CHANGES IN CDL RULES AND REGULATIONS AND WHAT IT MEANS FOR YOU
TODAYS OBJECTIVES

• Drug and Alcohol Clearinghouse
• CDL requirements for entry-level commercial motor vehicle operators
• Options for municipalities
DRUG AND ALCOHOL CLEARINGHOUSE

Federal Motor Carrier Safety Administration

Began January 6, 2020

• Database containing CDL drivers’ drug and alcohol program violation information

• The Clearinghouse will keep driver information secure
WHO IS REQUIRED TO USE THE CLEARINGHOUSE?

- Drivers who hold Commercial Driver’s Licenses (CDLs) or Commercial
- Learner’s Permits (CLPs)*
- Employers of CDL drivers who operate commercial motor vehicles (CMVs)
- Consortia/third-party administrations (C/TPAs)
- Medical review officers (MROs)
- Substance abuse professionals (SAPs)
- State Drivers Licensing Agencies (SDLAs)
WHAT ACTIONS MUST USERS TAKE IN THE CLEARINGHOUSE?

1. Record – Drivers’ drug and/or alcohol program violations, and other related information in the Clearinghouse.

2. Consent – Authorization to conduct a query:
   - Requested by employers or C/TPAs
   - Provided or refused by drivers.

3. Query – Determine if the Clearinghouse contains any records for the queried driver.

4. Users must register in the Clearinghouse to complete the actions listed.
EMPLOYERS AND DESIGNATED C/TPAS COMPLETE THE FOLLOWING ACTIONS IN THE CLEARINGHOUSE

1. Register as a user and invite Assistants to enter violation information or conduct queries on their behalf

2. Request specific consent from a driver to conduct a full query (includes preemployment queries)

3. Query all prospective employees, and all current employees at least annually, who meet the definition of a CDL driver

4. Report the following:
   - Certain drug and alcohol program violations
   - Negative return to duty (RTD) alcohol and/or controlled substances test results
   - Successful completion of a driver’s follow up testing plan
1. Register as a user
   • Drivers only need to register for the Clearinghouse to complete the actions below.

2. Respond to a consent request for a full query from a current/potential employer, including all pre-employment queries
   • Failure to provide consent to such a request will result in the driver being prohibited from performing safety-sensitive functions (including operating a CMV) for that employer, in accordance with 49 CFR 382.703(c).

3. Review his or her Clearinghouse record

4. Designate a substance abuse professional (SAP) in the Clearinghouse
DO I NEED A CDL?
Do I Need A CDL?

Are you operating a commercial motor vehicle with a gross combination weight rating (GCWR) of 26,001 or more pounds?

Yes: Is the Gross Vehicle Weight Rating (GVWR) of the trailer/towed unit 10,001 or more pounds?

Class A

No: Is the GVWR of the power unit 26,001 or more pounds?

Class B

No: Is the vehicle transporting hazardous materials in a placardable quantity?

Class C

No: Is the vehicle designed to transport 16 or more passengers including the driver?

Class C

No: NO CDL NEEDED

WHAT IS GVWR

Gross vehicle weight rating

• The value specified by the manufacturer as the loaded weight of a single vehicle.

• The gross vehicle weight rating (GVWR), or gross vehicle mass (GVM) is the maximum operating weight/mass of a vehicle as specified by the manufacturer including the vehicle's chassis, body, engine, engine fluids, fuel, accessories, driver, passengers and cargo but excluding that of any trailers.
**Do I Need A CDL?**

- Are you operating a commercial motor vehicle with a gross combination weight rating (GCWR) of 26,001 or more pounds? **YES** → Class A  
  **NO** → Is the Gross Vehicle Weight Rating (GVWR) of the trailer/towed unit 10,001 or more pounds? **NO** → Is the GVWR of the power unit 26,001 or more pounds? **YES** → Class B  
  **NO** → Is the vehicle transporting hazardous materials in a placardable quantity? **YES** → Class C  
  **NO** → Is the vehicle designed to transport 16 or more passengers including the driver? **YES** → Class C  
  **NO** → **NO CDL NEEDED**

---

**WHAT IS GCWR**

Gross combined weight rating

- The value specified by the manufacturer of the power unit, if the value is displayed on the Federal Motor Safety Standard (FMVSS) certification label; or the sum of the gross vehicle weight ratings (GVWR), *or the gross vehicle weights (GVW)* of the power unit and the towed unit(s), or any combination thereof that produces the highest value.

\*The gross vehicle weight rating (GVWR) is the maximum permissible weight of the vehicle as it is configured for commercial operation, including the weight of the power unit and any towed units.
CDL – Yes or No

Ford F-550
CDL – YES OR NO

Ford F-550
CDL – YES OR NO

Ford F-550
CDL – YES OR NO
<table>
<thead>
<tr>
<th>Chassis</th>
<th>GVWR</th>
<th>Trailer</th>
<th>GCWR</th>
<th>CDL Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-350</td>
<td>14,000</td>
<td>7,000</td>
<td>21,000</td>
<td>NO</td>
</tr>
<tr>
<td>F-350</td>
<td>14,000</td>
<td>9,000</td>
<td>23,000</td>
<td>NO</td>
</tr>
<tr>
<td>F-350</td>
<td>14,000</td>
<td>12,000</td>
<td>26,000</td>
<td>NO</td>
</tr>
<tr>
<td>F-350</td>
<td>14,000</td>
<td>14,000</td>
<td>28,000</td>
<td>NO</td>
</tr>
<tr>
<td>F-450</td>
<td>16,000</td>
<td>7,000</td>
<td>23,000</td>
<td>NO</td>
</tr>
<tr>
<td>F-450</td>
<td>16,000</td>
<td>9,000</td>
<td>25,000</td>
<td>NO</td>
</tr>
<tr>
<td>F-450</td>
<td>16,000</td>
<td>12,000</td>
<td>28,000</td>
<td>YES</td>
</tr>
<tr>
<td>F-450</td>
<td>16,000</td>
<td>14,000</td>
<td>30,000</td>
<td>YES</td>
</tr>
<tr>
<td>F-550</td>
<td>19,500</td>
<td>7,000</td>
<td>26,500</td>
<td>NO</td>
</tr>
<tr>
<td>F-550</td>
<td>19,500</td>
<td>9,000</td>
<td>28,500</td>
<td>NO</td>
</tr>
<tr>
<td>F-550</td>
<td>19,500</td>
<td>12,000</td>
<td>31,500</td>
<td>YES</td>
</tr>
<tr>
<td>F-650</td>
<td>26,000</td>
<td>7,000</td>
<td>33,000</td>
<td>NO</td>
</tr>
</tbody>
</table>
ENTRY LEVEL DRIVER TRAINING OBTAINING A CDL

“DURING A TEST, PEOPLE LOOK UP FOR INSPIRATION, DOWN IN DESPERATION, AND LEFT AND RIGHT FOR INFORMATION.”
### Minimum Training Requirements for Entry-Level Commercial Motor Vehicle Operators

**What Does the Rule Require?**

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Class A or B commercial driver’s license (CDL) for the first time;</td>
<td>The final rule establishes new training standards for individuals applying for:</td>
</tr>
<tr>
<td>An upgrade of their CDL (e.g., a Class B CDL holder seeking a Class A CDL);</td>
<td></td>
</tr>
<tr>
<td>A hazardous materials (H), passenger (P), or school bus (S) endorsement for the first time.</td>
<td></td>
</tr>
<tr>
<td>The rule does not cover individuals for whom States have waived the CDL skills test under 49 CFR 383.</td>
<td></td>
</tr>
</tbody>
</table>
ELDT

(ENTRY LEVEL DRIVERS TRAINING)

WHAT ARE CDL APPLICANTS REQUIRED TO DO?

• CDL applicants subject to the rule must complete a prescribed program of instruction presented by an entity listed on FMCSA’s Training Provider Registry (TPR), prior to taking the State-administered CDL skills test, or for the H endorsement, prior to taking the knowledge test.

• TPR will include all entities (including public and private CDL training programs, fleet-operated CDL training programs, etc.) that register with FMCSA and self-certify they meet the requirements for providing CDL training.
WHAT TYPES OF TRAINING WILL CDL APPLICANTS RECEIVE?

• The Class A and B CDL and endorsement curricula generally are subdivided into theory (knowledge) and behind-the-wheel (BTW) (range and public road) segments.

• There is no minimum number of hours that driver-trainees must spend on the theory portions of any of the individual curricula.

• The training provider must provide instruction in all elements of the applicable theory curriculum and driver trainees must receive an overall score of at least 80 percent on the theory assessment (written or electronic).
ELDT
WHAT TYPES OF TRAINING WILL CDL APPLICANTS RECEIVE? (2)

• The BTW curricula for the Class A and Class B CDL, comprised of range and public road segments, include discrete maneuvers which each driver-trainee must proficiently demonstrate to the satisfaction of the training instructor.

• There is no minimum number of hours that driver-trainees must spend on the BTW elements of the Class A, Class B, or P or S endorsement curricula.

• The training provider must not issue the certification information unless the driver-trainee demonstrates proficiency in performing all required BTW skills.
ELDT
WHAT HAPPENS WHEN THE CDL APPLICANTS COMPLETE THE TRAINING?

• **Training providers** must transmit electronically the training certification information for each student to [FMCSA via the TPR](#) when the student completes the course.

• [FMCSA](#) will transmit electronically the training certification information to the [State Driver Licensing Agency (SDLA)](#) as proof the CDL applicant has completed the training prior to taking the State-administered CDL skills test, or for the H endorsement, prior to taking the knowledge test.

• [The SDLAs](#) must modify their [IT systems](#) to receive the certification information from FMCSA and to post that information on the applicant’s [CDLIS driver record](#).
ELDT

WHEN WILL THE NEW REQUIREMENTS BE IMPLEMENTED?

The ELDT rule will be implemented on February 7, 2022.

• Individuals who obtain a CLP (Commercial Learners Permit) on or after February 7, 2022, would have to satisfy the applicable requirements.

• Individuals who obtain a CLP before February 7, 2022 are not required to comply with the new ELDT rule as long as they obtain the CDL or endorsement before the CLP (or renewed CLP) expires.
To learn more about the final rule, please visit:

http://www.fmcsa.dot.gov/eldt

You may also contact FMCSA’s Office of Policy at:

Federal Motor Carrier Safety Administration
Office of Policy (MC-P)
1200 New Jersey Avenue, SE
Washington, DC 20590
Telephone: 202-366-2551
WHAT TYPES OF TRAINING WILL CDL APPLICANTS RECEIVE?

Chapter 1. Orientation
Chapter 2. Control Systems/Dashboard
Chapter 3. Pre And Post Trip Inspections
Chapter 4. Basic Control
Chapter 5. Shifting/Operating Transmission
Chapter 6. Backing And Docking
Chapter 7. Coupling And Uncoupling
Chapter 8. Visual Search
Chapter 9. Communication
Chapter 10. Distracted Driving
WHAT TYPES OF TRAINING WILL CDL APPLICANTS RECEIVE? (2)

Chapter 11. Speed Management
Chapter 12. Space Management
Chapter 13. Night Operations
Chapter 14. Extreme Driving Conditions
Chapter 15. Hazard Perception
Chapter 16. Skid Control /Recovery
Chapter 17. Railroad/highway Crossings
Chapter 18. Diagnosis of Malfunction
Chapter 19. Roadside Inspection
Chapter 20. Maintenance
WHAT TYPES OF TRAINING WILL CDL APPLICANTS RECEIVE? (3)

Chapter 21. Handling and Documenting Cargo
Chapter 22. Environmental Compliance
Chapter 23. Hours of Service Requirements
Chapter 24. Fatigue and Wellness Awareness
Chapter 25. Post Crash Procedures
Chapter 26. External Communications
Chapter 27. Whistleblower/Coercion
Chapter 28. Trip Planning
Chapter 29. Drugs and Alcohol
Chapter 30. Medical Requirements
WHAT TYPES OF TRAINING WILL CDL APPLICANTS RECEIVE? (4)

Chapter 31. Human Trafficking
Chapter 32. CSA (Compliance, Safety & Accountability)
Chapter 33. Special Rigs
Chapter 34. Crossing the Canadian Border
Chapter 35. Basic Business Practices
Currently there are:

- 17 Schooling sites in Indiana
- 9 Testing companies
- 13 Testing Sites.

- After calling some of the schools and testing sites the estimated cost for the training will be between $4,000-$8,000 depending on licenses and demand.
THOSE WHO ARE PREPARED AND HAVE A PLAN WILL SEE LESS IMPACT

- Develop a program for CDL School that is similar to the police or fire academy for municipalities (LTAP?)
- Do municipalities become exempt like firefighters and farmers
- Recruiting from Industry – other departments, it may be time to “RAISE THE PAY”
- Retention of current drivers, career development, advancement and exit interviews
- Pay for new hires to get a CDL with a time framework agreement to pay it back
- Purchase smaller equipment