

**CHAPTER 7**  
**DRIVER REQUIREMENTS**  
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## CHAPTER 7

### DRIVER REQUIREMENTS

#### 1. SCOPE.

- a. General. The purpose of this chapter is to provide employees of the Department with policies and guidelines relating to commercial driver licenses (CDL), driver hours-of-service (HOS), and enforcement of statutes relating to commercial motor vehicle (CMV) drivers having an excessive blood alcohol concentration (BAC) level. This chapter is provided to assist employees when the specified violations or conditions meet the Commercial Vehicle Safety Alliance Out-of-Service Criteria (OOSC) as they apply to the driver of a CMV or noncommercial motor vehicle (NCMV).
- b. California Driver License. The physical driver license (DL) and ID cards issued by the California Department of Motor Vehicles (DMV) contain security features to prevent counterfeiting. For examples of these features, refer to Annex A.
- c. Definitions. The following definitions are applicable to the requirements described in this chapter.
  - (1) Commerce. Black's Law Dictionary (Eighth Edition) defines commerce as, "the exchange of goods and services, esp. on a large scale involving transportation between cities, states, and nations." Title 49 of the Code of Federal Regulations (CFR) contains the regulations pertaining to a CMV and an NCMV operated in interstate commerce. Title 49, CFR, Section 390.3, describes types of operations exempt from these regulations. One of the exemptions is the transportation of personal property by individuals not for compensation, nor in the furtherance of a commercial enterprise. Therefore, transportation for compensation or in the furtherance of a commercial enterprise must be commerce.
  - (2) Commercial Driver License. A CDL is a DL issued by a state or other jurisdiction in accordance with the standards contained in Title 49, CFR, Part 383, and Section 15210(a) of the California Vehicle Code (CVC).
  - (3) Commercial Motor Vehicle. A CMV is any vehicle or combination of vehicles, which, to be operated, requires a class A or class B DL, or a class C DL with an endorsement issued pursuant to Section 15278(a)(2), (3), (4), or (5) CVC. The definition of a CMV does not include the following:

- (a) A recreational vehicle as defined in Section 18010 of the California Health and Safety Code (HSC).
  - (b) An implement of husbandry (IOH) operated by a person who is not required to obtain a DL under the CVC.
  - (c) Vehicles operated by persons exempted pursuant to Section 25163 HSC, or a vehicle operated in an emergency situation at the direction of a peace officer pursuant to Section 2800 CVC.
- (4) Disqualification. A driver is prohibited from driving a CMV pursuant to Section 15210(e) CVC.
- (5) Driving a Commercial Motor Vehicle While Under the Influence. A person is committing any one or more of the following unlawful acts in a CMV:
- (a) Driving a CMV while the operator's BAC level is 0.04 percent or more, by weight, is in violation of Section 23152(d) CVC.
  - (b) Driving under the influence of alcohol pursuant to subsection (a) or (b) of Section 23152 CVC.
  - (c) Refusal to undergo testing as required under this code in the enforcement of Title 49, CFR; Part 383, Subpart D; or Part 392, Subpart A; pursuant to Section 15210(f)(3) CVC.
- (6) Gross Vehicle Weight Rating. The weight specified by the manufacturer as the loaded weight of a single vehicle (applicable to motor vehicles [MV] and trailers). (Reference Section 350 CVC and Title 49, CFR, Section 390.5 and Part 567.)
- (7) Gross Combination Weight Rating. The weight specified by the manufacturer as the loaded weight of a combination or articulated vehicle. If the data plate is missing from the trailer(s), the gross combination weight rating (GCWR) shall be determined by adding the gross vehicle weight rating (GVWR) of the power unit, the total unladen weight of the towed units, and any load pursuant to Section 350 CVC and Title 49, CFR, Section 390.5.
- (8) Intrastate Commerce. Intrastate commerce is trade, traffic, or transportation, occurring completely within a single state. A motor carrier is engaged in intrastate commerce until dispatched for an operation meeting the definition of interstate commerce. (Reference Title 49, CFR, Section 390.5.)

(9) Interstate Commerce. Interstate commerce is trade, traffic, or transportation, involving the crossing of a state boundary or the intent to cross a state boundary. A motor carrier is engaged in interstate commerce immediately upon dispatch when the intended route involves crossing a state border or when the movement originates or terminates outside of the U.S., whether the vehicle is loaded or empty. A motor carrier remains in interstate commerce until engaged in intrastate commerce. The intent of the movement determines if the motor carrier is engaged in interstate commerce. (Reference Title 49, CFR, Section 390.5.)

(10) Noncommercial Motor Vehicle. An NCMV is an MV, or combination of MVs, described in Section 34500 CVC, which is not included within the definition of CMV contained in Section 15210(b) CVC.

(11) School Bus. A school bus, as defined in Section 545 CVC, is a CMV pursuant to Section 15210(o) CVC.

(12) Tank Vehicle. A CMV, pursuant to Section 15210(b) CVC, which is designed to transport any liquid or gaseous material within a tank(s), having an individual-rated capacity of more than 119 gallons, and an aggregate-rated capacity of at least 1,000 gallons, and is permanently or temporarily attached to the vehicle or the chassis (includes collapsible containers, also called bladder bags). This definition does not include an empty storage tank, not designed for transportation, and carried as a load, having a rated capacity of at least 1,000 gallons, pursuant to Section 15210(r) CVC and Title 49, CFR, Section 383.5.

NOTE: When transporting a vehicle meeting the definition of a tank vehicle upon a vehicle or trailer as a load, the transporting vehicle is not considered a tank vehicle. For example, a truck tractor and trailer combination, transporting a three-axle tank vehicle as a load on the trailer, would not meet the definition of a tank vehicle because the tank is permanently attached to the vehicle being transported and not to the trailer, as described in Section 15210(r) CVC.

d. Out-of-Service Orders. Refer to Chapter 2, Operational Policies, of this manual, for a list of departmental employees who are authorized to place operators of a CMV or an NCMV out-of-service (OOS).

## 2. COMMERCIAL DRIVER LICENSE.

a. California Commercial Driver License Classifications (Section 12804.9 of the California Vehicle Code).

(1) Class A. A valid class A CDL permits the operation of:

- (a) A combination of vehicles, provided that any vehicle being towed has a GVWR or actual weight of 10,001 pounds (lbs.) or more.
- (b) A vehicle towing more than one vehicle.
- (c) A trailer bus.
- (d) All vehicles under class B and class C.

NOTE: Many states have adopted federal regulations which allow a nonresident, who is properly licensed in their state or jurisdiction of domicile, to drive a combination of vehicles (such as a pickup towing two trailers or a pickup towing a vehicle over 10,000 lbs.) with a class C DL, provided the GVWR of the combination of vehicles is 26,000 lbs. or less (rated by the manufacturer). California, however, has not adopted this provision.

(2) Class B. A valid class B CDL permits the operation of:

- (a) A single vehicle with a GVWR or actual weight of 26,001 lbs. or more.
- (b) A single vehicle with three or more axles, excluding a three-axle vehicle weighing less than 6,000 lbs.
- (c) A bus with a GVWR, or gross vehicle weight, of more than 26,000 lbs., excluding a trailer bus.
- (d) A farm labor vehicle (FLV).

NOTE: The class B CDL requirement for an FLV is only applicable to a California-licensed driver. The class of DL required for a driver licensed in a state or jurisdiction other than California depends upon the GVWR of the vehicle.

- (e) A single vehicle with three or more axles, or, with a GVWR or actual weight of 26,001 lbs. or more, towing another vehicle with a GVWR of 10,000 lbs. or less.
- (f) A house car over 40 feet in length, excluding safety devices and safety bumpers.
- (g) All vehicles under class C.

(3) Class C. A valid class C CDL permits the operation of:

(a) Any vehicle not meeting the requirements for a class A or class B CDL, requiring one or more of the following endorsements pursuant to Section 15278 CVC.

- 1 Passenger Transportation Vehicle.
- 2 School bus.
- 3 Tank Vehicle.
- 4 Hazardous Materials.

(b) A bus with a GVWR or gross vehicle weight of 26,000 lbs. or less, excluding a trailer bus.

b. Medical Certificate—California Drivers. No CDL or driver certificate shall be valid for operating a CMV, or any other MV requiring the driver to hold any driver certificate, unless the driver has a valid medical certificate on file with the DMV, and the medical certificate is a requirement for operation of the vehicle. Medical certificates approved by the DMV, or the Federal Motor Carrier Safety Administration (FMCSA), shall only be valid for two years after the date of the medical examination. The medical certificate is not required to be in the immediate possession of the driver. A California driver shall submit a copy of their MCSA-5875, Medical Examination Report Form; and MCSA-5876, Medical Examiner's Certificate; to the DMV. A California driver who does not have a medical certificate on file with the DMV is only qualified to operate a class C NCMV, or vehicles which do not require the driver to hold a driver certificate pursuant to Section 12804.9(c) CVC.

(1) A California driver who does not submit their current MCSA-5875 and MCSA-5876 to the DMV is not medically qualified to operate a CMV. The driver's Driver History Record (DHR) will contain the notation "NOT VALID FOR COMMERCIAL OPERATION, CURRENT MEDICAL CERTIFICATE REQUIRED."

(2) The DMV adopted, by reference, the Federal Physical Qualifications and Examination regulations contained in Title 49, CFR, Part 391, Subpart E, and Section 28.18 of Title 13 of the California Code of Regulations (CCR).

(3) A California resident who has lost a foot, leg, hand, or an arm; who is taking insulin to control diabetes mellitus; or who has an established medical

history or clinical diagnosis of epilepsy or any other condition likely to cause loss of consciousness; is not qualified to operate a CMV unless that person has a DL 51B, California Restricted Medical Certificate; on file with the DMV. A passenger vehicle or hazardous material endorsement (HME) will not be issued to a person who is required to possess a DL 51B. Additionally, a driver who possesses a DL 51B is only qualified to operate a CMV in intrastate transportation (Title 13, CCR, Section 28.19). A California driver possessing an appropriate federal waiver is permitted to operate a CMV in interstate transportation. A person controlling diabetes mellitus with an oral hypoglycemic medication and/or diet and exercise is generally considered medically qualified to operate a CMV, provided the driver remains under adequate medical supervision. (Reference Title 49, CFR, Section 391.43; and Title 13, CCR, Section 28.18.)

(4) A California resident who possesses a restricted CDL, identified in Sections 12804.12 or 12804.14 CVC, is not required to possess a medical certificate or medical card. An applicant may submit medical information on a DL 546, Health Questionnaire, to the DMV, and every two years thereafter, pursuant to Title 13, CCR, Section 28.21.

(5) A license issued pursuant to Section 12804.10 CVC requires the applicant to file a DL 546A, Physician's Health Report, with the DMV upon application, and every two years thereafter. A medical certificate or medical card is not required to be in the possession of the driver.

c. Federal Commercial Driver License Groups (Classes). California is a member of the Driver License Compact, pursuant to Section 15000 CVC, which requires member jurisdictions to recognize DLs issued by each jurisdiction pursuant to Section 15020 CVC. Title 49, CFR, Section 384.214, requires California to recognize a CDL or CDL permit issued by another state or jurisdiction, provided the CDL or permit was issued in accordance with Title 49, CFR, Part 383; the nonresident's privilege to operate a CMV is not suspended, revoked, or canceled; and the nonresident possesses the appropriate class of CDL (including endorsements) for the vehicle(s) being operated. Federal CDL requirements apply "to every person who operates a CMV in interstate, foreign, or intrastate commerce, to all employers of such persons, and to all States." (Reference Title 49, CFR, Section 383.3.)

(1) Combination Vehicle (Group A). Any combination of vehicles with a GCWR or gross weight of 26,001 lbs. or more, provided the GVWR or gross weight of the vehicle(s) being towed is more than 10,000 lbs. (Reference Title 49, CFR, Section 383.5.)

(2) Heavy Straight Vehicle (Group B). Any single vehicle with a GVWR or gross weight of 26,001 lbs. or more, or any such vehicle towing a vehicle with a GVWR of 10,000 lbs. or less. (Reference Title 49, CFR, Section 383.5.)

(3) Small Vehicle (Group C). Any single vehicle or combination of vehicles which meets neither the definition of Group A nor Group B. Group C includes the following:

(a) A vehicle designed to transport 16 or more passengers, including the driver, provided the assigned GVWR of the vehicle is 26,000 lbs. or less. A driver may possess a class C DL with a passenger vehicle endorsement and a valid medical certificate on file with the appropriate DMV.

(b) A vehicle, with an assigned GVWR of 26,000 lbs. or less, transporting hazardous materials (HM) which require the vehicle to be placarded under Title 49, CFR, Part 172, Subpart F. A driver may possess a class C DL with an HME and a valid medical certificate on file with the appropriate DMV.

(4) The American Association of Motor Vehicle Administrators' Federal Commercial Driver License Groups Flow Chart is contained in Annex C.

NOTE: Some states may not require their residents to possess a CDL even if the individual operates a combination of vehicles with a GCWR of 80,000 lbs., provided the vehicle(s) is not operated in commerce. Additionally, the driver of a covered farm vehicle, as defined in Title 49, CFR, Section 390.5, may be exempt from CDL requirements. (Refer to Chapter 9, Special Vehicles, of this manual.)

d. Medical Requirements–Self-Certification. During the application and testing process, applicants for a CDL are required to self-certify as to the type of commercial operation they drive in, or expect to drive in, as required by Title 49, CFR, Section 383.71. There are two categories to choose from, non-excepted and excepted. Medical certification requirements are dependent upon which category the applicant chooses. The medical certification requirements are as follows:

(1) Non-Excepted Interstate. The driver will be operating in interstate commerce. Pursuant to Title 49, CFR, Section 391.43, the driver must have a medical examination performed by a medical examiner listed on the National Registry of Certified Medical Examiners, under Title 49, CFR, Part 390, Subpart D. A driver certifying under this category may engage in interstate and intrastate commerce. The record of a driver certified under this category will indicate "Non-excepted interstate" when queried through the Federal Motor Carrier Safety Administration Commercial Driver License Information System

(CDLIS) and “NI” when queried through the California Law Enforcement Telecommunications System (CLETS).

(2) Non-Excepted Intrastate. The driver will be operating in intrastate commerce. The driver is subject to medical qualifications required by the state and is not required to have a medical examination performed by a medical examiner listed on the National Registry of Certified Medical Examiners under Title 49, CFR, Part 390, Subpart D. A driver certifying under this category is not medically qualified to engage in interstate commerce. For example, a driver certifying under this category, transporting a shipping container in a continuing interstate movement from a California port to another location in California, is not medically qualified; therefore, the driver’s CDL is not valid. The record of a driver certified under this category will indicate “Non-excepted intrastate” when queried through CDLIS and “NA” when queried through CLETS.

(3) Excepted Interstate. The driver will be operating in interstate commerce but engages exclusively in transportation or operations excepted under Title 49; CFR; Sections 390.3(f), 391.2, 391.68, 398.3; or all or part of the qualification requirements in Title 49, CFR, Part 391. A driver certifying under this category is not required to obtain a medical certification. For example, the CDL of a driver operating a CMV in interstate commerce, controlled and operated by a custom-harvesting operation, and transporting custom-harvested crops to storage or market, is valid without a medical certification. The record of a driver certified under this category will indicate “Excepted interstate” when queried through CDLIS and “EI” when queried through CLETS.

(4) Excepted Intrastate. The driver will be operating in intrastate commerce but engages exclusively in transportation or operations excepted from all or parts of the state’s medical certification requirements. A driver certifying under this category is not required to obtain a medical certification. States may choose to issue a CDL for this category. However, California does not issue a CDL excepted from medical certification requirements. A driver from states issuing CDLs for this category may engage in intrastate commerce in California if they follow the excepted requirements of their state of domicile. For example, a CDL holder from Florida, driving a CMV in intrastate commerce, and transporting agriculture or forestry products between the farm or place of harvest and a market or first place of storage, is valid without a medical certification. The record of a driver certified under this category will indicate “Excepted intrastate” when queried through CDLIS and “EA” when queried through CLETS.

(5) Drivers self-certified as non-excepted intrastate engaged in interstate commerce and drivers not in compliance with excepted requirements from their state of domicile are not medically qualified to drive a CMV. Drivers of a CMV, while not medically qualified, are driving without the proper class of license and shall be placed OOS.

NOTE: The restriction code “K” should appear on the California CDL of a driver self-certifying in the category of non-excepted intrastate. Additionally, the CDL record, when queried through CDLIS or CLETS, will reflect “Non-excepted intrastate” or “NA,” respectively.

e. Medical Qualification–Nonresident Drivers. Section 12502(c) CVC requires the driver to comply with any restriction of the medical certificate issued to that driver.

(1) A nonresident driver who does not meet physical qualifications contained in Title 49, CFR, Section 391.41(b)(1) or (b)(2), is required to have a Skill Performance Evaluation in their immediate possession.

(2) A nonresident participating in the federal visual impairment study program on March 31, 1996, is required to have a waiver in their immediate possession (visual impairment in one eye–Title 49, CFR, Section 391.64[b]). The waiver is not a separate document; an ophthalmologist or an optometrist marks the box adjacent to “Qualified by operation of 49 CFR 391.64” on the medical certificate.

(3) Individuals have successfully challenged the March 31, 1996, requirement, contained in paragraph (4) in the Federal 8th Circuit Court of Appeals. Therefore, individuals who became visually impaired subsequent to March 31, 1996, may possess the appropriate waiver. These waivers are normally limited to drivers who have operated a CMV for a long period of time (ten or more years), whose DHR is clean, and no one has successfully challenged the issuance of a waiver through a response to a notice published in the Federal Register. Additionally, federal law requires a new diabetes waiver study to be completed.

NOTE: All drivers should be checked through CDLIS or CLETS for appropriate medical qualification (nonexempt intrastate versus nonexempt interstate). Enforcement documents are to be issued based on the information obtained from CDLIS or CLETS.

f. Canadian Commercial Driver License Holders. Possession of a valid Canadian CDL shall be accepted as proof of medical fitness to operate a CMV. Canadian drivers are not required to possess a medical certificate when operating a

CMV. Nevertheless, a Canadian driver who is an insulin-using diabetic, who has epilepsy, who is hearing-impaired, or who possesses a medical waiver, issued in accordance with the Canadian National Safety Code for Motor Carriers, is not qualified to operate a CMV in the U.S. pursuant to Title 49, CFR, Section 391.41.

g. California Special Driver Certificates.

(1) Ambulance Driver Certificate. Unless excepted by Section 12527(e) CVC, a valid Ambulance Driver Certificate (DL 61) is required to be in a driver's possession to operate an ambulance used for responding to and from emergency calls, or for transporting.

(2) Farm Labor Vehicle Certificate. A valid California Special Driver Certificate (DL 45) is required to be in a driver's possession to operate FLVs when transporting one or more farm worker passengers pursuant to Section 12519 CVC.

NOTE: The driver of an FLV transporting one or more farm worker passengers is required to possess an FLV certificate. This requirement is applicable to drivers licensed in California, as well as any other state or jurisdiction. The FLV certificate for a driver licensed in a state or jurisdiction other than California will be associated with an index (X) number assigned to that driver by the DMV.

(3) General Public Paratransit Vehicle Certificate. A valid DL 45 is required to be in the possession of any person who drives a General Public Paratransit Vehicle (GPPV) which carries no more than 19 persons, including the driver, and provides local transportation to the general public pursuant to Section 12523.5 CVC.

(4) Hazardous Agricultural Materials Certificate. This certificate allows a person employed in an agricultural operation to possess a Hazardous Agricultural Materials (HAM) Certificate (DL 267) in lieu of possessing an HME pursuant to Section 12804.2 CVC. Vehicles must be operated under the control of a farmer and transporting agricultural products, farm machinery, or farm supplies to or from a farm. The HAM Certificate is limited to operation of an IOH or an MV requiring the driver to possess a class C DL. The HAM Certificate is also limited to a distance of no more than 50 miles between one farm and another farm, or part of one farm to another part of the same farm pursuant to Section 12804.2(a)(4) CVC. In order for the HAM Certificate to be valid, informational material, approved by the Department, outlining basic safety procedures in the event of an accident, must be in the vehicle (CHP 344, Hazardous Materials Transportation Basic Incident Safety Procedures,

available from the CHP Intranet site under Forms, or by submitting a CHP 41, Supply Requisition, as outlined in the Supply Services Catalog). In lieu of a report of a medical examination, a person may submit medical information on a DL 546 to the DMV pursuant to Title 13, CCR, Sections 28.20 and 28.23. A person who possesses a HAM Certificate is subject to CDL penalties and sanctions contained in Section 12804.2(a)(6) CVC.

(5) School Bus Certificate. A valid DL 45 is required to be in a driver's possession to operate a school bus when transporting one or more pupils at or below the twelfth-grade level to or from a public or private school, or to or from public or private school activities pursuant to Section 12517 CVC. A person who has a DL 45 issued to operate a school bus is authorized to operate any other vehicle displayed on the certificate.

(6) School Pupil Activity Bus Certificate. A valid DL 45 is required to be in a driver's possession to operate a School Pupil Activity Bus (SPAB) when transporting one or more pupils at or below the twelfth-grade level to or from public or private school activities pursuant to Section 12517.45 CVC.

(7) Tow Truck Driver Certificate. A valid Tow Truck Driver Certificate (DL 64) is required to be in a driver's possession to operate a tow truck, as defined in Section 2430.1 CVC (freeway service patrol operations), pursuant to Section 12520 CVC.

(8) Transit Bus Certificate. This certificate is required for any person who drives a transit bus pursuant to Section 642 CVC, if not otherwise certified under the conditions of a school bus or SPAB Certificate pursuant to Section 12804.6 CVC. The certificate is not required to be in the driver's possession.

(9) Youth Bus Certificate. A valid DL 45 is required to be in a driver's possession to operate any bus, other than a school bus, which carries not more than 16 children at or below the twelfth-grade level and the driver to or from a school, or to an organized nonschool-related activity pursuant to Section 12523 CVC.

h. License Endorsements.

(1) Section 15200 CVC states the legislative intent of preempting general driver licensing provisions when in conflict with driver license endorsement requirements.

(2) Section 15278 CVC includes the following endorsement classifications:

(a) If pulling more than one trailer, a T endorsement is required. A towed motor vehicle is not considered to be a trailer.

(b) If operating a vehicle which meets the definition of a passenger transportation vehicle (including a bus or trailer bus) as defined in Section 464 CVC, an FLV, or a GPPV, a P endorsement is required.

NOTE: The P endorsement is a requirement for an FLV driver certificate pursuant to Section 12519 CVC. Therefore, to obtain an FLV driver certificate, the DL must be of the proper class and be endorsed for passenger transportation, regardless of the state or jurisdiction of issue.

(c) If operating a vehicle defined as a tank vehicle, an N endorsement is required.

NOTE: Cement truck drivers are no longer required to possess an N endorsement. The current definition of a tank vehicle was added to the CVC in 2014. Prior to 2014, a CMV, as defined in Section 15210(b) CVC, equipped with a permanently mounted tank of any capacity which was designed for transporting any liquid or gaseous material was defined as a tank vehicle. The interpretation, at that time, required an N endorsement for a CMV equipped with a tank meeting the definition of a bulk package (119 gallons or more), as defined in Title 49, CFR, Section 171.8. An N endorsement was required as cement trucks are typically equipped with a water tank having a capacity of 120 gallons or more, used for washing the cement from the vehicle.

(d) If operating a vehicle defined as a school bus, an S endorsement is required. A school bus driver is required to have a valid DL 45 in their immediate possession pursuant to Section 15275.1 CVC.

(e) If operating a vehicle carrying HM, as defined in Section 353 CVC, which is required to display placards pursuant to Section 27903 CVC, unless the driver is exempted under Section 15278(b) CVC, an H endorsement is required. This does not apply to any person operating an implement of husbandry who is not required by the CVC to obtain a DL. Any person who wishes to obtain or retain an HME must be vetted by the Transportation Security Agency pursuant to Title 49, CFR, Part 1570, et seq. Criminal offenses which disqualify a person from obtaining or retaining an HME are contained in Title 49, CFR, Section 1572.103, pursuant to Section 15250(b) CVC.

(f) An X endorsement is a combination of the N and H endorsements.

NOTE: Under Section 15278(b) CVC, the endorsements are not required for any person operating a vehicle in an emergency situation at the

direction of a peace officer. The lawful order during the emergency situation is limited to clearing the roadway to mitigate the emergency. This does not include towing a vehicle to a tow yard or place of repair after the roadway is clear. The DMV issues a class C DL with an H, P, N, or X endorsement (commonly referred to as a commercial C DL). The DMV will not issue a class C DL with an S or T endorsement.

i. Nonresident Commercial Driver License Endorsements (Section 12502 of the California Vehicle Code).

(1) Section 12502(a)(2) CVC allows a nonresident, 21 years of age or older, to transport HM, as defined in Section 353 CVC, provided the nonresident possesses a valid CDL with the appropriate endorsement(s) issued by the jurisdiction in which they reside.

(2) Section 12502(a)(2) CVC also allows a Canadian citizen to transport HM, provided the driver possesses a valid CDL issued by a Canadian province and possesses a training certificate issued by the driver's employer.

j. Firefighter Endorsement (Section 12804.11 of the California Vehicle Code).

(1) A firefighter may obtain and maintain a firefighter endorsement issued by the DMV and obtain and maintain a Class C license as described in Section 12804.9 CVC, a restricted Class A license as described in Section 12804.12 CVC, or a restricted class B license as described in Section 12804.10 CVC. This endorsement allows a firefighter to operate firefighting equipment that meets the definition of a class A or class B vehicle that is used to travel to or from the scene of an emergency situation, or to transport equipment used in the control of an emergency situation, and that is owned, leased, or rented by, or under the exclusive control of, a federal or state agency, a regularly organized fire department of a city, county, city and county, or district, or a volunteer fire department having official recognition of the city, county, city, and county, or district in which the department is located.

NOTE: A record check should be made to confirm that Restriction Code 50, displayed on the license, corresponds to a valid firefighter endorsement.

(2) Drivers operating firefighting equipment that does not require a class A or class B license (e.g., has a GVWR or a gross vehicle weight [GVW] of 26,000 pounds or less), but that does require an endorsement pursuant to Section 15278 CVC, are required to obtain and maintain, at minimum, a commercial class C license with the appropriate endorsement(s). These drivers are not allowed to utilize the firefighter endorsement provisions. This requirement is the result of the firefighting equipment definition found in Section 12804.11(f)

CVC; it does not include motor vehicles that meet the definition of a class C vehicle. Examples where a commercial class C license with the appropriate endorsement(s) would be needed include, but are not limited to, the following:

- (a) A tank vehicle as defined by Section 15210(r) CVC, with a GVWR or GVW of 26,000 pounds or less.
  - (b) A passenger transportation vehicle as defined by Section 464 CVC, with a GVWR or GVW of 26,000 pound or less.
  - (c) A fuel tender with a GVWR or GVW of 26,000 pounds or less, requiring the display of placards pursuant to Section 27903 CVC.
  - (d) A vehicle with a GVWR or GVW of 26,000 pounds or less towing a trailer with a GVWR or GVW of 10,000 pounds or less, requiring the display of placards pursuant to Section 27903 CVC.
- (3) The firefighter endorsement does not allow a driver, when operating vehicles other than firefighting equipment, to:
- (a) Supersede endorsement requirements contained in Section 15278 CVC.
  - (b) Operate a vehicle, or combination of vehicles, requiring a class A or class B license.
- (4) In lieu of a DL 51, as required for a CDL, an applicant for a firefighter endorsement is required to submit medical information on a DMV form, upon application and every two years thereafter pursuant to Section 12804.11(b)(3) CVC.

NOTE: The firefighter endorsement, absent reciprocal agreement, is not intended for interstate operations outside of California pursuant to Title 49, CFR, Section 383.3(d).

k. Mexican Digital Commercial Driver License.

(1) General Layout. The Mexican Licencia Federal de Conductor issued by the Mexican Secretary of Communications and Transportation (SCT) is produced in a digital format and written in Spanish. Written across the top of the digital CDL is "COMUNICACIONES," followed by "LICENCIA FEDERAL," and then "CONDUCTOR." Information, such as the driver's name, address,

picture, license number, and birth date, appears on the digital CDL (Annex D). All CDL classes are valid for four years, except class "E" which is valid for two years.

(2) Dates. In addition to the birth date of the driver, the digital CDL indicates the date of issuance.

NOTE: Except for the birth date of the driver, the dates on the digital CDL are formatted with the day indicated first, followed by the month and year.

(3) License Classes. The license class is displayed in the CATEGORIAS box on the digital CDL. The Mexican Licencia Federal de Conductor consists of six classes, which dictate what type of vehicles may be operated by the license holder. These classes are referred to as categorias (categories) on the license and are as follows:

(a) Categoria A. This class authorizes the holder to operate any bus. (Categoria A is similar to a U.S. class B CDL with a passenger endorsement.)

(b) Categoria B. This class authorizes the holder to operate different types of freight trucks, including combinations towing more than one vehicle. (Categoria B is similar to a U.S. class A CDL with a tank and a doubles/triples endorsement.)

(c) Categoria C. This class authorizes the holder to operate two- or three-axle trucks. (Categoria C is similar to a U.S. class B CDL with a tank endorsement.)

(d) Categoria D. This class authorizes the holder to operate automobiles and small buses which do not exceed 3,500 kilograms (7,716 lbs.) GVWR, as established by the manufacturer, or have a capacity to carry more than 13 passengers plus the driver. (Categoria D is similar to a U.S. class C DL.) Categoria D is not valid for the operation of a CMV assigned a GVWR of more than 10,000 lbs.

(e) Categoria E. This class authorizes the holder to operate CMVs which transport HM, hazardous wastes, hazardous residues, etc. (Categoria E is similar to a U.S. class A CDL with HM, tank, and doubles/triples endorsements.)

(f) Categoria F. This class authorizes the holder to operate taxis in any airport and seaport in Mexico. (There is no U.S. CDL equivalent.)

(4) The SCT issues an intra-Mexico CDL (valid only in Mexico) to citizens under the age of 21 or citizens who did not pass secondary education. The notation, “valida solo para circular en la Republica Mexicana,” is displayed in the Observaciones box.

(5) The SCT does not issue CDL medical waivers. Possession of a valid Mexican digital CDL shall be accepted as proof of medical fitness to operate a CMV. Mexican drivers are not required to possess a medical certificate when operating a CMV.

(6) Mexican law allows a driver to possess a CDL issued by the SCT and a CDL issued by the driver’s state of domicile.

(7) A CDL issued by any state of Mexico is not valid to operate a CMV in the U.S., as defined in Title 49, CFR, Section 383.5. When issuing a citation to a Mexican citizen who only has a CDL issued by a Mexican state in their immediate possession, the state-issued CDL number should be entered on the enforcement document so convictions may be posted through the Commercial Driver’s License Information System; the SCT cross-references federal and state CDL numbers.

(8) Validity Authentication. A Mexican digital CDL can be queried via CDLIS and CLETS. Select Mexico (MX) from the drop-down menu in the Out-of-State Driver History Inquiry window.

NOTE: If circumstances warrant, drivers with a Licencia Federal de Conductor should be checked by name and date of birth through California via CLETS. Any driver with a license suspension or revocation in California will not appear on a CLETS return using only the MX and DL number.

I. Age Limits–Driving for Hire/Commercial Vehicle Operation.

(1) No person under the age of 18 years shall be employed for compensation by another for the purpose of driving an MV on the highways pursuant to Section 12515(a) CVC. A 16-year-old minor may lawfully possess a CDL and operate CMVs, provided they are not employed for compensation (e.g., minor earning room and board from parents). A minor is not in violation of Section 12515(a) CVC “unless the primary or principal purpose of the employment of a minor is the driving of a motor vehicle on a highway” (per 61 Ops. Atty. Gen. 146, 4-21-78).

(2) No person under the age of 21 years shall be employed for compensation by another to drive and no person under the age of 21 years may drive an MV,

as defined in Sections 34500 or 15210(b) CVC, which is engaged in interstate commerce, or any MV which is engaged in the interstate or intrastate transportation of HM, as defined in Section 353 CVC.

(3) No person under the age of 18 years may drive a school bus transporting pupils to or from school pursuant to Section 12516 CVC.

m. Residency. Residency shall be determined as a person's state of domicile, the state where a person has their true, fixed, and permanent home and principal residence, and to which they have manifested the intention of returning whenever they are absent pursuant to Section 12505(a) CVC.

(1) Under Section 12505(e) CVC, the DMV may issue a CDL to a nonresident if their state or jurisdiction is decertified, or not in compliance with the testing and licensing standards contained in Title 49, CFR, Part 383. A non-domiciled CDL issued by the DMV will have the words, "Limited-Term." Other states, such as New York, use the word, "Non-Domiciled."

(2) States are not authorized to issue nonresident CDLs to Canadian and Mexican citizens because the federal government recognizes CDLs issued in Canada and issued by Mexico's SCT pursuant to Title 49, CFR, Section 383.73(f). However, this regulation would not preclude the California DMV from issuing a CDL to a person who has dual citizenship (e.g., legal citizen of both the U.S. [California resident] and Mexico).

n. Number of Licenses. Pursuant to Section 12511 CVC, a person is prohibited from possessing or otherwise having under their control more than one DL. When encountering a driver in possession of more than one DL from different states or jurisdictions, a thorough interview shall be conducted to determine the driver's jurisdiction of domicile and, therefore, true DL.

o. Commercial Driver License Reciprocity. Pursuant to Section 12505 CVC, only drivers possessing a commercial learner's permit (CLP) or CDL issued by a foreign jurisdiction which meet the licensing requirements contained in Title 49, CFR, Part 383, subparts F, G, and H, are allowed to operate commercial vehicles on the highways of California. Currently, a CLP or CDL issued by any of the 50 states or the District of Columbia are valid throughout North America. The U.S. territories are not included in the definition of a state, as defined by Section 31301(13) of Title 49 of the U.S. Code. As a result, U.S. territories are treated as foreign countries by the FMCSA. Currently, the FMCSA only has reciprocity agreements with two foreign countries who have been deemed compliant with Title 49, CFR, Part 383, subparts F, G, and H. These agreements grant reciprocity to:

(1) Any valid CDL issued by Mexico's Secretariat of Communications and Transportation.

(2) Any valid CDL issued by a Canadian province or territory.

p. International Driver License. An international driver license (IDL) is not a valid license to operate a motor vehicle. An IDL serves only as a translation of a holder's foreign government-issued DL into a host country's language; it conveys no legal right to drive in California and should not be recognized as proof of identity, residence, legal status, or driving privilege.

q. Out-of-Service Criteria. Drivers of a CMV or NCMV shall be placed OOS consistent with guidelines in the OOSC. The OOSC can be found in the Commercial Commander's Desk Reference on the CHP Intranet site.

### 3. FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION COMMERCIAL DRIVER LICENSE DRUG AND ALCOHOL CLEARINGHOUSE.

a. General. On December 5, 2016, the FMCSA amended the Federal Motor Carrier Safety Regulations (FMCSR) to establish requirements for the Commercial Driver License Drug and Alcohol Clearinghouse (Clearinghouse), with a mandatory compliance date of January 6, 2020. The Clearinghouse is a database which contains information about violations of the FMCSA controlled substance and alcohol testing (CSAT) program for motor carriers and CDL holders. Drivers with a drug and/or alcohol program violation are prohibited from performing safety-sensitive functions, including driving a CMV, until they have successfully completed return-to-duty requirements set forth in the FMCSR.

(1) During a roadside inspection, compliance with the CSAT program is determined by a query of the driver's CDL using CDLIS.

(2) A driver record containing the phrase, "Driver is prohibited from operating under 382.501(a)" indicates the driver is in violation of CSAT requirements and prohibited from driving a CMV.

(3) The OOSC requires a driver prohibited from operating under Title 49, CFR, Section 382.501(a), be placed OOS.

NOTE: The FMCSA's Query Central (QC) may be used to query a driver's CDL. However, QC will not identify Mexican or Canadian CDL holders who have been disqualified by the FMCSA based upon driving convictions in the U.S. Additionally, QC will not identify some U.S. drivers who have been

disqualified. A query of a driver's CDL using CLETS will not display any information related to the Clearinghouse and shall not be used to verify compliance with the CSAT requirements. (Refer to Annex E for a Clearinghouse flowchart.)

b. Authority. Section 34520 CVC requires all motor carriers and drivers to comply with the CSAT regulations of the FMCSA or the Federal Transit Administration. The CSAT regulations apply to motor carriers and drivers who operate a CMV as defined in Title 49, CFR, Section 382.107.

(1) Title 49, CFR, Section 382.107, defines a CMV as a motor vehicle or combination of motor vehicles used in commerce to transport passengers or property if the vehicle:

(a) Has a GCWR or gross combination weight (GCW) of 26,001 pounds or more, whichever is greater, inclusive of a towed unit(s) with a GVWR or gross weight of more than 10,000 lbs., whichever is greater.

(b) Has a GVWR or GCW of 26,001 lbs. or more, whichever is greater.

(c) Is designed to transport 16 or more passengers, including the driver.

(d) Is of any size and is used in the transportation of HM that is required to be placarded under Part 172, Title 49, CFR.

NOTE: The definition of a CMV subject to the CSAT regulations differs from the definition of a CMV in Section 15210(b) CVC relating to CDL requirements for California residents.

c. Policy. Roadside inspections of a driver's qualifications shall include a query of the driver's license using CDLIS. If for technical reasons it is not possible to perform a query using CDLIS, the reason shall be explained in the notes portion of the inspection report.

(1) The CDLIS is integrated into the Iteris inSPECT commercial vehicle inspection program. Additionally, it may be accessed online at <https://cdlis.dot.gov>.

(2) Consistent with the OOSC, a driver whose record indicates they are prohibited from operating under Title 49, CFR, Section 382.501(a), shall be placed OOS.

(3) The OOS requirement is applicable when the driver is operating a CMV engaged in interstate or intrastate commerce, or NCMV engaged in interstate commerce.

NOTE: Title 49, CFR, Section 382.501, defines a safety-sensitive function as the driving of a CMV as defined in Title 49, CFR, Section 390.5, in interstate commerce. California has adopted the OOSC into regulation pursuant to Title 13, CCR, Section 1239. Therefore, conditions identified in the OOSC have the force of regulation. The OOSC states a safety-sensitive function includes the driving of a CMV defined in Title 49, CFR, Section 390.5, operated in interstate or intrastate commerce, or NCMV engaged in interstate commerce.

#### 4. NONCOMMERCIAL DRIVER LICENSE.

a. General. The DMV issues noncommercial DLs to operators of certain vehicles and vehicle combinations.

(1) Class A Noncommercial. Allows the towing of the following trailers, provided the towing vehicle weighs 4,000 lbs. or more unladen:

(a) Trailer coach exceeding 10,000 lbs. GVWR or fifth-wheel travel trailer exceeding 15,000 lbs. GVWR when the towing is not for compensation pursuant to Section 12804.12(a) CVC.

1 Compensation is defined in Black's Law Dictionary (Eighth Edition) as "Remuneration and other benefits received in return for services rendered; especially salary or wages."

(b) Livestock trailer exceeding 10,000 lbs., but not exceeding 15,000 lbs. GVWR when:

1 The vehicle is controlled and operated by a farmer.

2 The vehicle is used to transport livestock to or from a farm.

3 The vehicle is not used in the operation of a common or contract carrier.

4 The vehicle is used within 150 miles of the person's farm.

(2) Class B Noncommercial. Allows the operation of a house car

(motorhome) over 40 feet in length, but not over 45 feet pursuant to Section 12804.10(b) CVC.

- (a) The driver must possess and maintain a house car endorsement, verified through the DMV pursuant to Section 12804.15(b)(1) CVC.

NOTE: When operating vehicles described in this paragraph, a driver possessing a restricted class A or noncommercial class B DL must have either a valid MCSA-5875 or a DL 546 on file with the DMV pursuant to Sections 12804.12(b), 12804.14(c), and 12804.15(c)(2) CVC. An MCSA-5875 or DL 546 is not required to be in the possession of the driver with the DL.

(3) Class C Noncommercial (Section 12804.9 of the California Vehicle Code). A valid class C noncommercial DL allows the operation of the following vehicles or combinations of vehicles:

- (a) A two-axle vehicle with a GVWR and actual weight of 26,000 lbs. or less, including when the vehicle is towing a trailer or semitrailer with a GVWR of 10,000 lbs. or less.

NOTE: Pursuant to Section 12804.9(b)(2)(A) CVC, a two-axle motor vehicle with a manufacturer's certification label or data plate indicating a GVWR over 26,000 lbs. requires the driver to possess a class B CDL, despite an instance where the actual physical weight of the vehicle is 26,000 lbs. or less. Vehicles with a missing certification label or data plate must be weighed to determine the appropriate DL class.

- (b) A two-axle vehicle weighing 4,000 lbs. or more unladen when towing a trailer coach not exceeding 9,000 lbs. gross.
- (c) A house car of 40 feet in length or less.

NOTE: Pursuant to Section 12804.10(a) CVC, a person issued a class C DL may drive any house car of 40 feet in length or less without obtaining a noncommercial class B DL with house car endorsement.

- (d) A three-axle vehicle weighing 6,000 lbs. or less gross.
- (e) A house car of 40 feet in length or less, or vehicle towing another vehicle with a GVWR of 10,000 lbs. or less, including when a tow dolly is used.
- (f) A two-axle vehicle weighing 4,000 lbs. or more unladen when towing

either a trailer coach or a fifth-wheel travel trailer, not exceeding 10,000 lbs. GVWR, when the towing of the trailer is not for compensation.

(g) A two-axle vehicle weighing 4,000 lbs. or more unladen when towing a fifth-wheel travel trailer exceeding 10,000 lbs., but not exceeding 15,000 lbs., GVWR when the towing of the trailer is not for compensation, and if the person has passed a specialized written examination provided by the DMV relating to the knowledge of the CVC and other safety aspects governing the towing of recreational vehicles upon the highway (class C DL with Restriction Code 41). (Refer to Annex B for a list of restriction codes.)

(h) A vehicle with a GVWR of 26,000 lbs. or less, or any combination of vehicles with a GCWR of 26,000 lbs. or less, operated by a farmer, an employee of a farmer, or a credentialed agricultural instructor, and used exclusively in the conduct of agricultural operations or as part of an educational program, and not used in the capacity of a for-hire carrier or for compensation.

1 This allows a farmer, employee of a farmer, or a credentialed agricultural instructor to operate any combination of vehicles (e.g., pickup-tractor-baler, pickup-trailers) with a valid class C DL. All three conditions must be met:

a Operated by a farmer, an employee of a farmer, or a credentialed agricultural instructor.

b Is used exclusively in the conduct of agricultural operations or as part of an instructional program at the high school, community college, or university level.

c Is not used in the capacity of a for-hire carrier or for compensation. If these conditions are not met, the driver must obtain the appropriate class of DL.

(i) A motorized scooter.

(j) A bus with a GVWR or gross vehicle weight of 26,000 lbs. or less, except a trailer bus.

(4) Class M1 (Section 12804.9 of the California Vehicle Code). A valid class M1 DL allows the operation of a two-wheel motorcycle or motor driven cycle.

(5) Class M2 (Section 12804.9 of the California Vehicle Code). A valid class M2 DL allows the operation of a motorized bicycle or moped, or a bicycle with an attached motor, except an electric bicycle defined in Section 312.5 CVC.

5. DRIVER HOURS-OF-SERVICE.

a. Types of Operations. In determining the type of operation involved, the shipper at the point of origin of the cargo shall determine if the operation is interstate or intrastate. Shipping papers or other documents should be inspected to make this determination; however, these documents are not required to be maintained and presented by a driver, unless the load consists of HM requiring shipping papers.

b. Record of Duty Status. Drivers and motor carriers who are subject to HOS requirements when operating CMVs shall use an electronic logging device (ELD) to record their record of duty status (RODS) pursuant to Title 13, CCR, Section 1213(a)(1), and Title 49, CFR, Part 395, unless otherwise exempted. The use of the ELD shall meet the requirements of Title 13, CCR, Sections 1213 and 1213.3.

c. Exemptions From Record of Duty Status. Interstate and intrastate drivers who are not required to keep RODS more than eight days during any 30-day period, drivers engaged in driveaway-towaway operations, and drivers of vehicles manufactured before model year 2000 are exempt from ELD requirements. Additionally, an ELD is not required when a motor carrier, driver, or vehicle is subject to federal regulatory guidance, a waiver, or an exemption issued by the FMCSA pursuant to Title 49, Part 395, which specifically exempts the use of an ELD.

d. Intrastate Truck Drivers. Intrastate truck drivers exceeding the HOS limits contained in Title 13, CCR, Section 1212.5, shall be placed OOS.

(1) Exceptions. Title 13, CCR, Section 1212, contains exceptions to the HOS limits contained in Title 13, CCR, Section 1212.5, for adverse driving conditions, drivers of specified vehicles, or drivers involved in specified operations, including, but not limited to:

- (a) A driver-salesperson.
- (b) Drivers involved in oilfield operations.
- (c) Drivers involved in retail store deliveries.

- (d) Drivers of utility service vehicles.
- (e) Firefighters.
- (f) Drivers transporting special situation farm products.
- (g) Drivers transporting construction materials and equipment.
- (h) Drivers transporting property to or from a motion picture production site.
- (i) Drivers of tow trucks.
- (j) Drivers operating within 100-mile air radius of their normal work reporting location.

(2) Exemptions. The Department has the authority to grant exemptions relating to intrastate HOS requirements. Active exemptions will be distributed to enforcement personnel through Communication Network messages. Enforcement personnel shall interview drivers to determine applicable HOS requirements, and if an exemption is claimed, verify its applicability prior to taking enforcement action.

e. Intrastate Bus, Modified Limousine, and Tank Vehicle Drivers. Intrastate bus, modified limousine, and tank vehicle drivers exceeding the HOS limits contained in Title 13, CCR, Section 1212.5, shall be placed OOS.

(1) Exceptions. In addition to the adverse driving conditions exception, Title 13, CCR, Section 1212(g)(4), permits the driver of a bus equipped with a sleeper berth to use time spent in the sleeper berth to accumulate the required off-duty time required between work periods.

f. Interstate Drivers and Drivers of Vehicles Transporting Hazardous Substances or Federally Designated Hazardous Wastes. Interstate drivers and drivers of vehicles transporting hazardous substances or federally designated hazardous wastes are required to comply with current federal HOS regulations contained in Title 49, CFR, Part 395. Drivers of these vehicles exceeding the HOS limits described in federal regulations shall be placed OOS.

(1) Exception. The driver of a modified limousine engaged in interstate commerce shall comply with the HOS limits contained in Title 49, CFR, Section 395.5, applicable to drivers of passenger-carrying vehicles, as published on August 25, 2005.

(2) Exemptions. The FMCSA has the authority to grant exemptions relating to interstate HOS requirements. Enforcement personnel shall interview drivers to determine applicable HOS requirements, and if an exemption is claimed, verify its applicability prior to taking enforcement action. In addition to exemptions contained in Part 395, additional FMCSA exemptions can be found online at: <https://www.cvsa.org/inspections/inspections/exemptions/>.

g. Prior to Being Placed Out-of-Service. Interstate and intrastate drivers possessing the required RODS, current to within 24 hours prior to examination, should be given the opportunity, after appropriate enforcement action has been taken, to bring their log to current status without being placed OOS.

h. Multiple Records of Duty Status. When a driver has more than one RODS in possession, the RODS which indicates the greatest number of on-duty hours shall be used when determining RODS violations and OOS criteria.

i. No Records of Duty Status in Possession/Not Current. When a driver does not have the required RODS in possession or the RODS is not current to within 24 hours, the driver should normally be declared OOS after appropriate enforcement action. If a driver alleges that they have not exceeded the allowable HOS and offers a plausible explanation, enforcement personnel shall make a reasonable effort to determine the validity of the driver's claim. Examples of how this may be accomplished (after the driver is given an opportunity to make the log current) include making a telephone call to a driver's terminal, and/or inspection of time-stamped and/or dated shipping documents, repair documents, etc. If, after consideration of the circumstances, it is believed the driver exceeded the allowable HOS, such driver shall be declared OOS. Any reasonable doubt shall be resolved in favor of the driver.

NOTE: Drivers are required to keep their RODS current to the time shown for the last change of duty status pursuant to Title 13, CCR, Section 1213(g)(1). Vertical lines between duty status changes may be shown on the graph grid of the RODS but are not required by the regulation.

j. Out-of-Service Driver Instructions. When a driver is placed OOS for a RODS or an HOS violation(s), enforcement personnel shall instruct the driver not to drive for the appropriate amount of time and note this in the driver's logbook, if used, pursuant to Title 13, CCR, Section 1213.1(a). This notation shall be placed on the CHP 407F/343A, Driver/Vehicle Examination Report, when a driver is utilizing an ELD.

(1) Commercial enforcement personnel may place a driver OOS, and shall note in the driver's logbook, if used, that an OOS order was given at the time and place of examination upon finding that the driver:

(a) Has driven or been on duty longer than the periods specified in Title 13, CCR, Section 1212.5.

(b) Has failed to maintain a driver's RODS as required by Title 13, CCR, Section 1213, and is unable to establish eligibility to drive pursuant to Title 13, CCR, Sections 1212.5 and 1213.1(a)(2).

(2) A driver placed OOS pursuant to paragraph 5.i.(1)(a) shall not operate a CMV or NCMV until they can establish eligibility to drive pursuant to Title 13, CCR, Sections 1212.5 and 1213.1(b).

k. Driver's Certification. Neither Title 13, CCR, nor Title 49, CFR, specify when a RODS is required to be certified as accurate. Based upon the lack of a specific regulation, the only mandate is that the driver must certify RODS daily, within each 24-hour period, to certify that all entries are true and correct for the work period pursuant to Title 13, CCR, Section 1213(g)(7) and Title 49, CFR, 395.30.

l. Location of Reestablishing Eligibility. When placing a driver OOS for a RODS or an HOS violation, enforcement personnel shall direct the driver to the nearest suitable place to fulfill the requirements for reestablishing their eligibility to drive. In determining a suitable place, officers shall consider all the attendant circumstances, including:

(1) If it would be safer to allow a driver to drive five miles to a restaurant parking lot rather than parking on the shoulder of a highway with high-speed traffic.

(2) The commodity being transported.

(a) Vehicles transporting explosives would normally be escorted or directed to a safe stopping place as defined in Title 13, CCR, Section 1150.1(b).

(b) Vehicles transporting perishable products, including livestock, require special care to ensure the commodities do not spoil or otherwise become damaged. When placing drivers of vehicles transporting such commodities OOS, enforcement personnel shall ensure it is done at a location where the commodity can receive proper care.

NOTE: Commercial Vehicle Enforcement Facilities (CVEF) are not considered appropriate locations for the special care of perishable products, including livestock. Therefore, to prevent the risk of civil liability to the Department, officers shall coordinate the expedited removal of the commodities from CVEF.

(3) When the cargo consists of U.S. mail, the nearest accessible postal authority shall be notified.

(4) The availability of sleeping, eating, and restroom facilities for the driver (e.g., a driver cannot reestablish their eligibility to drive while sleeping in the cab of a vehicle unless the driver rests in a sleeper berth meeting the minimum specifications defined in Title 13, CCR, Section 1265; therefore, drivers of vehicles without a sleeper berth [day cab] can only reestablish eligibility by taking ten consecutive hours off duty).

(5) Drivers involved in sleeper-berth operations (team drivers) placed OOS for over-hours violations can be replaced by the co-driver, if the co-driver has hours available to drive. This will require enforcement personnel to inspect the co-driver's RODS (which must be made available).

m. Exceeding Hours-of-Service Limits. Drivers exceeding permitted HOS shall be cited under Section 34506(a) CVC with the appropriate Title 13, CCR, section noted on the CHP 215, Notice to Appear. For interstate drivers, the appropriate section in Title 49, CFR, Part 395, shall be noted after Title 13, CCR, Section 1212.5(b) (e.g., Section 34506[a] CVC; Title 13, CCR, Section 1212.5[b]; Title 49, CFR, Section 395.3). (Subject to local District Attorney preferences.)

n. Record of Duty Status Maintenance and Possession. All RODS violations concerning maintenance or possession shall be cited under Section 34506.3 CVC with the appropriate Title 13, CCR, section noted. (Subject to local District Attorney preferences.)

NOTE: The RODS received electronically through FMCSA's Electronic Record of Duty Status (eRODS) software, pursuant to Title 49, CFR, Section 395.24(d), are considered evidence to be used for any enforcement action.

o. Refusal to Comply with Out-of-Service Orders. Drivers refusing to comply with OOS orders by continued operation of a vehicle are in violation of Section 2800 CVC and may be taken forthwith under authority of Section 40303(b)(6) CVC.

p. Seizure for Evidence. The authority given law enforcement personnel to seize evidence comes from case law. These cases grant law enforcement personnel the authority to seize and secure evidence necessary for future prosecution of the alleged charges. When a driver's RODS are recorded on an ELD, the driver shall transmit the records electronically to the eRODS software upon the request of enforcement personnel. Copies of the RODS from eRODS shall be retained to prove the elements of a public offense.

q. Record of Duty Status Exemption. Except for intrastate drivers employed by an agricultural carrier operating under the extended hours allowed in Title 13, CCR, Section 1212(k), drivers who operate in intrastate commerce in compliance with Title 13, CCR, Section 1212(e) (100 air-mile radius driver), and drivers who operate in interstate commerce in compliance with Title 49, CFR, Sections 395.1(e)(1) or (e)(2) (150 air-mile radius driver), are exempt from maintaining a RODS pursuant to Title 13, CCR, Section 1213, or Title 49, CFR, Section 395.8, respectively.

(1) A normal work reporting location, described in both regulations, may be a location other than the driver's primary terminal (e.g., hotel, motel). That location may be considered the driver's normal work reporting location if the driver will be departing from and returning to that location during the current tour of duty. In this instance, the driver may claim the exemption provided in Title 13, CCR, Section 1212(e), if proper time records are maintained.

(2) In the absence of clear evidence to the contrary (such as shipping documents showing an origin or destination of the vehicle beyond the applicable 100 or 150 air-mile radius), on-highway enforcement is not appropriate if the driver claims this exemption. Information obtained from the driver concerning record-keeping practices of the carrier will not normally be acceptable to substantiate a violation at the time of an enforcement stop or roadside inspection. All on-highway enforcement shall be predicated upon articulable facts necessary to support prosecution of the alleged offense. The burden of proof in such action rests with the arresting officer.

(3) In those instances where follow-up investigation is needed to substantiate a violation of HOS regulations, enforcement personnel should obtain pertinent identifying information. If necessary, a request for assistance from the Division Motor Carrier Safety Unit should be made and an audit of the carrier's records should be performed. If the audit reveals a violation(s), a complaint may then be filed with the District Attorney's Office.

(4) A time-recording device, such as a tachograph used in compliance with Title 13, CCR, Section 1212(e)(6), an ELD, an electronic logbook, or an

AOBRD in compliance with Title 13, CCR, Section 1213.2, may be used as the time record required to be maintained by the motor carrier.

(5) When time records are not maintained by the motor carrier under the exception provided in Title 13, CCR, Section 1212(e), a RODS shall be kept, as required.

(6) Unless the driver is the carrier, enforcement action shall not be taken based solely on a driver's assertion that the carrier does not maintain time records. A factual basis is required for enforcement action.

NOTE: A driver utilizing the RODS exemption in compliance with Title 13, CCR, Section 1212(e), or Title 49, CFR, Section 395.1(e)(1) or (e)(2), is not required to produce any HOS documentation during a roadside inspection. A driver must prepare a RODS for the current day immediately after they become aware that the terms of the exemption will not be met.

r. Record of Duty Status Time Base. The RODS shall be recorded using the time standard in effect at the driver's home terminal pursuant to Title 13, CCR, Section 1213(g).

s. Electronic Logging Devices. Pursuant to Title 13, CCR, Section 1213(a)(1), motor carriers, as defined in Title 13, CCR, Section 1201, and drivers subject to Title 13, CCR, Section 1213, shall comply with the ELD requirements outlined in Title 49, CFR, Part 395, Subpart B. The requirements include, but are not limited to:

- (1) The ELD must be certified and registered with the FMCSA.
- (2) The ELD must be integrally synchronized with the CMV.
- (3) The ELD must display the RODS for the current day and the previous seven days on its screen or be able to transfer the data to enforcement personnel through FMCSA's eRODS software.
- (4) The driver must possess an extension from the FMCSA for a defective ELD which has not been repaired within eight days of the malfunction.
- (5) The driver must be logged into the ELD, as required.

NOTE: Drivers who are required to keep RODS not more than eight days during any 30-day period, drivers engaged in driveaway-towaway operations, and drivers of vehicles manufactured before model year 2000 are exempt from

ELD requirements. Additionally, the FMCSA and the Department may, when appropriate, grant exemptions from the ELD requirements. Exemptions issued by the FMCSA related to ELDs are applicable to both interstate and intrastate motor carriers and drivers.

t. Electronic Logging Device Enforcement. Commercial enforcement personnel shall ensure all required entries are displayed in accordance with current regulations and utilize the eRODS software to analyze the RODS. The driver may be cited for failing to have an ELD or the proper RODS. The driver shall be placed OOS using the following procedures:

(1) In accordance with the OOSC, property-carrying drivers shall be placed OOS for ten hours and passenger-carrying drivers shall be placed OOS for eight hours.

(2) At the end of the required OOS period, the driver shall be permitted to resume driving, provided the driver has appropriately documented their RODS, has a copy of the inspection report and/or citation, and is not OOS for any other reason.

(3) The CHP 407F/343A, and the CHP 215, if issued, should contain the duration of the OOS. The following is an example of a proper entry:

(a) "34506.3 CVC (1213[a][1] Title 13 California Code of Regulations)– Driver operating without required ELD. Driver is out of service for ten (or eight if a passenger carrier) hours."

NOTE: The FMCSA eRODS software may provide alerts indicating possible HOS violations, however, these violation alerts are based wholly on interstate HOS regulations. The eRODS software does not apply intrastate HOS regulations when calculating HOS limits and identifying potential violations.

u. Personal Conveyance. Personal conveyance is the movement of a CMV or NCMV for personal use while off-duty while engaged in interstate commerce. A driver may record time operating a CMV or NCMV for personal conveyance as off-duty only when relieved from work and all responsibility for performing work by the motor carrier. A CMV or NCMV may be used for personal conveyance if the movement of the CMV or NCMV is not for the commercial benefit of the carrier. The movement of a CMV or NCMV in order to enhance the operational readiness of a motor carrier, such as repositioning a CMV or NCMV at the direction of the motor carrier, is not included in the definition of personal conveyance. Appropriate examples of personal conveyance include, but are not limited to, the following:

- (1) Time spent traveling from a driver's en route lodging (e.g., motel, truck stop) to restaurants and entertainment facilities.
- (2) Commuting between the driver's terminal and their residence, between trailer-drop lots and the driver's residence, and between work sites and their residence. In these scenarios, the commuting distance combined with the release-from-work and start-to-work times must allow the driver enough time to obtain the required restorative rest as to ensure the driver is not fatigued.
- (3) Time spent traveling to a nearby, reasonable, safe location to obtain required rest after loading or unloading. The resting location must be the first such location reasonably available.
- (4) Moving a CMV or NCMV at the request of enforcement personnel during the driver's off-duty time.
- (5) Time spent traveling in a motorcoach without passengers to en route lodging, or to restaurants and entertainment facilities and back to the lodging. In this scenario, the driver of the motorcoach can claim personal conveyance provided the driver is off-duty. Other off-duty drivers may be on board the vehicle and are not considered passengers.
- (6) Time spent transporting personal property while off-duty.
- (7) Authorized use of a CMV or NCMV to travel home after working at an offsite location.

NOTE: Additional information, including the most up-to-date FMCSA interpretations relating to the use of a CMV or NCMV as a personal conveyance, may be found online at:  
<<https://www.fmcsa.dot.gov/regulations/hours-service/personal-conveyance>>.

## 6. IMPLEMENTS OF HUSBANDRY.

- a. Driver License Not Required. A DL is not required while driving or operating IOH DHR incidentally operated or moved over a highway. For example, the operation of a cotton harvester over a highway between harvesting sites is incidental movement, and the driver need not obtain or possess a DL pursuant to Section 12501(b) CVC.
- b. Driver License Required. A DL is required while operating certain combinations of vehicles as specified in Sections 36300 and 36305 CVC.

(1) The driver of a farm tractor towing a farm trailer carrying farm produce shall be in possession of a DL of the appropriate class other than a junior permit pursuant to Section 36300 CVC.

(2) The driver of any IOH must possess a valid class C DL pursuant to Section 36305 CVC, when:

(a) Operating a combination of vehicles at a speed in excess of 25 miles per hour.

(b) Towing any IOH as specified in Sections 36005(d), (e), or (h) CVC.

(c) Operating any two-axle motortruck or IOH towing a cotton trailer as specified in Section 12804.7 CVC.

## 7. OTHER VEHICLES.

### a. Motor Vehicles Other than Passenger and Property-Carrying Vehicles.

Pursuant to Sections 12500(a) and 15275 CVC, unless specifically exempted in the CVC, a person shall not drive an MV, as defined in Section 415 CVC, upon a highway unless they possess a valid DL of the proper class and endorsement(s), as required. The term MV includes, but is not limited to, the following:

(1) Vehicles described as special construction equipment in Section 565 CVC, regardless of how they are used.

NOTE: Public employees working upon the surface of a highway or working on traffic control devices (TCD) are exempt from DL requirements pursuant to Section 21053 CVC. This exception only applies while the employee is actually engaged in the work upon the highway or TCD.

(2) Farm vehicles as defined in Sections 36101 and 36102 CVC.

NOTE: Farm vehicles may meet the definition of an IOH when operated in compliance with Section 36005(k) CVC.

(3) Self-propelled golf carts.

(4) Self-propelled maintenance and landscaping equipment.

## 8. ALCOHOL/DRUG-RELATED VIOLATIONS.

a. General. The purpose of this section is to provide enforcement personnel with departmental policy regarding alcohol/drug violations relating to a CMV operator.

b. Authority. Sections 23152(d) and 23153(d) CVC make it unlawful for any person to drive a CMV, as defined in Section 15210(b) CVC, with a BAC of 0.04 percent or greater.

(1) Title 13, CCR, Section 1213.1(e), adopted per Section 34501 CVC, requires enforcement personnel to place the operator of a CMV OOS for a period of 24 hours when the driver is found to have a BAC of 0.01 percent or greater. The Implied Consent Laws, Sections 13353 and 23612 CVC, do not apply to a driver being placed OOS solely for a violation of Title 13, CCR, Section 1213.1(c).

(2) Title 13, CCR, Section 1213.1(e), requires enforcement personnel to place the operator of a CMV OOS for a period of 24 hours when the driver is found to be on duty or operating a CMV while possessing an alcoholic beverage(s) pursuant to Title 13, CCR, Section 1213.1(d). This section does not apply to the transportation of alcoholic beverages as a manifested load, or the possession or use of an alcoholic beverage by passengers in a bus which is regulated by the Public Utilities Commission pursuant to Section 23229 CVC. Title 13, CCR, Section 1213.1(d)(1), allows the operator of a CMV to possess an alcoholic beverage(s) when the CMV is operated as a personal conveyance to a motel, restaurant, residence, etc., provided the containers are not open or the seals are not broken.

(3) The driver of a CMV under the influence of drugs is in violation of Sections 23152(f) or 23153(f) CVC. The driver of a CMV under the combined influence of alcohol and drugs is in violation of Sections 23152(g) or 23153(g) CVC.

c. Policy. Commercial enforcement personnel having contact with the driver of a CMV, as defined in Section 15210(b) CVC, who is believed to have consumed an alcoholic beverage or used any drug, and may be in violation of Section 23152 CVC, Section 23153 CVC, or Title 13, CCR, Section 1213.1(c), shall refer to Highway Patrol Manual 70.4, Driving Under the Influence Enforcement Manual, Chapter 4, Driving Under the Influence Policy and Procedures, for departmental guidance.

d. Vehicle Disposition Procedures.

(1) When a driver is placed OOS or arrested, vehicle disposition subsequent to the OOS order or arrest shall be consistent with departmental policy. In the case of a driver being arrested, the vehicle may be parked at the scene (would

not apply to freeways or surface streets which could not accommodate large vehicles) or released to a company representative or responsible party.

(2) The vehicle may be released to a passenger if the passenger has not consumed any alcoholic beverages, is properly licensed, and the carrier has been prenotified.

(3) Any time an arrest or OOS order is given, enforcement personnel should always consider the vehicle's load (e.g., perishable foods, HM, combustible materials) when determining the appropriate vehicle disposition.

(4) When a violation occurs at a CVEF where adequate parking is available, the vehicle may be parked to allow the company to send a properly licensed driver.

(5) When a citation is issued for a violation of Sections 12500(a), 12500(d), 14601, 14601.1, 14601.2, 14601.3, 14601.4, 14601.5, or 14604 CVC, and there is no driver with the proper license and/or endorsements, the vehicle should be impounded pursuant to Sections 22651(p) or 14602.6(a)(1) CVC.



## ANNEX A

### SECURITY FEATURES ON THE CALIFORNIA DRIVER LICENSE AND ID CARDS ISSUED AFTER SEPTEMBER 29, 2010 *(continued)*

#### Under the "Age of 21," Provisional Driver License, and Identification Card Features

Driver license and identification cards issued to persons under the age of 21 are in **VERTICAL** orientation, with a full color photo on the upper left side of the card. The laser engraved ghost photo is located on the bottom left side of the card, with the full color UV ghost image located on the bottom right side of the card.

**PROVISIONAL** and **AGE 18** are highlighted with a **BLUE COLOR BAR**.

**AGE 21** is highlighted with a **RED COLOR BAR**.

#### PROVISIONAL DRIVER LICENSE



AGE 21 IN XXXX  
PROVISIONAL UNTIL  
AGE 18 IN XXXX

FULL COLOR UV  
GHOST IMAGE

#### UNDER "AGE 21" IDENTIFICATION CARD



FEDERAL  
LIMITS  
APPLY

INK COLORS MAY VARY FROM THE ACTUAL CARD

#### UV and Card Back Features

**Ultraviolet "UV" Printed Variable Data (using a UV light "black light")**  
The cardholder's date of birth appears along the left edge of the primary photo.

#### Full Color UV Image

The cardholder's image appears as a smaller, less dense full color version of the primary photo.

#### Landmark and Familiar California Images

Additional UV features are the Golden Gate Bridge, Coit Tower, sail boats and clouds.

#### Features on Back of Card

The back of the card reflects the same information as with the SECURE cards; however, the disclaimer is different.



UV DATE  
OF BIRTH

FULL COLOR  
UV IMAGE

CLOUDS

GOLDEN GATE  
BRIDGE

SAIL BOATS

1D BAR CODE

ENDORSEMENTS  
& RESTRICTIONS

2D BAR CODE

DISCLAIMER

INK COLORS MAY VARY FROM THE ACTUAL CARD

# ANNEX A

## SECURITY FEATURES ON THE CALIFORNIA DRIVER LICENSE AND ID CARDS ISSUED AFTER SEPTEMBER 29, 2010 *(continued)*

### CALIFORNIA SECURE CARD

Issued from September 2010 to January 2018

#### Driver License and Identification Card Features

The **SECURE** cards retain similar security features and format as the new REAL ID compliant and non-compliant cards; however, the background designs depict the coastal waves, monarch butterfly, Half Dome, California Redwoods, and the Golden Gate Bridge.

The laser perforations are of the California grizzly bear only and can be seen from the front and back of the card with direct or indirect light.



### FEDERAL NON-COMPLIANT CARD

Original Format Issued in 2015, New Format Issued January 22, 2018

The front and back of the FEDERAL NON-COMPLIANT card contains all of the same security and format features as the California REAL ID card. The statement "FEDERAL LIMITS APPLY" will appear on the front of the adult cards in the header, over the gold miner, and close to the miners head and shoulder on the under age 21 cards.

The disclaimer on the back of the card states the card is not acceptable for official federal purposes.



## ANNEX A


### SECURITY FEATURES ON THE CALIFORNIA DRIVER LICENSE AND ID CARDS ISSUED AFTER SEPTEMBER 29, 2010 *(continued)*

**POLADUAL™/POLAPRIME™ SECURITY CARD**  
*Issued from July 2001 to September 2010 / Senior Identification cards valid through 2020*

*These cards are no longer valid with the exception of Senior Identification cards issued in 2010, which are valid through 2020.*


**Card Features**  
**MICROPRINTING** of "California DMV" is embedded in the top line of the DMV logos and can be viewed with a magnifying glass.

The **POLADUAL™/POLAPRIME™** security feature is invisible to the naked eye. Utilizing ultraviolet technology that can only be seen through the use of an ultraviolet (UV) "black light," the image of the multicolor California State Flag can be seen across the bottom of the card.



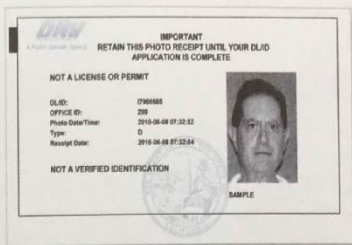
*INK COLORS MAY VARY FROM THE ACTUAL CARD*

Address Change:




This license is issued in a format to drive a motor vehicle. It does not establish eligibility for employment, voter registration, or public benefits.

**Photo Receipts**  
 The department will issue a **PHOTO RECEIPT** to applicants who are applying for a driver license requiring DMV tests. This photo receipt will be used for DMV purposes only. This receipt is not a verified identification and must not be used as a license or permit to drive.



**Temporary and Interim Driver Licenses**  
 A **TEMPORARY** driver license is issued to allow a person to drive until all application requirements have been met. The department will issue an **INTERIM** driver license after all application requirements have been met, allowing the person to drive until receipt of the permanent license.

The temporary and interim licenses are issued for driving purposes only and may not be used for proof of identity, eligibility for employment, voter registration, or public benefits.



## ANNEX B

### CALIFORNIA DEPARTMENT OF MOTOR VEHICLES DRIVER LICENSE RESTRICTION CODES

#	DESCRIPTION
01	Must wear corrective lenses when driving.
02	No freeway driving.
03	Restricted to driving to/from/during/ course of employment and driving to/from treatment program.
04	Suspended except when driving during course of employment per CVC §16073.
05	Restricted to driving vehicles with Ignition Interlock Device (IID).
06	Restricted to driving vehicle with additional right side mirror.
07	Restricted to driving from sunrise to sunset.
08	Restricted to driving to/from/during course of employment and driving to and from DUI program activities.
09	Restricted to driving a vehicle with adequate signaling device.
10	Class C limited to vehicle with automatic transmission.
11	Must use adequate support to ensure proper driving position.
13	Area restriction. (requires use of Restriction 50 also).
16	Restricted to driving vehicle with hand controlled brakes.
17	Restricted to driving vehicle with a knob attachment on steering wheel.
18	Restricted to driving vehicle within scope of employment.
19	Must wear leg prosthesis when driving.
22	Restricted to driving vehicle equipped with full hand controls.
24	May not drive interstate commerce until age 21 "K".
25	Medical Variance "V". (Indicates the existence of a medical variance on the CDLIS and CLP/CDL)
27	Class B may operate a bus subject to restrictions on special certificate.
28	Restricted to operating vehicles equipped with an IID.
29	May not transport student passengers without a valid School Bus Certificate.
30	May drive interstate if medically qualified pursuant to 49 CFR §391.41 and medical certificate is renewed annually.
31	Restricted to driving during course of primary employment per CVC §16030.
32	Must wear hearing aid when driving commercially.
34	Must wear corrective lenses when driving an ambulance.
35	Restricted to driving to and from employment.
36	Restricted to driving to/from/during course of employment.
37	Restricted to driving to and from school.
38	Must not drive on Saturday/Sunday/ and any holiday.
40	Intrastate Only "K". (Indicates that the CLP/CDL holder self-certified as Non-Excepted Intrastate (NA) driver)
41	May tow fifth wheel recreational trailer between 10,001 and 15,000 lbs. GVWR (Gross Vehicle Weight Rating).
42	No Class A passenger vehicle "M". (Indicates that the CLP/CDL holder may not operate Class A passenger vehicles)
43	Restricted to driving motorized bicycle. (Used only to identify a transaction as M2)
44	Must wear bioptic telescopic lens when driving/restricted to driving from sunrise to sunset only.
45	May not operate vehicles requiring a passenger endorsement or transporting material requiring placards/markings per CVC §27903, or hazardous waste as defined in <i>Health and Safety Code</i> §25115 and §25117.
46	Must wear corrective lenses when driving commercially.
47	First 12 months of licensure may not transport passengers under age 20 and may not drive between the hours 11 p.m. and 5 a.m. without parent/other driver as specified in CVC §12814.6.
48	No Air Brake equipped CMV "L". (Indicates the CLP/CDL holder is limited to vehicles without air brakes when driving commercially)
49	No Class A and B passenger "N". (Indicates the CLP/CDL holder may not operate Class A or B passenger vehicles)
50	Customized restriction on file – Contact DMV. (FF endorsement, restriction overflow)
51	Restricted to driving to/from medical treatment per CVC §16077.

## ANNEX B

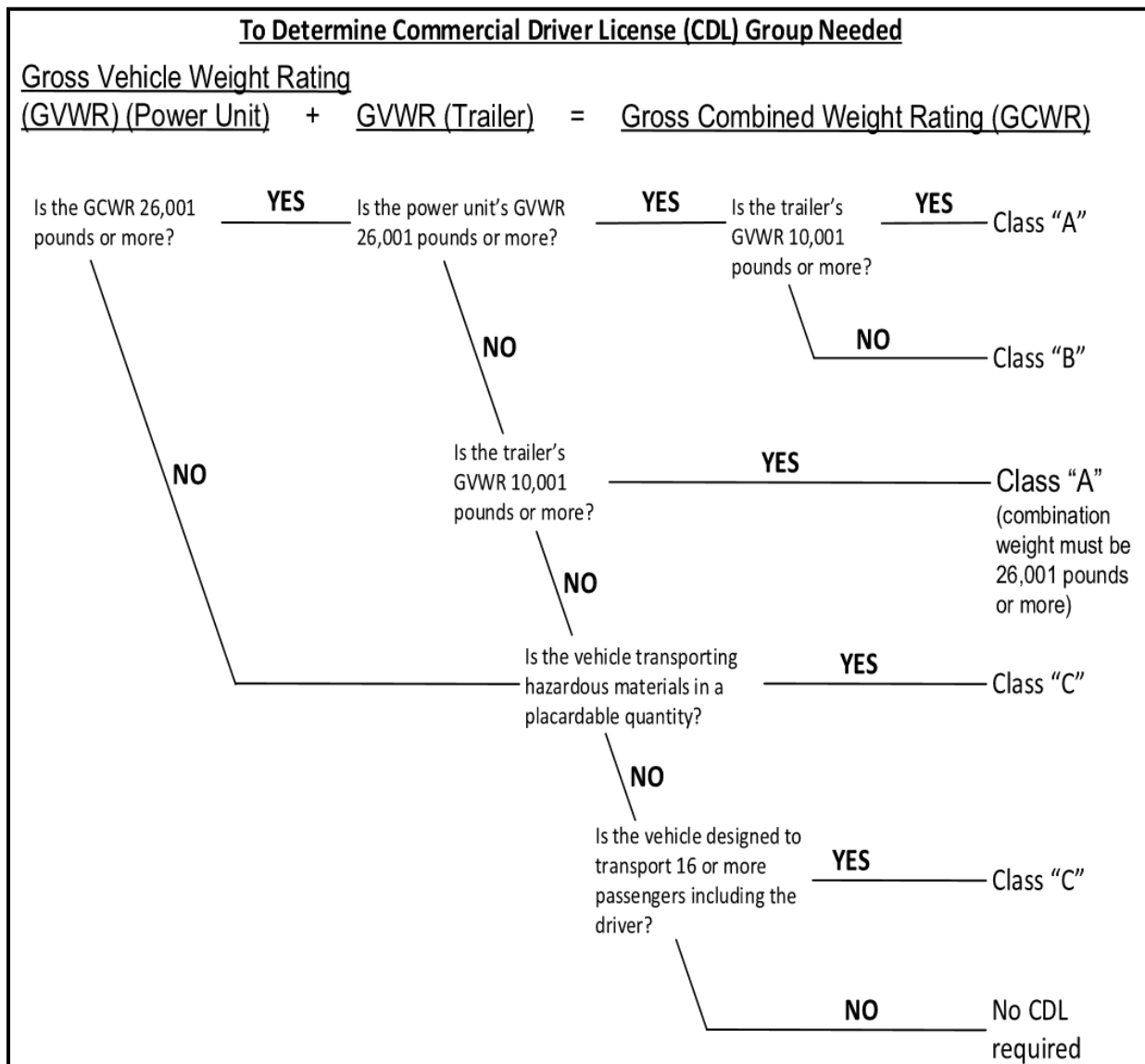
### CALIFORNIA DEPARTMENT OF MOTOR VEHICLES DRIVER LICENSE RESTRICTION CODES *(continued)*

#	DESCRIPTION
52	Restricted to driving to/from/during course of employment per CVC §16072.
53	Class A limited to tow truck towing disabled vehicles.
57	Court Restriction. Delete from record after receipt of a valid DL 101 (CVC §23542).
58	Must be accompanied by licensed driver age 25 or older required except when driving Class M vehicle with no passengers.
59	Provisional Licensee.
60	No tractor trailer CMV "O". (Indicates that the CDL holder is restricted from operating a tractor-trailer combination connected by a fifth wheel)
61	May not operate a full air brake equipped vehicle "Z". (Indicates that the CDL holder may not operate a full air brake equipped vehicle)
62	May tow livestock trailer weighing 10,000 to 15,000 lbs. to those controlled/operated by a farmer/transport livestock to and from a farm/within 150 miles radius not used by common or contract carrier.
63	63 Class C vehicle only to/from/during course of employment and treatment program.
64	No Manual Transmission "E". (Indicates that the CDL is limited to Class A/B vehicles with automatic transmission)
66	No passengers in CMV bus "P". (Indicates that the CLP holder is restricted from operating a CMV bus with passengers)
67	May not drive in interstate commerce "K". (Indicates that the CLP/CDL holder is not medically qualified for operating in interstate commerce)
68	Disqualified from driving commercially.
69	Disqualified for life from driving commercially.
70	No cargo in CMV tank vehicle "X". (Indicates that the CLP holder is restricted from operating a CMV tank vehicle with cargo)
71	Class A restricted to towing non – CDL single trailers only. Not valid for Class B vehicles.
72	Class A restricted to towing non – CDL single trailers, – may operate commercial Class B vehicles.
73	Class A restricted to towing non – CDL single trailers, – may operate commercial Class C vehicles. Not valid for Class B vehicles.
74	Class B – limited to bus designed to carry not more than 15 passengers, including the driver or to the limit of the certificate.
75	Passenger vehicle endorsement limited to driving bus designed to carry not more than 15 passengers, including the driver, or to the limit of the certificate in the driver's possession.
76	Class B and passenger vehicle endorsement – limited to buses weighing less than 26,001 lbs. (GVWR).
79	Class B – limited to three-axle vehicles weighing less than 26,001 lbs. (GVWR).
88	Class A – restricted to combination vehicles with a GCWR of less than 26,001 lbs. and the GVWR of the vehicle(s) being towed is in excess of 10,000 lbs.
90	Vehicles equipped with Ignition Interlock Device.
91	Restricted to driving family member to/from medical treatment per CVC§16077.
92	Restricted to driving minor dependent to/from school per CVC §16072.
93	Passenger vehicle endorsement – driving restricted to transit bus only.
94	Ignition Interlock Device required per CVC §23246(b).
95	Restricted to operating vehicles equipped with a DMV Ordered IID per CVC §23700 (AB91).
96	Court-ordered ignition interlock device.
97	Suspended from driving a vehicle with hazardous materials per CVC §22406.5.
98	Suspended from driving a tank vehicle per CVC §22406.5.
99	Restricted to operating vehicles equipped with an Ignition Interlock device (IID). (AB762)

## ANNEX C

### AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS' FEDERAL COMMERCIAL DRIVER LICENSE GROUPS FLOW CHART


***For compliance with Title 49, Code of Federal Regulations, Part 383; not for  
California resident requirements in the California Vehicle Code***



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## ANNEX D

### FEATURES ON THE MEXICAN DIGITAL COMMERCIAL DRIVER LICENSE



**COMUNICACIONES**

**LICENCIA FEDERAL CONDUCTOR** 1

**PEDRO INFANTE CRUZ** 2

No. de Licencia: **SIN9876543** 3

**13**

CURP: **1ACPS118HGLNRD14** 4

NACIONALIDAD: **MÉXICO** 5

VIGENCIA: **14/05/2021 - 14/05/2023** 6

ANTIGÜEDAD: **1/04/2012** 7

CATEGORÍA: **B) CARCA, E) CARCA MATERIALES PELIGROSOS** 8

VÁLIDA SOLO PARA CIRCULAR EN LA REPÚBLICA MEXICANA. Esta licencia podrá renovarse a partir del 14/04/2021 9

NO. EXPEDIENTE MÉDICO: **968557** 10

OBSERVACIONES:

LENTES	NO
DIABETES	NO
HIPERTENSIÓN	NO

AUTORIZACIÓN: **ventanilla única LFD** 12

**14/05/2021 16:15:12**

Salvador Echeverri Román

Director General de Acreditación Federal

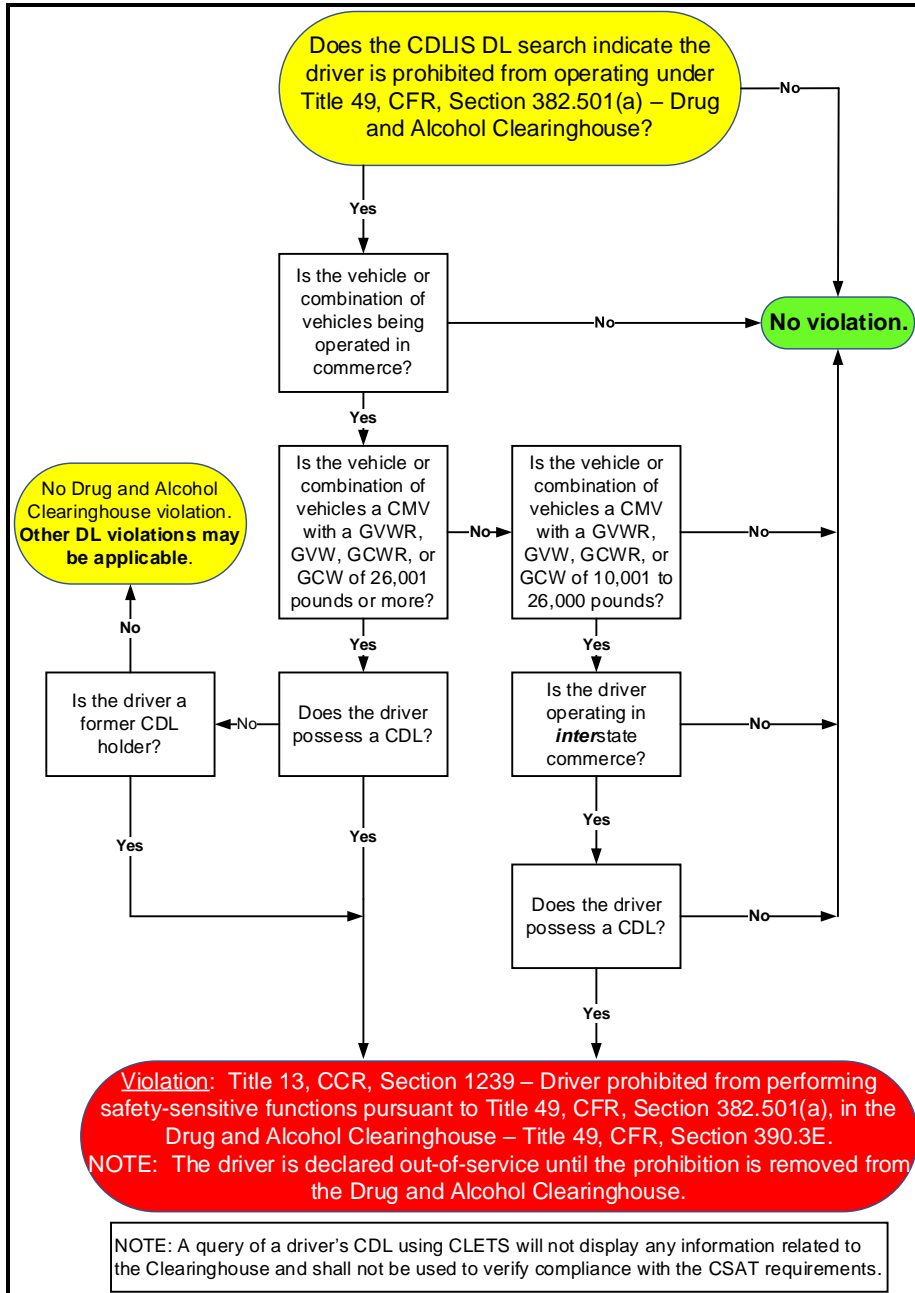
La presente Licencia Federal Digital de Conductor se emite con fundamento en lo previsto en los artículos 17, 367 y 407 de la

<b>1</b>	Licencia Federal de Conductor
<b>2</b>	Driver's Name
<b>3</b>	Driver's License Number
<b>4</b>	Unique Identification Number Population Registry (Date of Birth)
<b>5</b>	Nationality
<b>6</b>	Validity Period
<b>7</b>	Original Issuance Date
<b>8</b>	License Class
<b>9</b>	National or International Designation
<b>10</b>	Medical Certificate Number
<b>11</b>	Phrases of Classes, Endorsements and Restrictions
<b>12</b>	Issue Date and Time Through the Single Window System
<b>13</b>	License Holder Signature

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## ANNEX E

### ON-HIGHWAY ENFORCEMENT OF FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION DRUG AND ALCOHOL CLEARINGHOUSE VIOLATIONS FLOWCHART



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