

To Fleet Safety Managers,

With warmer temperatures in the forecast, many companies are gearing up their fleet of commercial motor vehicles (CMV's). The obvious trucks and trailers are the 26001 pounds or more, but, are you like many who haven't thought of your second fleet of CMV's?

Do you have trucks and trailers that weigh from 10,001 to 26000 pounds and cross state lines? If so, these are also CMV's. They are called non-commercial-driver's-license-(CDL)-operated CMV's. These vehicles need to have the same Department of Transportation (DOT) number that is on your 26001 pounds and over vehicles along with your company name. Any violations in these vehicles are applied to the new Federal Motor Carrier safety regulations called Compliance Safety Accountability (CSA) and impact your BASIC scores, which can result in out-of-service violations and interventions, including full DOT audits. The trucks also must have a working fire extinguisher and three reflective triangles. Additionally, the same Federal Motor Carriers Safety Administration cell phone/texting ban applies to the drivers of these vehicles.

Don't be like a company who recently had an employee drive a vehicle that fell within this weight into Minnesota: The vehicle was stopped for a defective trailer light. When requested for proper paperwork, the driver had no logs or time cards and no medical card. The truck and trailer had no proof of either one's having had annual inspections. There were also no DOT numbers on the side of the truck. Not only was the driver cited, but, shortly after, the company was notified that there would be a compliance audit on the company.

Drivers of these vehicles must also conduct a pre-trip and post trip inspection of the truck and trailers. The trucks and trailers must have annual inspections along with a maintenance file established for each truck and trailer.

The drivers must have driver qualification files with copies of their medical certificate, driver's license, initial Motor Vehicle Report (MVR), and each annual

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MVR. There is no requirement for drug and alcohol testing for the non-CDL CMV's. If you wish to enact one, it would be a policy-oriented program.

As previously mentioned, you will have also need a maintenance file for each truck and trailer. This file should include items such as annual inspection, Vehicle Identification Number (VIN), tire size, and vehicle registration current license.

It should also be noted that these vehicles must stop at weigh stations. At these stops, the inspector may request your proof of hours, such as logs or time cards, for service compliance.

Now you might be saying all this file maintenance plus keeping the required drug and alcohol files, driver qualification files, and vehicle maintenance for the 26001 pounds or more and the secondary fleet is extremely time-consuming. If that's the case, there is good news. Drug & Alcohol Testing Network, with 27 years in the Department of Transportation (DOT) compliance industry, is a full drug and alcohol consortium that conducts supervisor reasonable suspicion training, employee drug and alcohol training, and CSA and DOT compliance courses. But now, along with drug and alcohol testing, **we also conduct file maintenance for your drug and alcohol files, driver qualification files, and vehicle maintenance files.** That's right, let Drug & Alcohol Testing Network take the hassle and time-consuming requirements for this required record keeping from you. Drug & Alcohol Testing Network can also conduct a mock DOT audit of your existing program and identify any missing items or items that need to be corrected before an actual DOT audit.

So, if you have questions about your secondary fleet of CMV's, the drivers of these vehicles, the main trucks and trailers, or, of course, any questions on our new file maintenance program and other services offered, please call us at 701-323-0333 or visit our site at www.drugtestnd.com.

Sincerely,

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Owner

Drug & Alcohol Testing Network