



Commercial Vehicle Travel Information

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TRAVELING?

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Federal Motor Carrier Safety Administration rules state that if you are:

If you are driving a truck with a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more (a commercial vehicle) and traveling interstate (state to state) - while working, your company must be registered with the **FMCSA** and the vehicle must display a **US DOT Number**.

If you are driving a commercial vehicle in California, you must follow the rules and regulations of the California Motor Carrier Operating Authority, which generally reflect the rules of the FMCSA.

Be aware that many states have their own regulations and permitting policies. We advise you to call the motor carrier bureau in all states that you will travel into. For your convenience, we have outlined Nevada's regulations in this information.

While traveling, you are required to enter all open weigh stations (scales) and may be asked to provide proof of the following:

- **Driver's Log Book** – filled out in accordance with the Federal Motor Carrier Safety Administration's guidelines. Any driver who drives a commercial vehicle and travels beyond a 100-mile radius from his home terminal is required to keep a daily log book, noting working, driving, and off duty time, as well as vehicle inspections. Drivers traveling less than that and not exceeding a 12 hour work day may use time cards as proof of their hours of service.
- Understanding of the **Hours of Service** rule – that can be found in the FMCSA's regulations on their website at ***fmcsa.dot.gov*** under section 395.5 and on the sheet provided. (All US DOT rules pertaining to interstate travel can be found in the website.) **Please note** that per the ***Federal Motion Picture Hours of Service Exemption*** (which also applies while driving in California), drivers may drive for up to 12 hours - following 8 consecutive hours off duty - in any 15-hour on-duty period. This exemption is effective only for drivers operating within a 100-mile air radius of the reporting location. Outside that perimeter, drivers are subject to the Federal Hours of Service regulations. All drivers operating commercial vehicles on an interstate basis must follow the FMCSA's standard Hours of Service rule.
- **DOT Medical Certification Card** – evidence of a Department of Transportation (DOT) physical exam within the last two years.
- **Vehicle registration** – a copy of the vehicle's current registration.
- **Proof of insurance** – a copy of Galpin's insurance card.
- **Fire Extinguisher** – one fully charged extinguisher with a minimum rating of 5 B:C.
- **Emergency triangles** – 3 bi-directional emergency reflective triangles.

If any of the above is not available, fines may be levied against the driver.

If the log book is not properly filled out or not available, the driver may be prevented from proceeding until he "resets" his available driving time. The minimum reset time is 10 hours.

SUMMARY OF HOURS OF SERVICE (HOS) REGULATIONS AS OF JULY 2013

Changes Compared to Current Rule

PROVISION	CURRENT RULE	FINAL RULE - COMPLIANCE DATE JULY 1, 2013
Limitations on minimum "34-hour restarts"	None.	(1) Must include two periods from 1 a.m. to 5 a.m., home terminal time. (2) May only be used once per week, 168 hours, measured from the beginning of the previous restart.
Rest breaks	None except as limited by other rule provisions.	May drive only if 8 hours or less have passed since end of driver's last off-duty or sleeper berth period of at least 30 minutes. [49 CFR 397.5 mandatory "in attendance" time for hazardous materials may be included in break if no other duties performed]

PROVISION	CURRENT RULE	FINAL RULE - COMPLIANCE DATE FEBRUARY 27, 2012
On-duty time	Includes any time in CMV except sleeper berth.	Does not include any time resting in a parked vehicle (also applies to passenger-carrying drivers). In a moving property-carrying CMV, does not include up to 2 hours in passenger seat immediately before or after 8 consecutive hours in sleeper berth.
Penalties	"Egregious" hours-of-service violations not specifically defined.	Driving (or allowing a driver to drive) more than 3 hours beyond the driving-time limit may be considered an "egregious" violation and subject to the maximum civil penalties. Also applies to passenger-carrying drivers.
Oilfield exemption	"Waiting time" for certain drivers at oilfields (which is off-duty but does extend 14-hour duty period) must be recorded and available to FMCSA, but no method or details are specified for the recordkeeping.	"Waiting time" for certain drivers at oilfields must be shown on logbook or electronic equivalent as off duty and identified by annotations in "remarks" or a separate line added to "grid."

www.fmcsa.dot.gov/hos

FMCSA-ADO-13-006C



SUMMARY OF HOURS-OF-SERVICE (HOS) FINAL REGULATIONS

The following table summarizes the HOS regulations for property-carrying and passenger-carrying CMV drivers.

PROPERTY-CARRYING CMV DRIVERS (Valid as of July 1, 2013)	PASSENGER-CARRYING CMV DRIVERS
11-Hour Driving Limit May drive a maximum of 11 hours after 10 consecutive hours off duty.	10-Hour Driving Limit May drive a maximum of 10 hours after 8 consecutive hours off duty.
14-Hour Limit May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period.	15-Hour On-Duty Limit May not drive after having been on duty for 15 hours, following 8 consecutive hours off duty. Off-duty time is not included in the 15-hour period.
Rest Breaks May drive only if 8 hours or less have passed since end of driver's last off-duty or sleeper berth period of at least 30 minutes. [49 CFR 397.5 mandatory "in attendance" time may be included in break if no other duties performed]	60/70-Hour On-Duty Limit May not drive after 60/70 hours on duty in 7/8 consecutive days.
60/70-Hour On-Duty Limit May not drive after 60/70 hours on duty in 7/8 consecutive days. A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty. Must include two periods from 1 a.m. to 5 a.m. home terminal time, and may only be used once per week, or 168 hours, measured from the beginning of the previous restart.	Sleeper Berth Provision Drivers using a sleeper berth must take at least 8 hours in the sleeper berth, and may split the sleeper berth time into two periods provided neither is less than 2 hours.
Sleeper Berth Provision Drivers using the sleeper berth provision must take at least 8 consecutive hours in the sleeper berth, plus a separate 2 consecutive hours either in the sleeper berth, off duty, or any combination of the two.	

Note: See 49 CFR 395.1 (h) for State of Alaska HOS Regulations.

For more information visit www.fmcsa.dot.gov/hos

CMV drivers should always use safe driving practices - Scan this QR code with your smart phone when you are not driving to learn more about hours-of-service regulations.



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



DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

P. O. Box 942898

Sacramento, California 94298-0001

(916) 657-7152

(800) 735-2929 (TT/TDD)

(800) 735-2922 (Voice)



September 7, 2007

File No.: 1.62.A5101.7-1-0561

Melissa Patack

Vice President, MPPA Inc.

15503 Ventura Blvd.

Encino, CA 91456

Dear Ms. Patack:

The California Highway Patrol (CHP) received your request for exemption from certain drivers' hours of service rules for drivers of commercial motor vehicles operated to or from motion picture production sites. Specifically, the Federal Motor Carrier Safety Administration (FMCSA) has granted an exemption to interstate drivers engaged in motion picture production, which allows those drivers to continue operating under FMCSA regulations which were in effect on April 27, 2003.

Unlike current federal regulation, which allows interstate drivers to drive 11 hours during any work period of 14 consecutive hours, the regulations in effect on April 27, 2003, allowed drivers a maximum of 10 driving hours in any work period of 15 hours on-duty. The primary difference is the 15 hour duty day can be extended by off duty time during a work period, and the current 14 consecutive hour rule includes any off duty time during a work period.

The CHP has initiated a Notice of Proposed Rulemaking, which will provide intrastate motion picture industry drivers an exemption similar to the exemption allowed by FMCSA for interstate motion picture industry drivers.

Therefore, under the specific authority contained in Title 13, California Code of Regulations (13 CCR), Section 1202(e)(3), (Blanket Exemptions) to grant exemptions pending a regulatory change, I hereby grant your request for exemption as follows:

1. This exemption is effective September 4, 2007; is applicable to intrastate drivers of commercial vehicles operated to or from motion picture production sites; remains valid until the effective date of a regulatory amendment which makes permanent the conditions outlined in numbers 2 and 3 below.
2. An intrastate driver of a commercial motor vehicle providing transportation of property to or from a theatrical or television motion picture production site is exempt from the maximum driving and daily on-duty time limits contained in 13 CCR Section 1212.5, if the driver operates within a 100 air-mile radius of the location where the driver reports to

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Melissa Patack

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and is released from work, i.e. the normal work reporting location. With respect to the maximum daily hours of service, such a driver may not drive-

More than 12 hours following 8 consecutive hours off duty; For any period after having been on-duty 15 hours following eight consecutive hours off duty.

3. If the driver of a commercial motor vehicle providing transportation of property to or from a theatrical or motion picture production site operates beyond a 100 air-mile radius of that driver's normal work reporting location, the driver is subject to all applicable drivers hours of service regulations and this exemption does not apply.
4. This exemption may be rescinded at any time for good cause, without further notice.

Should you have any additional questions or concerns regarding this exemption, please contact Chief Steve Vaughn, of our Enforcement Services Division, at (916) 445-3253.

Sincerely,



M. L. BROWN
Commissioner

cc: Special Services Commanders
Motor Carrier Safety Units



Nevada Motor Carrier Regulations

All commercial vehicles entering the state of Nevada must have a **Nevada 24-hour Trip Permit**.

This permit should be obtained before entering the state. To purchase the first day's permit please call the Nevada Motor Carrier Bureau at 775-684-4711 and select #1 for the registration department. The bureau will direct you to an outside vendor that will procure a permit for your travel while entering Nevada. For your convenience, we have listed 4 vendors below, provided by the NMCB.

You may also find information pertaining to commercial vehicle travel by visiting Nevada's Department of Motor Vehicle website at **DMVNV.COM** and going to the Motor Carriers section under the Vehicle Registration category.

As you will be charged a fee for this service, based on the amount of days that you will be traveling within Nevada, you may consider obtaining only the first day's permit from the service and purchase the remaining 24-hour permits at a Nevada DMV that has a Motor Carrier division. The bureau will provide a list of DMV's that provide this service.

Currently, the DMV's fee for a 24-hour permit is based on your expected daily mileage multiplied by 15 cents a mile, plus a \$5 administration fee. You do not need to buy a permit on the days that your vehicle will not be traveling on public roads.

The daily handling fee from outside vendors may range from \$30 to \$80 per day, in addition to your permit.

Failure to obtain a permit may result in "Noncompliance" citations from the Nevada Highway Patrol and Nevada Department of Motor Vehicle Motor Carrier Division. Although not specifically stated, the NVCB said that the citations are "quite expensive" but are not "moving violations".

Las Vegas Motor Carrier DMV:

4110 Donovan Way
North Las Vegas NV 89030

Permit Vending Companies:

Transceiver	800-749-6058
ADK	800-257-4568
Permit Co.	800-331-0418
Custom Permit Co.	800-669-5014



The key areas of the rules and regulations of the
Federal Motor Carrier Safety Administration
 that affect your travel in a commercial vehicle, are as follows:

391.11 Driver qualification; +21 yrs, valid license

391.13 Driver responsibilities; secure cargo

391.15 Driver disqualification; typical violations. (**Maximum blood alcohol level less than 0.04%**)

391.63 Multiple employers; releases driver and production company from extensive record keeping responsibilities from section 391.11. Please read thoroughly.

392.1-

392.9 &

392.22: Everyone must know and comply with the rules.

393.1-

393.94: Safe vehicle requirements. The majority of this section relates to the vehicle condition. Our vehicles are rented in compliance of this section.

393.95 Emergency equipment:

Carry a fire extinguisher of at least 5B:C rating.

Carry emergency signal triangles.

395.3 Hours of Service; very important to comply with the time limits of driving *and* being on the clock.

396.11 Daily Vehicle Inspection Reports

Please refer to **fmcsa.dot.gov** for the complete rules and regulations.