 jurisdictions are committed to begin production
- 5 jurisdictions are in discussion stage
CLP Required Before CDL Issue

§383.25 Commercial learner's permit (CLP)

(d) The issuance of a CLP is a precondition to the initial issuance of a CDL. The issuance of a CLP is also a precondition to the upgrade of a CDL if the upgrade requires a skills test.

The business rule “Require CLP Information for Applicants” requires entry of CLP information when scheduling an applicant for a skills test.
§383.25 Commercial learner's permit (CLP)
(a)(4) The CLP holder must be 18 years of age or older

CSTIMS includes a check for applicant’s age (not specific to intra/interstate or exceptions in §391)
§383.25 Commercial learner's permit (CLP)

(a)(5) Endorsements:

(i) … passenger (P) endorsement … must be class specific.

(ii) … school bus (S) endorsement …

(iii) … tank vehicle (N) endorsement …

(iv) All other Federal endorsements are prohibited on a CLP.

The business rule “Require CLP Information for Applicants”:

• allows entry of all three endorsements
• ensures no test is scheduled that violate CLP endorsements
• provides notification if a test is administered that violates CLP class and/or endorsements (on Dashboard)
Validity Period of CLP

§383.25 Commercial learner's permit (CLP)
(c) The CLP must be valid for no more than 180 days from the date of issuance.

The business rule “Require CLP Information for Applicants” provides notification if expiration date is within 180 days of issue date.
14 Day Waiting Period Before Testing

§383.25 Commercial learner’s permit (CLP)

(e) The CLP holder is not eligible to take the CDL skills test in the first 14 days after initial issuance of the CLP.

CSTIMS has a business rule “Enforce CLP Test Scheduling Restrictions”:
• It ensure no test is scheduled within 14 days of initial CLP issuance
• It provides notification if a test is administered within 14 days of initial CLP issuance (on Dashboard)
Bond Requirement

§383.75 3rd party testing

(a)(8)(v) Require the 3rd party tester to initiate and maintain a bond in an amount determined by the State to be sufficient to pay for re-testing drivers in the event that the 3rd party or one or more of its examiners is involved in fraudulent activities related to conducting skills testing for applicants for a CDL. Exception: 3rd party tester that is a government entity is not required to maintain a bond.

- CSTIMS tracks liability, leased vehicle, surety bond, and workman’s compensation insurances for 3rd party testing organizations
- Jurisdictions can set the minimum levels for each type
- CSTIMS indicates whether a testing organization has less than the jurisdiction-prescribed minimum
Use of Certified Examiners

§383.75 3rd party testing

(a)(8)(vi) Require the 3rd party tester to use only CDL skills examiners who have successfully completed a formal CDL skills test examiner training course as prescribed by the State and have been certified by the State as a CDL skills examiner qualified to administer CDL skills tests.

CSTIMS only allows use of certified examiners a jurisdiction CDL monitor enters into the system.
Minimum Advanced Schedule Notification

§383.75 3rd party testing

(a)(8)(viii) Require the 3rd party tester to submit a schedule of CDL skills testing appointments to the State no later than two business days prior to each test.

The business rule “Minimum Advance Days to Schedule Exam” ensures that no test is scheduled within the time-frame specified by the Jurisdiction (minimum of 2 days).

Because this applies only to 3rd party testing organizations, a different CSTIMS business rule exists for jurisdiction testing organizations.
Maintaining Test Routes

§383.75 3rd party testing

(a)(8)(ix)(E) Require the 3rd party tester to maintain copies of the following records at its principal place of business … A copy of the 3rd party tester's State-approved road test route(s)

While a requirement for 3rd party testing organizations, CSTIMS provides the capability for the CDL monitor to upload copies of approved test routes for all testing organizations into the system
§383.75 3rd party testing

(b) Proof of testing by a 3rd party. The 3rd party tester must notify the State driver licensing agency through secure electronic means when a driver applicant passes skills tests administered by the 3rd party tester.

- CSTIMS provides this capability for all testing organizations. Skills test results are in the database available for real-time retrieval by MVA clerk.
- CSTIMS tracks failures and cancellations as well.
§383.93 Endorsements

(c) **Endorsement testing requirements.** The following tests are required for the endorsements contained in paragraph (b) of this section:

1. Double/Triple Trailers—a knowledge test;
2. Passenger—a knowledge and a skills test;
3. Tank vehicle—a knowledge test;
4. Hazardous Materials—a knowledge test; and
5. School bus—a knowledge and a skills test.

CSTIMS provides information on the appropriate endorsement to the MVA clerk for the ‘P’ and ‘S’ endorsements (i.e., those requiring a skills test) based on the test vehicle characteristics.
§383.153 Information on the CLP and CDL documents and applications

(a)(10) The restriction(s) placed on the driver from operating certain equipment or vehicles, if any, indicated as follows:

(i) L for No Air brake equipped CMV;
(ii) Z for No Full air brake equipped CMV;
(iii) E for No Manual transmission equipped CMV;
(iv) O for No Tractor-trailer CMV;
(v) M for No Class A passenger vehicle;
(vi) N for No Class A and B passenger vehicle; …

• The business rule “Implement Tractor Trailer Restriction” determines whether the ‘O’ restriction applies, based on the test vehicle
• CSTIMS presents the MVA Clerk with the appropriate restriction based on the test vehicle (except for the ‘Z’ restriction – which will be covered in a future enhancement)
§383.133 Testing methods
(c) Skills tests:
(1) A State must develop, administer and score the skills tests based solely on the information and standards contained in the driver and examiner manuals referred to in §383.131 (a) and (b)*

* Refers to AAMVA’s 2005 CDL Test System (July 2010 Version) Model Commercial Driver Manual

CSTIMS conforms to the 2005 Scoring Model
§383.133 Testing methods

(c) Skills tests:

(6) The skills test must be administered and successfully completed in the following order: Pre-trip inspection, basic vehicle control skills, on-road skills...

- CSTIMS provides for the 2005 scoring model, including forms A, B, C, and full for the vehicle inspection
- CSTIMS offers the business rule “Require a Full PreTrip Form for all Vehicle Inspections” for jurisdiction use
§383.133 Testing methods

(c) Skills tests:

(6) … If an applicant fails one segment of the skills test:

(i) The applicant cannot continue to the next segment of the test

The business rule “Display Test Result Sequencing Violations starting on <date>” enables a CDL monitor to view all schedules where:

- basic vehicle control skills and/or on-road skills administered after Pre-trip inspection failure; or
- on-road skills administered after basic vehicle control skills failure
Minimum Training Requirements

§383.75 3rd party testing

(c) Minimum number of tests conducted. The State must revoke the skills testing certification of any examiner who does not conduct skills test examinations of at least 10 different applicants per calendar year. Exception: Examiners who do not meet the 10-test minimum must either take the refresher training specified in §384.228 of this chapter or have a State examiner ride along to observe the 3rd party examiner successfully administer at least one skills test.

CSTIMS notifies the CDL monitor (via the dashboard) whether every examiner has or has not satisfied the minimum training requirements
§384.228 Examiner training and record checks

(e) Require all 3rd party skills test examiners to successfully complete a formal CDL test examiner training course and examination before certifying them to administer CDL skills tests ...

- CSTIMS tracks and displays (on the dashboard) the date an examiner took the jurisdiction-required training
- CSTMIS’ new Examiner Training module allows creation of training classes, assignment of examiners to class, entering scores, and generation of Examiner Certification
§384.228 Examiner training and record checks

(f) Require State and 3rd party CDL test examiners to successfully complete a refresher training course and examination every four years ...

The business rule “Yearly interval for required examiner refresher training (maximum of 4 years)” enables CDL monitors to review the status of refresher training on the dashboard.
§384.229 Skills test examiner auditing and monitoring

(c) Establish and maintain a database to track pass/fail rates of applicants tested by each State and 3rd party CDL skills test examiner, in order to focus covert and overt monitoring on examiners who have unusually high pass or failure rates.

CSTIMS maintains pass/fail rates for all examiners.
§384.229  Skills test examiner auditing and monitoring

(f) Establish and maintain a database that tracks skills tests administered by each State and 3rd party CDL skills test examiner's name and identification number

CSTIMS tracks all tests administered by all examiners
Examiner Audits

§384.229  Skills test examiner auditing and monitoring

(d) Establish and maintain a database of all 3rd party testers and examiners, which at a minimum tracks the dates and results of audits and monitoring actions by the State, the dates 3rd party testers were certified by the State, and name and identification number of each 3rd party CDL skills test examiner.

CSTIMS maintains this information on all examiners
§383.75 3rd party testing

(a)(2) The State must conduct an on-site inspection of each 3rd party tester at least once every 2 years, with a focus on examiners with irregular results such as unusually high or low pass/fail rates.

CSTIMS provides the capability to track audits on all testing organizations (both 3rd Party and jurisdiction).
§383.79 Skills testing of out-of-State students

(a) A State may administer its skills test, in accordance with subparts F, G, and H of this part, to a person who has taken training in that State and is to be licensed in another United States jurisdiction (i.e., his/her State of domicile). Such test results must be transmitted electronically directly from the testing State to the licensing State in an efficient and secure manner.

- Currently, CSTIMS provides the capability to schedule out-of-state applicants; results are available for electronic retrieval by another CSTIMS state
- CSTIMS will be enhanced to work with the future solution to send and receive out of state test results with minimal impact to CSTIMS jurisdictions
Future Enhancements
§383.75 3rd party testing

(7) A skills test examiner who is also a skills instructor either as a part of a school, training program or otherwise is prohibited from administering a skills test to an applicant who received skills training by that skills test examiner;

Will provide a means for examiners to certify that they did not train the applicant.
§384.228 Examiner training and record checks

(g) Complete nationwide criminal background check of all skills test examiners prior to certifying them to administer CDL skills tests.

(h) Complete nationwide criminal background check of all test examiners.

Providing the capability to capture date of examiner national background check (included in Sept 2014 release)
Air Brake Restrictions

§383.135 Minimum passing scores

(b)(3) If a driver applicant who performs the skills test in a vehicle not equipped with any type of air brake system is issued a CDL, an air brake restriction must be indicated …

(b)(4) If a driver applicant who performs the skills test in a vehicle equipped with air over hydraulic brakes is issued a CDL, a full air brake restriction must be indicated …

Future enhancement: System to allow selection of the type of “brake”:
• Hydraulic (“L” restriction—no air brake equipped CMV)
• Partial Air air (“Z” restriction—no **full** air brake equipped CMV)
• Full air (no restriction)
(Currently a user can only select whether vehicle has air brake or not)
§383.133 Testing methods

(c)(6)(ii) Scores for the passed segments of the test are only valid during initial issuance of the CLP. If the CLP is renewed, all three segments of the skills test must be retaken.

During requirements gathering sessions in 2013, jurisdictions communicated their business needs and how system checks could help them enforce their specific rules. AAMVA is evaluating a possible technical solution that would benefit most jurisdictions.
Contact Information

Parisa Gropper
pgropper@aamva.org
(703) 908-2884
Let’s Go Truckin’: Map 21, CDL, and Commercial Vehicle Enforcement
Up Next:

TOMORROW
7:30 am
Traditional Past Presidents’/Chairs’ Salty Dog Breakfast
Ballroom B/C
Courtesy of U-Haul International