

Rules and Regulations for Race Vehicles

Revised as of 12-3-04

Thinking of acquiring a team or company vehicle? Take a few minutes to look this over as you may discover that you are seeking the wrong vehicle or that the one you're considering may strain the company trying to abide by the regulations. Already have one? Definitely read this as we are finding that a lot of teams and companies are not abiding by federal regulations and this may lead to some significant fines and possibly jail time.

Many programs are getting by with no problems so far. Great, for now that is. These groups shouldn't think they can avoid the regulations for long. With various highway patrols, the DOT and other groups cracking down on violators and enforcing the rules, it's only a matter of time. How do we know, we've been caught ourselves. One group was caught passing a scale and they were only driving a box truck. Another was caught using a state license with an endorsement that was not honored outside their home state. Yep, it goes on and on and you don't want to be the one caught breaking the law.

Last thought before jumping into the regulations: programs renting vehicles must abide by the rules too. Yep, just 'cause the program doesn't own the vehicle doesn't mean the company can avoid the rules. A driver of any vehicle is required to abide by the rules set aside for the size vehicle being used.

Note: we are not including rules for military, farming and fire personnel and drivers in this packet.

Requirements for all Race Vehicles

DOT Number

All private carriers are required to have a DOT number which can be acquired from the Federal Motor Carrier Safety Administration at (800) 832-5660 or at www.usdotnumberregistration.com. Registration online is immediate while mail or fax service takes up to four weeks. A private carrier is a not-for-hire motor carrier which transports their own property exclusively. In other words, a private carrier is a vehicle that is owned by a team or company to haul their equipment, bikes and/or wheels to races or events. Once you have registered, the dot number must be placed on both sides of the self propelled vehicle with "USDOT" listed in front of the number. This means you do not have to list this information on trailers. The dot number on your vehicle should be in a color that sharply contrasts with the vehicle's color and must be legible, during daylight hours, from a distance of 50 feet (15.24 meters) while the vehicle is stationary. It is suggested that the phrase 'Not for Hire' is placed just below the DOT number. All private carrier vehicles are also required to have the legal name or registered trade name of the business entity that owns or controls the operation of the vehicle placed on the vehicle. This regulation is not required of personal vehicles however a vehicle owned by a club or team director and used to haul equipment for a team may fall under the 'private carrier' description in some regions or states.

Vehicle Groups

All self propelled vehicles are divided into various groups depending upon their size and the knowledge or experience necessary to operate them. These groups range in size from M for motorcycles and the like to the larger size A vehicles. This packet will focus on multi-passenger or cargo vehicles thus will not include regulations on motorcycles.

The A group includes any combination of vehicles with a GCWR 26,001 pounds or more where the towed vehicle's GVWR is over 10,000 pounds.

The B group includes any vehicle with a GVWR of 26,001 pounds or more and can tow a vehicle under 10,000 pounds GVWR.

The C group includes any single vehicle under 26,000 GVWR and can tow any vehicle under 10,000 GVWR.

Representations of the vehicles in these groups are shown in the chart on the next page.

Additional information on license levels is included in the Requirements for Drivers section.

Vehicle Dimensions

Many states have a maximum height of 13 feet 6 inches and a maximum width of 96 inches. Generally the maximum length for a single vehicle is 45 feet while a couple states list it as 40 feet. Combined vehicles (truck and trailer) have max limits of 65 to 75 feet. The recommendation is to meet the smaller dimension to limit possible legal problems on the road.

- **Sleeper Berth Dimension**

Special driving conditions are listed in the Driving Times section later in this packet for drivers with sleeper berths. The minimum size of a sleeper berth is 75 inches high, 24 inches wide and 24 inches long and cannot exist on a trailer unless it is a house trailer. A sleeper berth located within the cargo space of a motor vehicle must be securely compartmentalized from the remainder of the cargo space. In other words, it cannot be part of a box used to hold equipment and other cargo. Plus, they must be located in the cab or immediately adjacent to the cab and must be securely fixed with relation to the cab, must have a mattress and communication device or clear space to chat with the driver. A bed unit in a trailer such as a fifth wheel does not count as a sleeper berth as it does not abide with these rules and dimensions.

Vehicle Weights

The gross weight imposed upon the highway by the wheels on any one axle shall not exceed 20,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle, and resting upon the highway, shall not exceed 10,500 pounds. The maximum wheel load is the lesser of the following:

- a) the load limit established by the tire manufacturer, as molded on at least one sidewall of the tire.
- b) a load of 620 pounds per lateral inch of tire width, as determined by the manufacturer's rated tire width as molded on at least one sidewall of the tire for all axles except the steering axle, in which case paragraph (a) applies.

These are weight limitations. Information on vehicle weights and how they are classified are listed above in the Vehicle Groups section. Additional weight limitations set by the manufacture of the vehicle can be found in the owners manual of the vehicle.

Trailer Brakes




All trailers over 1500 pounds GVWR are required to have a separate braking system and some states require a breakaway switch. The breakaway switch helps stop the trailer if it detaches from the pulling vehicle. This means that the surge brakes available on many older light-weight trailers will not pass.

Traditional Rules

Most states require proof of insurance and the vehicle must be registered. Trucks must be equipped with a fully charged fire extinguisher securely mounted in a conspicuous place or in a marked compartment. An additional extinguisher must be placed in the trailer. Trucks must carry three properly maintained red emergency reflectors. Most stores sell large road reflectors that fit the requirement.

Figure 1
VEHICLE GROUPS AS ESTABLISHED BY FHWA (SECTION 383.91)

[Note: Certain types of vehicles, such as passenger and double/triples, will require an endorsement. Please consult text for particulars.]

Group:	*Description:
A	Any combination of vehicles with a GCWR of 26,001 or more pounds provided the GVWR of the vehicle(s) being towed is in excess of 10,000 pounds. (Holders of a Group A license may, with any appropriate endorsements, operate all vehicles within Groups B and C.) Examples include but are not limited to: 
B	Any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR. (Holders of a Group B license may, with any appropriate endorsements, operate all vehicles within Group C.) Examples include but are not limited to: 
C	Any single vehicle, or combination of vehicles, that does not meet the definition of Group A or Group B as contained herein, but that either is designed to transport 16 or more passengers including the driver, or is placarded for hazardous materials. Examples include but are not limited to: 

* The representative vehicle for the skills test must meet the written description for that group. The silhouettes typify, but do not fully cover, the types of vehicles falling within each group.

Requirements for Drivers

Qualification

Drivers must have a current license permitted for the size vehicle being driving. CDL licenses require that the driver be 21 years of age, can read and speak English and pass a physical examination (questionnaire DL546). Examinations vary by state but all have a minimum list of requirements that need to be met.

Department of Motor Vehicle websites of each state provide medical exam forms. These forms and the medical examiners certificate must be filled in by the doctor performing the exam. The certificate must be carried by the driver of any commercial vehicle at all times to prove that they passed the exam, even if they do not hold a commercial license. The certificates are only good for two years, thus new exams must be taken prior to their expiration.

Driving Licenses

Drivers are allowed to operate and tow the following based on each level or class of driving license:

- C – a holder of a C license can operate a 2-axle vehicle with a GVWR of 26,000 lbs. or less, a 3-axle vehicle weighing 6,000 lbs. or less gross, and any housecar of 40' or less in length. A holder of a C license can tow a single vehicle with a GVWR of 10,000 lbs. or less including the tow dolly, if used.
- C commercial – only used in conjunction with HAZMAT.
- B – a holder of a B license can operate any vehicles under Class C (non-commercial) and any housecar over 40' but not over 45', with endorsement.
- B commercial – a holder of a B commercial license can operate a single vehicle with a GVWR of more than 26,000 lbs., a 3-axle vehicle weighing over 6,000 lbs. gross, a bus (except a trailer bus) with endorsement, and all vehicles under Class C. This license holder may also tow a single vehicle with a GVWR of 10,000 lbs. or less.
- A – a holder of an A license may operate any vehicles under class C and any vehicles under B non-commercial. This holder may also tow travel trailers weighing over 10,000 lbs. GVWR when not used for hire and 5th-wheel travel trailers weighing over 15,000 lbs. when not used for hire.
- A commercial – a holder of an A commercial license may operate any legal combination of vehicles, including vehicles under Class B and Class C. This holder may also tow any single vehicle with a Gross Vehicle Weight Rating (GVWR) of more than 10,000 lbs., any trailer bus, with endorsement or more than one vehicle, with endorsement and any vehicles under Class B and C.

In California, a holder of a C license who is operating a vehicle weighing 4,000 lbs. or more unladen, may tow a trailer coach or 5th-wheel travel trailer exceeding 10,000 lbs. but not exceeding 15,000 lbs. GVWR, when towing is not for compensation and with endorsement. This is only good in California and does not meet the federal guidelines. Outside of California, this vehicle combination requires an A license.

No passenger vehicle regardless of weight, may tow more than one vehicle. Some exception apply, such as in Michigan, but this does not meet federal guidelines.

No motor vehicle under 4,000 lbs. unladen may tow any vehicle weighing 6,000 lbs. or more gross.

- CDL
So, when does a driver need a commercial driving license or CDL? Any driver who will operate a motor vehicle or combination of vehicles designed or used for the transportation of persons or property for compensation and:
 - Has a gross vehicle weight rating (GVWR) of 26,001 pounds or more.
 - Tows any vehicle with a GVWR of 10,001 pounds or more.
 - Tows more than one vehicle or a trailer bus.
 - Has three or more axles (excludes three axle vehicles weighing 6,000 pounds or less gross).
 - Is any vehicle (bus, farm labor vehicle, general public para-transit vehicle, etc.) designed, used, or maintained to carry more than 10 passengers including the driver, for hire or profit, or is used by any nonprofit organization or group.

Exceptions to the CDL requirements are:

- Drivers who tow a fifth-wheel travel trailer over 15,000 pounds GVWR or a trailer coach over 10,000 pounds GVWR, when the towing is not for compensation. Drivers must have a noncommercial Class A license.
- Drivers of housecars over 40 feet but not over 45 feet, with endorsement as long as the vehicle is not being used for commercial use.

Drivers Daily Log

The purpose of the driver's daily log is to ensure that the drivers comply with all DOT regulations during the operation of a commercial motor vehicle. Any driver traveling over a 100 air mile radius from their base of operation or for overnight travel must comply with DOT regulations and fill out proper driver logs. A driver's daily log (example at right) must be filled out for each day of the trip and must be kept up to date for examination at weigh stations and inspections.

The upper section of the form should be simple to fill in as the only portions that change per day are the date and mileage. For reference, the carrier is the company or team that owns the vehicle and the home office address can be the local office where you work (not the main office) or the driver's home address. Vehicle numbers are those designated by the carrier when filing for a DOT number.

The main component of the log is the 24-hour grid that runs from midnight to midnight. This grid is divided into the following 5 sections:

- Off Duty:** any time where the driver is not working or on duty. This includes any time spent at hotels or sleeping in rest areas.
- Sleeper Berth:** this is time spent in an actual sleeper berth. This does not include time spent in a sleeping unit in a trailer as that would be considered off duty time.
- Driving:** this is actual time spent driving.
- On Duty (not driving):** this is the amount of time spent fueling, loading, unloading, on repairs, and any time where the driver is waiting for the truck to be prepared for driving.
- Remarks:** this is the area where the driver is responsible for listing the locations where changes in the above sections occurred and the reason for the change.

Be sure to total the amount of time in each section of the grid and list these in the appropriate locations at the right. Inspectors tend to slap a driver on the hand for failing to fill in the upper section of the form but they will penalize a driver who does not fill in the totals. An example of the method for filling in the grip is shown in the form at the upper right. The driver must also list that day's starting city and the name of the

Driver's Vehicle Inspection Report

AS REQUIRED BY THE D.O.T. FEDERAL MOTOR CARRIER SAFETY REGULATIONS

CARRIER: **Team Big Wheelers**
 ADDRESS: **12 Main St., Jefferson, MA 01855**
 DATE: **10-23-04** TIME: **8:30** A.M. P.M.

Check any Defective Item and Give Details Under "Remarks"

TRACTOR/TRUCK #: <input type="checkbox"/> Air Compressor <input type="checkbox"/> Air Lines <input type="checkbox"/> Battery <input type="checkbox"/> Body <input type="checkbox"/> Brake Accessories <input type="checkbox"/> Brakes, Parking <input type="checkbox"/> Brakes, Service <input type="checkbox"/> Clutch <input type="checkbox"/> Coupling Devices <input type="checkbox"/> Defroster/Heater <input type="checkbox"/> Drive Line <input type="checkbox"/> Engine <input type="checkbox"/> Exhaust <input type="checkbox"/> Fifth Wheel <input type="checkbox"/> Frame and Assembly <input type="checkbox"/> Front Axle <input type="checkbox"/> Fuel Tanks <input type="checkbox"/> Generator	ODOMETER READING: <input type="checkbox"/> Horn <input type="checkbox"/> Lights <input type="checkbox"/> Head - Stop <input type="checkbox"/> Tail - Dash <input type="checkbox"/> Turn Indicators <input type="checkbox"/> Mirrors <input type="checkbox"/> Oil Pressure <input type="checkbox"/> Radiator <input type="checkbox"/> Rear End <input type="checkbox"/> Reflectors <input type="checkbox"/> Safety Equipment <input type="checkbox"/> Fire Extinguisher <input type="checkbox"/> Reflective Triangles <input type="checkbox"/> Flags - Flares - Fuses <input type="checkbox"/> Spare Bulbs and Fuses <input type="checkbox"/> Spare Seal Beam <input type="checkbox"/> Suspension System	<input type="checkbox"/> Starter <input type="checkbox"/> Steering <input type="checkbox"/> Tachograph <input type="checkbox"/> Tires <input type="checkbox"/> Tire Chains <input type="checkbox"/> Transmission <input type="checkbox"/> Wheels and Rims <input type="checkbox"/> Windows <input type="checkbox"/> Windshield Wipers <input type="checkbox"/> Other
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TRAILER(S) #/S <input type="checkbox"/> Brake Connections <input type="checkbox"/> Brakes <input type="checkbox"/> Coupling Devices <input type="checkbox"/> Coupling (King) Pin <input type="checkbox"/> Doors	<input type="checkbox"/> Hitch <input type="checkbox"/> Landing Gear <input type="checkbox"/> Lights - All <input type="checkbox"/> Roof <input type="checkbox"/> Suspension System	<input type="checkbox"/> Tarpaulin <input type="checkbox"/> Tires <input type="checkbox"/> Wheels and Rims <input type="checkbox"/> Other
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Remarks:

CONDITION OF THE ABOVE VEHICLE IS SATISFACTORY

Driver's Signature: *David Smith*

ABOVE DEFECTS CORRECTED
 ABOVE DEFECTS NEED NOT BE CORRECTED FOR SAFE OPERATION OF VEHICLE

DRIVER'S SIGNATURE	DATE	MECHANIC'S SIGNATURE	DATE
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destination city. The destination city is the place where the current trip will end or where driver will cease for a period of time.

In addition to filling out the daily log the driver is responsible to fill out the pre-trip inspection section found on the back of the log (shown on page 4 at right) or on a separate inspection form. If a defect is found the vehicle cannot be put in service until a mechanic has repaired the problem and signed off on the inspection form. This must occur each day of the trip where the vehicle is being driven.

Drivers are required to keep seven consecutive days of records to prove they are under the 60/70 hour rule (see Driving Times below). They are also required to send a copy of each record to their employer/carrier within 13 days. For days where the driver did not work, draw a line through the off-duty section and total it at 24 hours. For consecutive days off, do the same but list all dates in the lower Remarks section.

Exceptions: drivers who stay within a 100 air mile radius and return to the starting point within 12 hours can use a time card rather than a log book.

Driving Times

As of January 4, 2004, drivers of commercial vehicles may not drive:

- more than 11 hours following 10 consecutive hours off duty.
- after being on duty 14 hours following 10 consecutive hours off duty.
- After being on duty 60 hours any 7 consecutive days or 70 hours any 8 consecutive days. On duty status can resume for 7th or 8th day after the driver takes 34 consecutive hours off duty.

Drivers can add up to 2 hours for an on duty period once during a seven day period for adverse conditions (like rain or snow) as long as they don't exceed the 14 hour on duty period. Drivers are no longer allowed break extensions for on duty time as the 14 hours is now calculated from the time they start. Drivers can combine sleeper and off time for the 10 hours off duty.

Drivers may split on duty time by using sleeper berth periods. These drivers may accumulate the equivalent of 10 consecutive hours off duty by taking 2 periods of rest in the sleeper berth, provided: Neither period is less than 2 hours; driving time in the period immediately before and after each rest period when added together does not exceed 11 hours; and the on-duty time in the period immediately before and after each rest period when added together does not include any driving after the 14th hour.

If a driver is on-duty, but not driving, on a particular day, the driver may remain on-duty for more than 14 hours; however, the driver cannot drive past the 14th hour after coming on-duty. Also, the additional on-duty time will reduce subsequent on-duty time available under the 60/70 hour rule.

Company (Motor Carrier) Requirements

All employers of drivers for teams and technical support companies fall into the motor carrier description and thus must abide by the following rules to employ drivers:

1. Each motor carrier must inquire into the driver's driving record for the previous three years from every state in which the driver has held a motor vehicle operating license. This inquiry must be made within thirty days of hiring driver. Each motor carrier is then required to make annual inquiries.
2. Each motor carrier must investigate the driver's employment record for the previous three years within thirty days of highering the driver.
3. Each motor carrier, at least once every twelve months, must review the driver's ability to meet minimum requirements for safe driving of commercial motor vehicles.
4. A copy of the responses from the State agencies and past employers must be maintained in a drivers' qualification file along with copies of the drivers' log files. Copies of the log files must be kept for 6 months.

Additional Road Restrictions and Requirements

Fuel Tax Permit

Most teams and companies will not have to deal with this as they are not using 'qualified vehicles'. A 'Qualified Vehicle' is one used to transport people or property and has three or more axles or has a gross vehicle weight exceeding 26,000 lbs. (11,797 kilograms), or when used in combination has a combined gross vehicle weight exceeding 26,000 lbs. 'Used in Combination' refers to a vehicle pulling or coupled to another vehicle like a trailer. If you need information on fuel tax permits or want some dry reading, check out <http://www.iftach.org> or check with the highway patrol for the states you will be traveling in.

Road Restrictions

There are additional road access rules for larger STAA vehicles. STAA vehicles are those with two trailers (doubles) with 28.5 foot trailers or singles with 48 foot trailer and widths up to 102 inches. These trucks are limited to NN roads and TA and SA roads where posted.

NN roads are national network or federal roads, typically known out west as freeways. TA are terminal access roads that accommodate STAA trucks, allowing STAA trucks to travel between NN routes, reach a truck's operating facility or reach a facility where freight originates, terminates or is handled in the transportation process. TA routes have truck signs with a T



posted in advance of the ramp or intersection to an authorized TA route. SA are service access roads that only allow STAA trucks to get fuel, food, lodging or repair. Travel on an SA road is limited to within one mile of the NN. SA routes have truck signs with an S



Weigh Stations and Ports of Entry

A commercial motor vehicle must stop for weighing and vehicle inspection where an official highway sign indicates that a weigh station is in operation. The vehicle is not required to stop at inspection and weigh stations that are indicated as closed. Once at a weigh station obey the arrows or other directions provided. Green arrows show the way to go while red arrows show directions that are not allowed. There are various types of scales and each requires a different method for weighing the vehicle. Watch for signs and officials providing directions.

Some scales now have weigh systems set up just prior to the exit. Watch as many of these systems now have signs which mention whether you need to exit.

- **PREPASS**

Another system is Prepass which is an automatic vehicle identification program which allows trucks with special transponders to bypass certain weigh stations. It sounds great and the benefits are obvious but it may cost your company or team more than the benefits recoup. The cost of the service is \$15 per month yet you save the time taken to stop at weigh stations and the gas required to increase speed after stopping. More information can be found at www.prepass.com.

California weigh stations have signs which mention that pickup trucks are not required to stop. Be aware that this refers to single vehicle pickup trucks and not combined vehicles. Any combined vehicle where the pulling vehicle is a pickup and the combination fits a commercial or DOT designation must still stop. Drivers should also turn off their head lights when driving onto the scale as well as removing sunglasses and turning off the radio and other communication devices. This will allow the officers at the scale to get a better view of the license plate and make sure you are paying attention.

Trip Permits

Some states, such as Arizona and New Mexico, require trips permits for commercial vehicles to use their highways. These can be acquired from the state prior to the trip or from state representatives at weigh stations as you enter the state. Other states, such as Oregon and Utah, require trip permits for vehicles over certain weights. Be sure to check signs as you enter each state and weigh station.

Driving into Canada

Periodically a race vehicle must attend an event in Canada and thus the driver will have to deal with customs. To avoid difficulties at the border when entering Canada or returning to the States, make sure to bring a filled out US Department of Treasury form 4455. A copy is included at the back of this packet or you can fill one in on the web (<https://forms.customs.gov/customsrf/getformharness.asp?formName=cf-4455-form.xft>). This form asks for a list of goods being taken into Canada, the value of each item, where it was produced and its purpose in Canada. It is also a good idea to staple a separate sheet to this form showing which items will return and which items will not return with the reason they are staying behind. The recommendation for drivers is to park their vehicle in the designated truck parking lot prior to the border and walk to the customs building at the border. Show these documents to the customs agent and ask them to stamp and sign each form, including all papers stapled to the form. This will reduce the amount of time it takes to clear customs when returning to the states. Failure to properly prepare paperwork will lead to delays at the border, a possible search of the vehicle and may include fines.

Larger companies and those who travel over the border more regularly should look into a broker to take care of this for the driver.

Some provinces, like British Columbia, also require trip permits. Check with the weight stations within the province or call the province highway patrols.

Alcohol (Beer)

Do not carry any sort of alcohol in a commercial vehicle or vehicle being towed by a commercial vehicle. Many states allow alcohol to be carried or stored within personal vehicles as long as the bottles and containers are not open. DOT rules do not allow any alcohol or alcoholic beverages to be carried or stored.

Penalties

The driver must understand that, even though the vehicle may be owned by the team or company, it is the driver who is ultimately responsible for making sure the vehicle meets the federal guidelines and that the driver has the correct license before operating the vehicle. It is also the driver's responsibility to perform within the restricted timeframe. Failure to abide by the rules will lead to penalties and injunctions of which most or all may be imposed upon the driver. Even if the company or team pays for the penalties, the evidence of the infraction will also be placed up the driver's record.

For example, a driver or carrier who violates the hours-of-service rules will face these penalties:

- Drivers may be placed out-of-service (shut down) at roadside until the driver has accumulated enough off-duty time to be back in compliance;
- State and local enforcement officials may assess fines;
- FMCSA may levy civil penalties on the driver or carrier, ranging from \$550 to \$11,000 per violation depending on severity;
- The carrier's safety rating can be downgraded for a pattern of violations; and
- Federal criminal penalties can be brought against carriers who knowingly and willfully allow or require hours-of-service violations.

Penalties for infractions like driving with the wrong license could lead to fines and disqualification of the driver's operating ability for a period of one year.

Conclusion

Now you know what is required of a driver, the company and the regulations pertaining to race vehicles. Seem confusing? That's okay, just remember to keep it simple. The larger and more complicated the vehicle the more regulations and extra work is required. In general, try to keep your vehicles under these guidelines:

- 2 axles per vehicle and per trailer
- a GCWR under 26,000 pounds and a trailer weight under 10,000
- a combined length under 65 feet with a trailer shorter than 40 feet or a motorhome shorter in length than 40 feet
- a maximum height under 13 feet 6 inches
- the DOT number visibly placed on both sides of the main vehicle

Then remember to obey driver rules like carrying a medical card, filling out log books and stopping in weigh stations.

See you at the races...

Appendix

Glossary

Axle weight: The weight on the ground at one or more sets of axles.

CDL: commercial driving license supplied by each state or province.

Combined vehicles: also listed as 'used in combination', generally a truck and its trailer or trailers.

Commercial motor vehicle: is a motor vehicle of more than 10,000 pounds GVWR or GCWR used for transportation of people for commerce or maintained primarily for the transportation of property.

DOT: Department of Transportation, a federal agency of the US government.

FMCSA: Federal Motor Carriers Safety Administration who can be contacted at <http://www.fmcsa.dot.gov>

Gross vehicle weight (GVW): The total weight of a single vehicle including its load.

Gross combination weight (GCW): The total weight of a combination of vehicles including the load.

Gross vehicle weight rating (GVWR): The maximum weight rating specified by the manufacturer for a single vehicle including its load.

Gross combination weight rating (GCWR): The total GVWRs for the power unit and any towed vehicles. (Not the same as the GVWR specified by a manufacturer for the towing capacity of a vehicle.)

Housecar: also known as a motorhome. Typically a single vehicle with house-like amenities including bed, kitchen and full restroom facility. This does not include trucks combined with trailers.

Pick-up truck: according to California a pickup truck is defined as a motor truck with a manufacture's gross vehicle weight rating of less than 11,500 pounds, an unladen weight of less than 8,001 pounds, and is equipped with an open box-type bed not exceeding nine feet in length.

STAA: referring to vehicles authorized by the federal Surface Transit Assistance Act of 1982.

Tire load: The maximum safe weight rating a tire can carry at a specified pressure. This rating is stated on the side of each tire.

Trailer Bus: a trailer or semitrailer designed or used for the transportation of more than 15 people, including the driver.

Trailer Coach: also known as mobile homes, not to be confused with motor homes. Trailer coaches are designed to be moved to stationery locations.

Unladen: generally referring to weight that is exclusive of additional loads like freight, cargo or people.

Forms

DRIVER'S DAILY LOG — 24 HOURS "One Calendar Day"												RECAP	
MONTH / DAY / YEAR		VEHICLE NUMBER(S)				TOTAL MILEAGE (TODAY)						DAY #	
TOTAL MILES DRIVING (TODAY)												DRIVING HRS TODAY (Line 3)	
NAME OF CARRIER(S)												HRS ON DUTY (Line 3 + 4)	
MAIN OFFICE ADDRESS												70 HR. 8 DAY	
HOME OFFICE ADDRESS												1. Last 7 Days Total Hrs. On Duty (Incl. Today)	
I Certify that all figures are true and correct:												2. Hrs. Available Tomorrow 70 - Line 1	
DRIVER'S SIGNATURE												3. Hrs. On Duty Last 8 Days (Incl. Today)	
NAME OF CO-DRIVER												60 HR. 7 DAY	
TOTAL HOURS												1. Last 6 Days Total Hrs. On Duty (Incl. Today)	
MID-NIGHT 1 2 3 4 5 6 7 8 9 10 11 NOON 1 2 3 4 5 6 7 8 9 10 11 MID-NIGHT												2. Hrs. Available Tomorrow 60 - Line 1	
- OFF DUTY												3. Hrs. On Duty Last 7 Days (Incl. Today)	
- SLEEPER BERTH													
- DRIVING													
- ON DUTY (NOT DRIVING)													
REMARKS													
Shipping document, manifest number, or name of a shipper and commodity.													
Check the time and enter name of place you reported and where released from work and when and where each change of duty occurred. Explain excess hours.													
Starting Location						Destination							
ORIGINAL — File Each Day at Home Terminal													
USE TIME STANDARD OF HOME TERMINAL													
DUPLICATE — Driver Keeps in His Possession for 8 Days													
RPLDLB (8/00)												Published by DAS Inc. — Palmyra, PA 17078-9741	



DEPARTMENT OF THE TREASURY
UNITED STATES CUSTOMS SERVICE
CERTIFICATE OF REGISTRATION

Form Approved. OMB No. 1515-0014

19 CFR 10.8, 10.9, 10.68,
148.1, 148.8, 148.32, 148.37
VIA (Carrier)

(NOTE: Number of copies to be submitted varies with type of transaction.
Inquire at Port Director's office as to number of copies required.)

NO.
DATE

NAME, ADDRESS, AND ZIP CODE TO WHICH CERTIFIED FORM IS TO BE MAILED (If Applicable)	B/L or INSURED NO.	DATE
ARTICLES EXPORTED FOR:		
<input type="checkbox"/> ALTERATION*	<input type="checkbox"/> PROCESSING*	
<input type="checkbox"/> REPAIR*	<input type="checkbox"/> OTHER, (specify)	
<input type="checkbox"/> USE ABROAD		
<input type="checkbox"/> REPLACEMENT		
* NOTE: The cost or value of alterations, repairs, or processing abroad is subject to customs duty.		

LIST ARTICLES EXPORTED

Number Packages	Kind of Packages	Description

SIGNATURE OF OWNER OR AGENT (Print or Type and Sign)	DATE
--	------

The Above-Described Articles Were:

EXAMINED		LADEN under my supervision	
DATE	PORT	DATE	PORT
SIGNATURE OF CUSTOMS OFFICER		SIGNATURE OF CUSTOMS OFFICER	

CERTIFICATE ON RETURN

Duty-free entry is claimed for the described articles as having been exported without benefit of drawback and are returned unchanged except as noted: (use reverse if needed)

SIGNATURE OF IMPORTER (Print or Type and Sign)	DATE
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NOTE: Certifying officers shall draw lines through all unused spaces with ink or indelible pencil.

PAPERWORK REDUCTION ACT NOTICE: The Paperwork Reduction Act of 1980 says we must tell you why we are collecting this information, how we will use it, and whether you have to give it to us. We need the information to ensure that importers/exporters are complying with these laws in claiming duty free entry for exported articles which are then returned into the United States. Your response is mandatory and to your benefit.

Customs Form 4455 (090798)