

Do I Need a USDOT Number?

What is a USDOT Number?

Companies that operate commercial vehicles transporting passengers or hauling cargo in interstate commerce must be registered with the FMCSA and must have a USDOT Number. Also, commercial intrastate hazardous materials carriers who haul quantities requiring a safety permit must register for a USDOT Number.

The USDOT Number serves as a unique identifier when collecting and monitoring a company's safety information acquired during audits, compliance reviews, crash investigations, and inspections.

Do I Need One?

You are required to obtain a USDOT number if you have a vehicle that:

- Is used in transporting material found by the Secretary of Transportation to be hazardous and transported in a quantity requiring placarding (whether interstate or intrastate).

OR

- Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of 4,536 kg (10,001 pounds) or more, whichever is greater; or
- Is designed or used to transport more than 8 passengers (including the driver) for compensation; or
- Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation;

AND is involved in Interstate commerce:

Trade, traffic, or transportation in the United States—

- Between a place in a State and a place outside of such State (including a place outside of the United States);
- Between two places in a State through another State or a place outside of the United States; or
- Between two places in a State as part of trade, traffic, or transportation originating or terminating outside the State or the United States.

You are required by FMCSA to obtain USDOT Number and comply with the Federal Regulations.

- [How to Comply with Federal Regulations](#)
- See **THE DOT DOCTOR's New Entry Program** for guidance

It is the responsibility of motor carrier operators and drivers to know and comply with all applicable Federal Motor Carrier Safety Regulations. Safety compliance and safe operations translate into saved lives and property. We believe the information in this package, when effectively applied, will contribute to safer motor carrier operations and highways.

States that Require a DOT Number

Apart from federal regulations, some states require commercial motor vehicle registrants to obtain a USDOT Number. These states include:

- Alabama
- Alaska
- Arizona
- Colorado
- Connecticut
- Florida
- Georgia
- Indiana
- Iowa
- Kansas
- **Kentucky**
- Maine
- Maryland
- Michigan
- Minnesota
- Missouri
- Montana
- New Jersey
- **New York**
- Nebraska
- North Carolina
- Ohio
- Oklahoma
- **Oregon**
- Pennsylvania
- South Carolina
- Tennessee
- **Texas**
- Utah
- Washington
- West Virginia
- Wisconsin
- Wyoming

States in **BOLD** have additional state requirements.
California requires CA DOT #/CVC Regulations apply.



- See more at: <http://www.fmcsa.dot.gov/registration/do-i-need-usdot-number#sthash.QtMuJvsH.dpuf>

LOG AUDITING SERVICES

§ 395.8: DRIVER'S RECORD OF DUTY STATUS.

(K) **RETENTION OF DRIVER'S RECORD OF DUTY STATUS.** (1) EACH MOTOR CARRIER SHALL MAINTAIN RECORDS OF DUTY STATUS AND ALL SUPPORTING DOCUMENTS FOR EACH DRIVER IT EMPLOYS FOR A PERIOD OF SIX MONTHS FROM THE DATE OF RECEIPT.

SUPPORTING DOCUMENTS ARE THE RECORDS OF THE MOTOR CARRIER WHICH ARE MAINTAINED IN THE ORDINARY COURSE OF BUSINESS AND USED BY THE MOTOR CARRIER TO VERIFY THE INFORMATION RECORDED ON THE DRIVER'S RECORD OF DUTY STATUS.

- FAILURE TO KEEP A RECORD OF DUTY STATUS
 - TOP SETTLEMENT WAS OVER \$135,000
 - AVERAGE SETTLEMENT IS OVER \$8,000.
- DRIVING/ALLOWING A DRIVER TO DRIVE AFTER THE 14TH HOUR AFTER COMING ON DUTY.
 - TOP SETTLEMENT WAS OVER \$115,000
 - AVERAGE SETTLEMENT IS OVER \$7,000.

KNOW THE AUDIT POINTS ON YOUR LOGBOOK

LOG BOOK AUDITING SERVICES INCLUDE:

- PERSONAL ATTENTION TO FORM AND MANNER ON ALL LOGS
- DOCUMENTATION OF ALL VIOLATIONS WITH DRIVER LETTERS
- LOGS ARE CHECKED FOR SPEEDING, LOCATION AND OTHER VIOLATIONS
- FALSIFICATIONS LISTED WITH SUPPORTING DOCUMENTS

....AND OUR EXCLUSIVE TRACKING AND TRAINING SYSTEM

HOS TRACKING AND TRAINING SYSTEM

TAKE LOG AUDITING TO THE NEXT LEVEL WITH THE DOT DOCTOR'S EXCLUSIVE ERROR TRACKING AND TRAINING SYSTEM. THIS IS A DOT DOCTOR EXCLUSIVE PRODUCT / SERVICE OFFER. THE DOT DOCTOR HAS CREATED A LOG VIOLATION-TRACKING PROGRAM THAT ALLOWS THE USER TO PINPOINT THE MAIN ISSUES WITHIN THEIR COMPANY FOR NON-COMPLIANCE. THIS CAN BE DONE BY DRIVER, DISTRICT OR COMPANYWIDE BASED ON THE DEFINED PARAMETERS. USE OF THIS PROGRAM ALONG WITH OUR HOS TRAINING SYSTEM HAS ALLOWED A COMPANY TO GREATLY REDUCE THEIR HOS VIOLATIONS.

- **EXAMPLE:** A DRIVER WITH AN AVERAGE OF 9 VIOLATIONS A MONTH HAS BEEN TAKEN TO A ZERO OR ONE OFF VIOLATOR THROUGH THIS PROGRAM.
- THIS PROGRAM OFFERS TRAINING FOR DRIVERS, DISPATCHERS AND SUPERVISORS. IT HELPS LOCATE THE SOURCE OF THE VIOLATION (E.G. LACK OF UNDERSTANDING OF HOS REGULATIONS, POOR DISPATCHING, REFUSING TO FOLLOW HOS REGULATIONS, E-LOG SYSTEM ISSUES) THEREBY ALLOWING FOR CONCISE TRAINING IN THE NEEDED SUBJECT MATTER.

JAIL TIME IS A REAL POSSIBILITY FOR EGREGIOUS BEHAVIORS



DON'T RISK YOUR BUSINESS!
DON'T RISK YOUR PERSONAL FREEDOM!



PROPERTY-CARRYING DRIVERS

PASSENGER-CARRYING DRIVERS

11-Hour Driving Limit

May drive a maximum of 11 hours after 10 consecutive hours off duty.

14-Hour Limit

May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period.

Rest Breaks

May drive only if 8 hours or less have passed since end of driver's last off-duty or sleeper-berth period of at least 30 minutes. [49 CFR 397.5 mandatory "in attendance" time may be included in break if no other duties performed]

60/70-Hour Limit

May not drive after 60/70 hours on duty in 7/8 consecutive days. A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty.

(Not currently being enforced.)

Must include two periods from 1 a.m. to 5 a.m. home terminal time, and may only be used once per week, or 168 hours, measured from the beginning of the previous restart.

Sleeper Berth Provision

Drivers using the [sleeper berth provision](#) must take at least 8 consecutive hours in the sleeper berth, plus a separate 2 consecutive hours either in the sleeper berth, off duty, or any combination of the two.

10-Hour Driving Limit

May drive a maximum of 10 hours after 8 consecutive hours off duty.

15-Hour Limit

May not drive after having been on duty for 15 hours, following 8 consecutive hours off duty. Off-duty time is not included in the 15-hour period.

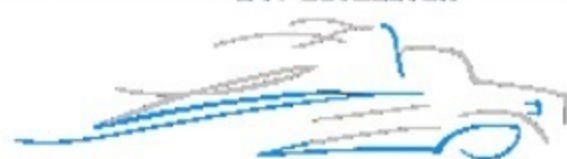
60/70-Hour Limit

May not drive after 60/70 hours on duty in 7/8 consecutive days. Restart does not apply.

Sleeper Berth Provision

Drivers using a [sleeper berth](#) must take at least 8 hours in the sleeper berth, and may split the sleeper-berth time into two periods provided neither is less than 2 hours.

Safety Compliance Professionals
24H-AUTHORITY



The DOT Doctor

King of the Road Trucker's Bookkeeping Package

Stay in continuous DOT Compliance with our full File Management Service for only \$100/month per driver.

This is a complete file management service for DQF, Maintenance files and log auditing (both paper and elogs). All documents are well preserved on a triple redundancy system. We save a digital upload on our server, a paper hard copy in our files and a digital access copy in our secure online system that you can access at any time. This means that all your files are audit ready and DOT Compliant.

We will provide you with a customized, DOT Compliance application and DQF paperwork packet. We run your MVRs, Medical MVRs, perform your background checks (SPH), verify your doctors via the National Registry and perform all necessary DQF functions. We begin with a full audit of your files. We even advise you when training is missing.

We will advise you at 90, 60, 30 and then weekly when med cards and license renewals are due. We provide the same type of notification for our vehicles when inspections and registrations are due. We will obtain cab cards and other documents as allowed by law. We calculate your taxes (2290, UCR, IRP, IFTA, etc...) for you and e-file where available (an additional fee may apply for e-filing). New Hire filings with the state can also be included with this service.

This is a very comprehensive service. When you are audited, your files can be presented via digital format. A Compliance Expert from TDD can be onsite to represent you in an audit upon request (additional fees apply). Some auditors will come to our facility instead of yours for the audit process. This is a plus that many of our client's enjoy!

All this is available to you from a firm that specializes in DOT Compliance. We are not an accounting firm handling paperwork. We are DOT Safety Consultants, highly trained and skilled in DOT Compliance matters who remain current on new regulations at all times. This is who you will be partnering with when you register for this service.

Credit Card Authorization Form

Name on the Card: _____

Type of Card: Visa MC AmEx Discover
Other _____

Account Number _____

Expiration Date _____

Security Code _____

Billing Address _____

City, State, Zip _____

Phone Number _____

Amount to be Charged \$ _____ / monthly on the 15th for Virtual Safety
Director Services as well as any agreed upon fees.

\$ _____ one time charge.

**By signing this form, you authorize THE DOT DOCTOR to charge your card
for the amount listed above.**

Signed: _____ Date: _____

