

Roadside Inspections

If any out-of-service conditions do exist, you will be advised of what needs to be done before you can drive again. For example, if you're in violation of the hours-of-service limits, you may be ordered to spend the next 8 or 10 hours off duty. If the brakes are bad, you may be ordered to have them repaired.

- **NEVER operate an out-of-service vehicle, and do NOT drive if you have been placed out of service! "Jumping" an OOS order carries a severity of 10 in the CSA scoring system and carries other severe consequences, including disqualification and fines.**

How can I move an out-of-service vehicle?

The only way to move an out-of-service vehicle that has not been repaired is by:

- Placing it entirely upon another vehicle, or
- Having it towed by a vehicle equipped with a crane or hoist.

Not all out-of-service vehicles may be towed away from the inspection site. The regulations allow the inspecting officer to use his/ her best judgment on a case-by-case basis.

Driver Paperwork

Drivers often ask, "What paperwork do I need onboard the vehicle?"

There often is no standard answer. Some of the required paperwork depends on whether you operate as a for-hire or private carrier, whether you operate interstate or intrastate, and the type of commodity you are hauling (e.g., oversize piece of machinery, used solvent, agricultural produce, etc.).

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Keeping that in mind, the following is a list of documents a driver would be expected to have with him/her in the vehicle:

- **Driver's license.** A current, valid license for the commercial motor vehicle you are driving, with all required endorsements.
- **Medical examiner's certificate.** A current, valid medical card (wallet card) or variance/waiver documentation, if applicable. Beginning in 2012, if you hold a CDL and are required to submit your medical card to the state, you will not need to carry a copy of the certificate in the vehicle. Check with your safety director for details.
- **Record of duty status (log).** You need a driver's log for the current day and the previous seven consecutive days. Supporting documents that can be used to verify log entries may also be requested, such as fuel receipts or shipping papers. The log must be current to the last change of duty status. Logs are not required for drivers using the short-haul exceptions found in §395.1(e).

