

**GEORGIA DEPARTMENT OF PUBLIC SAFETY  
TRANSPORTATION RULEBOOK  
CHAPTER 1 – MOTOR CARRIER SAFETY REGULATIONS**

**1-1 Applicability.**

(a) The motor carrier safety rules and regulations of the Department are the minimum safety requirements for all motor carriers operating both for hire and in private transportation in either interstate or intrastate commerce in Georgia, and to the extent that they do not conflict with Georgia law; and where applicable, are the same as the Motor Carrier Safety Regulations issued by the U.S. Department of Transportation, Federal Motor Carrier Safety Administration, contained in Title 49 of the Code of Federal Regulations, Parts 350, 365, 376, 382, 383, 385, 386, 387, and 390 through 397 (see Note), and as amended. (See Individual Section Pages and Notes).

(b) All references to the U.S. Department of Transportation except when used to designate approval of mechanical specifications shall be interpreted to mean the Georgia Department of Public Safety.

(c) Any reference in the regulations to the "Administrator, Federal Motor Carrier Safety Administration" shall be interpreted to mean Commissioner, Georgia Department of Public Safety, except insofar as the term relates to preemption.

(d) All references to "interstate" commerce shall be interpreted to include "intrastate" commerce. Except as provided for in the Individual Section Pages and Notes for each Part, it is the intent of the Department that the regulations shall apply to intrastate carriers and their operations.

(e) Where the Federal regulations as adopted by the Department refer to "carriers" or "motor carriers," the term shall mean all for hire and private motor carriers and other entities subject to the Department's jurisdiction pursuant to Title 40 or Title 46 of the O.C.G.A.

**Note: Copies of the U.S. Department of Transportation's Motor Carrier Safety Regulations may be obtained from the U.S. Government Printing Office, Superintendent of Documents, Washington, D.C. 20402 or may be found online at <http://www.fmcsa.dot.gov> .**

**1-2 Reports.**

(a) All reports required by the safety regulations shall be sent to the Department of Public Safety, P.O. Box 1456, Atlanta, Georgia 30371, in addition to any copies required to be sent to any Federal Agency. Reports and forms may be submitted to the department electronically as technology applications for such filings become available.

(b) The Department will accept forms prescribed by the U.S. Department of Transportation where required by the safety regulations.

**1-3 Penalties.**

(a) *Criminal penalty.* In addition to any other penalty imposed by law, violations of any provision of this chapter shall constitute a misdemeanor, pursuant to O.C.G.A. §40-1-8(h).

(b) *Civil penalty.* In addition to any other penalty imposed by law, violations of this chapter shall be subject to the provisions of O.C.G.A. §40-1-8(d), and Chapter 6 of this Rulebook.

**1-4 Construction.**

(a) Unless amended herein, the rules in this chapter numbered beyond 1-300 shall generally be the same as the rules contained in the Federal Motor Carrier Safety Regulations. Where reference is made to a federal rule number (e.g., "390.5") the compatible state rule shall be deemed to be "1-" preceded by DPS (which means Georgia Department of Public Safety) followed by the Federal rule number (e.g., "49 CFR §390.5" becomes "DPS 1-390.5").

(b) References on Department documents to a Federal rule by Federal Section number shall be construed as a valid cite of the Department's rules and regulations without listing the entire Department's section reference (e.g., "390.15" equals "DPS 1-390.15").

**1-5. Inspection of Vehicles and Carriers.**

(a) In performance of the duties specified in O.C.G.A. §35-2-101, §40-1-8 and §40-1-23, certified law enforcement officers employed by the Department or designated by the commissioner shall:

- (1) Be authorized to carry firearms;
- (2) Exercise arrest powers;
- (3) Have the power to stop, enter upon, and inspect all motor vehicles using the public highways for purposes of determining whether such vehicles have complied with and are complying with laws, the administration or enforcement of which is the responsibility of the department;
- (4) Have the power to examine the facilities where motor vehicles are housed or maintained and the books and records of motor carriers for purposes of determining compliance with laws, the administration or enforcement of which is the responsibility of the department;
- (5) Perform regulatory compliance inspections of vehicles, drivers, cargo, packaging, records, book, and/or supporting documents; and
- (6) Exercise the powers generally authorized for law enforcement officers in the performance of their duties or otherwise to the extent needed to protect any life or property when the circumstances demand action.

**1-6. Out of Service Criteria.**

The *North American Standard Out-of-Service Criteria* published (and as may be amended from time to time) by the Commercial Vehicle Safety Alliance shall be the uniform criteria for placing unsafe vehicles, intermodal equipment, drivers, cargo and carrier operations out of service unless specifically required otherwise by any applicable rule, regulation or law.

**1-7. Safe Condition of Vehicles Required.**

Every motor vehicle and all parts thereof shall be maintained in a safe condition at all times; and the lights, brakes, and equipment shall meet such safety requirements as herein promulgated.

**1-8. Basic Driver Requirements.**

Every driver employed to operate a motor vehicle for a motor carrier shall be at least 18 years of age, of temperate habits and good moral character, possess a valid driver's license, not use or possess prohibited drugs or alcohol while on duty, and shall be fully competent to operate the motor vehicle under his or her charge.

**1-9. Accident Reports Required.**

Accidents arising from or in connection with the operation of motor common or contract carriers shall be reported to the commissioner of transportation in such detail and in such manner as the commissioner of transportation may require.

**1-10. Marking of Vehicles Required.**

Every motor common, contract, exempt, and private carrier's vehicles to have attached to each unit or vehicle such distinctive markings as shall be adopted by the commissioner of public safety. Such identification requirements shall comply with the applicable provisions of the federal Unified Carrier Registration Act of 2005 or any successive requirement of Federal Laws or Regulations or the laws of the State of Georgia or these Rules

**Part 350**  
**Commercial Motor Carrier Safety Assistance Program**

**1-350 Commercial Motor Carrier Safety Assistance Program.**

Except as amended by the Department herein, the balance of Rule 1-350 is contained in Commercial Motor Carrier Safety Assistance Program Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, Title 49 CFR Part 350, and as amended.

**1-350.1 Purpose.**

Insofar as necessary to insure consistency with federal regulations, the Department adopts this Part in order to assist with the implementation and maintenance of an ongoing motor carrier and hazardous materials safety program.

Reserved (No Department amendments)

**Part 365**  
**Rules Governing Applications for Operating Authority**

**1-365 Interstate Operating Authority.**

Except as amended by the Department herein, the balance of Rule 1-365 is contained in Rules Governing Application for Operating Authority Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, Title 49 CFR Part 365, and as amended.

**1-365.1 Purpose and Scope.**

Insofar as necessary to insure proper enforcement of Federal interstate operating authority regulations within this state, the Department adopts this Part in order to maintain compliance and compatibility with the Commercial Motor Carrier Safety Assistance Program. This Part is intended to apply only to interstate commerce. Intrastate for-hire motor carriers shall comply with any applicable Operating Authority requirements contained in Title 40 O.C.G.A., including, but not limited to, §40-2-140(d) and Title 46 O.C.G.A.

Reserved (No Department amendments)

**Part 376**  
**Lease and Interchange of Vehicles**

**1-376 Lease and Interchange of Vehicles.**

Except as amended by the Department herein, the balance of Rule 1-376 is contained in Lease and Interchange of Vehicles Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, Title 49 CFR Part 376, and as amended.

Reserved (No Department amendments)

## **Part 382 Controlled Substances and Alcohol Use and Testing**

### **1-382 Controlled Substances and Alcohol Use and Testing.**

Except as amended by the Department herein, the balance of Rule 1-382 is contained in Controlled Substance and Alcohol Use and Testing Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, Title 49 CFR Part 382, and as amended.

Reserved (No Department amendments)

## **Part 383 Commercial Driver's License Standards; Requirements and Penalties**

### **1-383 Commercial Driver's License Standards.**

Except as amended by the Department herein, the balance of Rule 1-383 is contained in Commercial Driver's License Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, Title 49 CFR Part 383, and as amended. These regulations are adopted for the purpose of enforcement and to assist the Department of Driver Services with ensuring compliance with applicable Federal Commercial Driver's License Standards.

Reserved (No Department amendments)

## **Part 385 Safety Fitness Procedures**

### **1-385 Safety Fitness Procedures.**

Except as amended by the Department herein, the balance of rule 1-385 is contained in Safety Fitness Procedures regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, Title 49 CFR Part 385, and as amended.

Reserved (No Department amendments)

## **Part 386 Rules of Practice for Motor Carrier, Broker, Freight Forwarder, and Hazardous Materials Proceedings**

### **1-386 Rules of Practice for Motor Carrier, Broker, Freight Forwarder, and Hazardous Materials Proceedings.**

Except as amended by the Department herein, the balance of Rule 1-386 is contained in Rules of Practice for Motor Carrier, Broker, Freight Forwarder, and Hazardous Materials Proceedings Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, Title 49 CFR Part 386, and as amended.

#### **1-386.1 Purpose and Scope.**

Insofar as necessary to insure proper enforcement of Federal out-of-service regulations within this state, the Department adopts this Part in order to maintain compliance and compatibility with the Commercial Motor Carrier Safety Assistance Program. This Part is intended to apply only to interstate commerce and those intrastate operations of interstate carriers subject to the jurisdiction of the Federal Motor Carrier Safety Administration.

Reserved (No Department amendments)

### **Part 387**

#### **Minimum Levels of Financial Responsibility for Motor Carriers**

##### **1-387 Minimum Levels of Financial Responsibility for Motor Carriers.**

Except as amended by the Department herein, the balance of Rule 1-387 is contained in Minimum Levels of Financial Responsibility for Motor Carriers Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, Title 49 CFR Part 387, and as amended.

##### **1-387.1 Purpose and Scope.**

Insofar as necessary to insure proper enforcement of Federal financial responsibility regulations within this state, the Department adopts this Part in order to maintain compliance and compatibility with the Commercial Motor Carrier Safety Assistance Program. This Part is intended to apply only to interstate commerce and those operations of intrastate carriers subject to the jurisdiction of the Federal Motor Carrier Safety Administration as provided for in 49 CFR Part 387. It is not the intent of the Department to impose Federal financial responsibility limits on intrastate motor carriers not otherwise subject to 49 CFR Part 387.

Reserved (No Department amendments)

**Part 390**  
**General**

**1-390 Motor Carrier Safety Regulations—General.**

Except as amended by the Department herein, balance of Rule 1-390 is contained in the Motor Carrier Safety Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, in Title 49 CFR Part 390, and as amended.

**Subpart A—General Applicability and Definitions**

**1-390.3 (f), (h)(i) & (i)(j) General Applicability.**

(f) *Exceptions.* Unless otherwise specifically provided, the rules in this chapter do not apply to—

- (1) All school bus operations as defined in §390.5 except for the provisions of §§391.15(e) and 392.80;
- (2) Transportation performed by the Federal government, a State, or any political subdivision of a State, or an agency established under a compact between States that has been approved by the Congress of the United States;
- (3) The occasional transportation of personal property by individuals not for compensation nor in the furtherance of a commercial enterprise;
- (4) The transportation of human corpses or sick and injured persons;
- (5) The operation of fire trucks and rescue vehicles while involved in emergency and related operations;
- (6) The operation of commercial motor vehicles designed or used to transport between 9 and 15 passengers (including the driver), not for direct compensation, provided the vehicle does not otherwise meet the definition of a commercial motor vehicle except for the texting provisions of §§391.15(e) and 392.80, and except that motor carriers operating such vehicles are required to comply with §§390.15, 390.19, and 390.21(a) and (b)(2), provided further that such vehicles may be regulated as “lightweight commercial motor vehicles” in this state;
- (7) Either a driver of a commercial motor vehicle used primarily in the transportation of propane winter heating fuel or a driver of a motor vehicle used to respond to a pipeline emergency, if such regulations would prevent the driver from responding to an emergency condition requiring immediate response as defined in § 390.5.
- (8) the transportation of granite on trucks carrying granite from quarry to finishing plant over a distance not more than two counties away; or,
- (9) the operation of agricultural vehicles in intrastate commerce.
- (i) The Transportation Rules of the Department of Public Safety are applicable to all employers, employees, and commercial motor vehicles, which transport property or passengers in interstate or intrastate commerce, except as expressly exempted by law.
- (j) The transportation of hazardous materials in interstate and intrastate commerce is fully subject to the applicable provisions of this Chapter.

**1-390.5 Definitions.**

Except as amended by the Department herein, balance of 1-390.5 definitions are contained in the Motor Carrier Safety Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, 49 CFR §390.5, and as amended. The following definitions are inserted in the appropriate alphabetical order:

*Agricultural vehicle* means a farm vehicle which is controlled and operated by a farmer, mill, or gin, including operation by family members or employees of the farmer, mill or gin; used to transport agricultural or dairy products, farm machinery, or farm supplies to or from a farm,

gin, mill, warehouse, market, or any combination thereof; and operated in intrastate commerce; which vehicle is not used in the operations of a for-hire motor carrier; and which is not used for the transportation of hazardous materials other than that contained or described in 49 CFR §173.5, 49 CFR §173.6, or that is otherwise excepted from Subchapter C of Chapter I of Title 49 CFR (e.g., batteries transported in accordance with §173.159).

*Exempt motor carrier* means a person engaged in transportation exempt from economic regulation by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, or their successor agencies under 49 U.S.C. 13506; or the Georgia Department of Revenue or Georgia Public Service Commission under O.C.G.A. §46-1-1(9)(C)(xiii); or a motor carrier engaged in the contract transportation of U.S. Mail. "Exempt motor carriers" are subject to the Department's safety and hazardous material rules and regulations.

*Lightweight commercial motor vehicle* has the same meaning the term has under O.C.G.A. §40-1-1.

*Special Agent* See Appendix B to Subchapter B—Special Agents. Any reference to "Special Agent" shall also include any law enforcement personnel of the Department designated pursuant to O.C.G.A. §§35-2-32, 35-2-33, 35-2-100, 35-2-101, 40-1-8, and 40-1-23 and/or other personnel authorized to conduct commercial vehicle inspections based upon to a Memorandum of Understanding approved by the Commissioner of Public Safety.

*Volunteer Charitable Organization* means a bona fide charitable organization recognized by the Internal Revenue Service under §501(c)(3) of the Internal Revenue Code, or church meeting the requirements of §501(c)(3) and/or §508(c)(1)(A) of the Internal Revenue Code, where such organization operates only commercial motor vehicles that do not require a commercial drivers' license, and, further, such organization is staffed and managed entirely by volunteers who receive no monetary awards, honoraria, or compensation, other than for actual expenses incurred on behalf of the organization, or for per diem expenses in accordance with limits established under the Internal Revenue Code.

### **1-390.15(c) Assistance in Investigations and Special Studies.**

(c) Motor carriers shall obtain and maintain on file for a period of at least one year a legible copy of any police or insurance company accident report for any accident involving motor vehicles which they own or control.

### **1-390.19(j)&(k) Motor Carrier Identification Report.** (Intrastate motor carriers)

(j) *Motor carrier identification report.*

(1) All motor carriers and intermodal equipment providers currently conducting operations solely in intrastate commerce shall file a Motor Carrier Identification Report, and obtain a motor carrier identification number. Intrastate motor carriers and intermodal equipment providers shall periodically update their MCS-150 filings in accordance with the same schedule as interstate motor carriers as provided for in paragraph (b) of this section. Exception: The provisions of this paragraph do not apply to a motor carrier that:

- (i) Also engages in interstate or foreign commerce, and
- (ii) Has filed an MCS-150 with the FMCSA, or
- (iii) Has received written notification of a safety rating from FMCSA.

(2) The Motor Carrier Identification Report, Form MCS-150, is available from the U.S. Department of Transportation at their web site:

<http://safer.fmcsa.dot.gov/public/MCS-150.pdf>, or by calling the Department of Public Safety at (404)624-7211. A copy may also be downloaded from the Department's web site at <http://www.dps.georgia.gov>.

(3) The completed Motor Carrier Identification Report shall be filed by filing out the information at:

<http://www.fmcsa.dot.gov/>

(4) A carrier which engages solely in intrastate commerce and subsequently begins interstate operations shall comply with the provisions of Title 49 CFR §390.19, and shall submit a copy of the FMCSA MCS-150 to the Department in one of the manners listed above.

(k) *Failure to report.* Failure by a motor carrier or intermodal equipment provider to file a Motor Carrier Identification Report, Form MCS-150, pursuant to the provisions of this section, or furnishing misleading information or making false statements upon the MCS-150 shall subject the offender to civil and/or criminal penalties as provided for by law.

### **1-390.21(h) Marking of CMVs and Intermodal Equipment.**

(h) *Intrastate motor carriers and intermodal equipment providers.* Except as provided for in subparagraph (2) of this paragraph, all CMVs and intermodal equipment shall comply with the marking requirements of this section, regardless whether engaged in interstate or intrastate commerce.

(1) If the carrier or intermodal equipment provider is engaged solely in intrastate transportation, the motor carrier identification number shall be displayed as provided for in paragraph (a) of this section, except that the USDOT marking shall be followed by the letters "GA" (Example: USDOT 000000 GA).

(2) Vehicles operated by limousine carriers as defined in O.C.G.A. §46-7-85.1 shall affix to the center of the front bumper of each vehicle a standard size license plate bearing the following information:

- (i) limousine company name,
- (ii) city and state of principal domicile,
- (iii) company telephone number, and
- (iv) the vehicle classification, "IE-1".

### **1-390.23(a)(3)(iii) Tow Trucks Responding to Emergencies.**

(iii) *This exemption shall apply* to Parts 393 and 396 of these regulations only until the wrecked or disabled vehicles can be removed from the roadway to a place of safety where the tow operator can comply, not to exceed five miles distance, or, on a limited access highway, the next available exit, rest area, weigh station, or accident investigation site, whichever comes first.

### **1-390.50 Lightweight Commercial Motor Vehicles—Applicability of Regulations.**

"Lightweight commercial motor vehicles" as defined in §1-390.5 are subject to and must only comply with the following safety regulations: §§390.19; 390.21; 390.23(a)(3)(iii); 391.11(b)(2), (3), (5), and (7); all of part 392 except §§392.8, 392.22, 392.62, and 392.63; all of part 393, except §393.95; all of part 396, except §§396.3(b), 396.11, 396.13, 396.15, and 396.17.

### **1-390.51 Agricultural Vehicles – Applicability of Regulations.**

"Agricultural vehicles" and their drivers, as defined in §1-390.5, are not subject to the requirements of this subchapter.



**1-390.52 Volunteer Charitable Organizations – Applicability of Regulations.**

“Volunteer Charitable Organizations” and their drivers, as defined in §1-390.5, are subject only to, and must only comply with, the following regulations: §§391.11(b)(3) and (5); all of Part 392; all of Part 393; §§396.3(a)(1), 396.5, 396.7, and 1-396.9.

**Part 391****Qualifications of Drivers****1-391 Motor Carrier Safety Regulations—Qualifications of Drivers.**

Except as amended by the Department herein, Balance of Rule 1-391, is contained in the Motor Carrier Safety Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, Title 49 CFR Part 391, and as amended.

**1-391.2(d) General Exemptions.**

(d) *Limited exceptions for intrastate drivers.* Drivers of commercial motor vehicles are excepted from the following provisions of Part 391 if the terms and conditions contained herein are met:

- (1) §391.41(b)(3), relating to diabetes mellitus;
- (2) §391.41(b)(8), relating to epilepsy;
- (3) §391.41(b)(10), relating to visual acuity, provided the driver has distant visual acuity of at least 20/40 (Snellen) in one eye without corrective lenses or visual acuity of corrected to 20/40 (Snellen) or better with corrective lenses, distant monocular acuity of at least 20/40 (Snellen) in one eye with or without corrective lenses, field of vision of at least 70 degrees in the horizontal meridian in one eye, and the ability to recognize the colors of traffic signals and devices showing standard red, green, and amber.

(4) No driver may be grandfathered under the provisions of this section after March 31, 1993. Provided, however, a driver who is "grandfathered" under the above provisions will remain qualified to operate a commercial motor vehicle under the exceptions provided for in subparagraphs (1), (2), and (3) of this section so long as the driver is physically examined every 24 months and the examining physician determines that the existing medical or physical condition that would render the driver not qualified under the Federal Motor Carrier Safety Regulations has not worsened or another condition has not manifested itself.

(5) A driver who is otherwise physically disqualified, and who is ineligible for "grandfathering" under paragraph (d)(4) of this section, may apply to the Department of Driver Services for a waiver or exemption authorized under O.C.G.A. §40-5-147(e). A driver granted a waiver or exemption pursuant to §40-5-147(e) must comply with the documentation requirements of §391.41 when operating a commercial motor vehicle.

**1-391.41(a)(1)(iii) Physical Qualifications of Drivers.**

(iii) A person who qualifies for the medical examiner's certificate by virtue of having obtained pursuant to O.C.G.A. §40-5-147(e) a medical variance from the Department of Driver Services, must have on his or her person a copy of the variance documentation when operating a commercial motor vehicle.

**1-391.43(i) & (j) Medical Examination; Certificate of Physical Examination.**

(i) Any driver authorized to operate a commercial motor vehicle solely in intrastate commerce pursuant to §391.2(f) shall furnish the examining medical examiner with a copy of the medical findings that led to the issuance of the first medical examination which allowed the driver to operate a commercial motor vehicle solely in intrastate commerce.

(j) If a medical examiner determines the driver is qualified to drive only a commercial motor vehicle in intrastate commerce pursuant to §391.2(d), the following statement or other statement identifying the holder as a grandfathered driver, or driver granted a waiver or exemption pursuant to O.C.G.A. §40-5-147(e), shall appear on the medical examiner's certificate: "MEDICALLY UNQUALIFIED UNLESS DRIVING INTRASTATE."

**1-391.61 Drivers Who Were Regularly Employed Before January 1, 1971, July 1, 1972, and April 1, 1984.**

(a) The provisions of §391.21 (relating to applications for employment), §391.23 (relating to investigations and inquiries), §391.31 and §391.33 (relating to road tests) do not apply to a driver who has been a single-employer driver (as defined in §390.5 of this chapter) of an interstate motor carrier for a continuous period which began before January 1, 1971, as long as he/she continues to be a single-employer driver of that motor carrier.

(b) The qualification file for a driver of a for hire motor carrier engaged solely in intrastate commerce who has been a regularly employed driver of the motor carrier for a continuous period which began before July 1, 1972 must include, as minimum, the following:

(1) The medical examiner's certificate of his/her physical qualification to drive a motor vehicle or a legible copy of the certificate;

(2) The letter granting a waiver of a physical disqualification, if a waiver was issued under §391.49;

(3) The note relating to annual review of the driver's driving record required by §391.25;

(4) The response of each state agency to the driver's record inquiry required by 391.25(a); and,

(5) Any other matter which relates to the driver's qualifications or ability to drive a motor vehicle safely.

(c) The qualification file for a driver of a private carrier engaged solely in intrastate commerce who has been a regularly employed driver of the motor carrier for a continuous period which began before April 1, 1984 must include, as minimum, the documents specified in paragraph (b) of this section.

**1-391.75 Drivers of Lightweight Commercial Motor Vehicles; Intrastate Drivers.**

The provisions of §391.11(b)(1) (relating to minimum age) do not apply to: A driver of a lightweight commercial motor vehicle as defined in §390.5 operated in interstate or intrastate commerce; and a driver of a commercial motor vehicle engaged solely in intrastate commerce. The driver of a motor vehicle described in this section need only be 18 years of age.

**Part 392**  
**Driving of Commercial Motor Vehicles**

**1-392 Motor Carrier Safety Regulations—Driving of Commercial Motor Vehicles.**

Except as amended by the Department herein, Rule 4-1-392 is contained in Federal Motor Carrier Safety Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, Title 49 CFR Part 392, and as amended

**1-392.5(a)(3)(ii) Alcohol Prohibition.**

(ii) Possessed or used by bus or limousine passengers.

**Part 393**  
**Parts and Accessories Necessary for Safe Operation**

**1-393 Motor Carrier Safety Regulations—Parts and Accessories Necessary for Safe Operation.**

Except as amended by the Department herein, balance of Rule 1-393, is contained in Federal Motor Carrier Safety Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, contained in Title 49 CFR Part 393, and as amended.

**1-393.11PL Strobe Lamp or Light-emitting Diode (LED) on the Rear of Projecting Loads.**

(a) Motor vehicles transporting loads of logs, long pulpwood, poles, or posts which extend more than 4 feet beyond the body or bed of such vehicle, shall have securely affixed as close as practical to the end of such projections one amber strobe type lamp or amber LED lamp equipped with a multi-directional type lens so mounted as to be visible from the rear and sides of the projecting load. If the mounting of one strobe lamp or LED lamp cannot be accomplished so as to be visible from both sides and the rear of the projecting load, multiple strobe lamps or LED lamps shall be utilized so as to meet the visibility requirements.

(b) The strobe or LED lamp shall flash a rate of at least 60 flashes per minute and shall be plainly visible from a distance of at least 500 feet to the sides and rear of the projecting load any time of the day or night. The lamp shall be operating at any time of the day or night when the vehicle is operated on any highway or parked on the shoulder or immediately adjacent to the traveled portion of any public roadway.

(c) The use of red marker lamps on projecting loads as enumerated in O.C.G.A. §40-8-27, being transported on vehicles under the jurisdiction of the Department of Public Safety, are not required if a strobe or LED lamp is utilized as required by this rule.

(d) The projecting load shall also be marked with flag(s) as required by §393.87 of these rules and O.C.G.A. §40-8-27. The flag(s) required by this paragraph shall be a bright red or orange fluorescent color and shall not be less than 18 inches square. The required flag or flags shall be positioned as follows:

(1) if the load is 2 feet wide or less, there shall be a single flag at the extreme rear of the projecting load;

(2) if the load is wider than 2 feet, 2 warning flags shall be placed as far to the rear of the projecting load as practicable to indicate the overall width of the projecting load.

(e) In addition to the requirements of this section and §393.11 above, motor vehicles transporting projecting loads in interstate commerce are required to comply with the Federal Motor Carrier Safety Regulations under Title 49 CFR.

**1-393.95 (g)(2) Restrictions on the use of flame-producing devices.**

(2) *Additional restrictions on the use of flame-producing devices.* No vehicle transporting unmanufactured forest products may be equipped with or use any flame-producing stopped vehicle warning devices, including, but not limited to, liquid-burning flares, fusees, oil lanterns.

**1-393.100(e) What occupant protection is required for drivers?**

(e) *Occupant protection for drivers transporting log, poles, posts, beams, or articles of cargo of similar shape.* In addition to any other requirements of this subpart, vehicles operated in this state while transporting loads of logs, poles, posts, beams, or articles of cargo of similar shape shall be equipped with an occupant protection device (commonly known as a headache rack, header board, header rack, or front end structure) firmly mounted between the cargo and the driver. Such device shall be intended to protect the driver from the forward shifting of such loads in the event of rapid deceleration of the vehicle. The device may be mounted to the frame

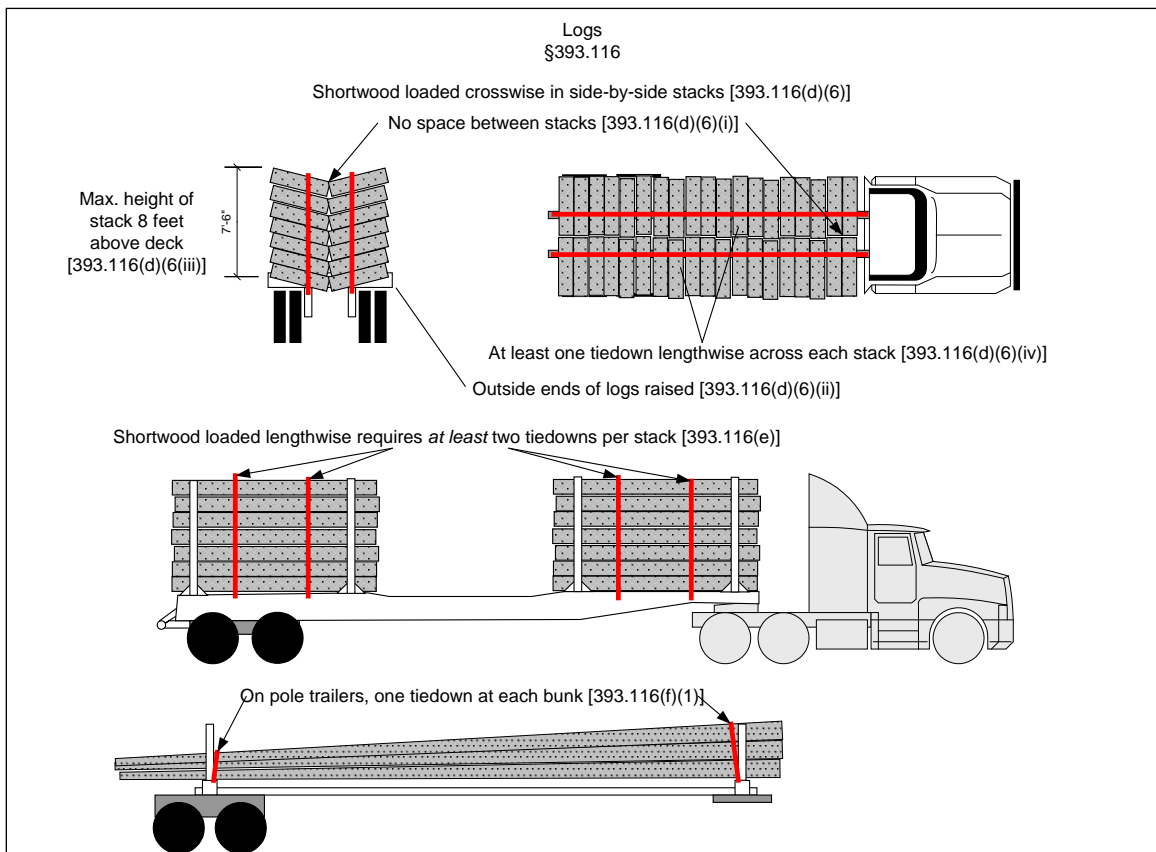
of the power unit or trailer, shall be installed and maintained in a workmanlike manner, and shall be free of cracks or breaks. The size, strength, and penetration resistance of such occupant protection device shall be the same as described in §393.114. An equivalent device (such as a trailer drop deck or similar device) may substitute for an occupant protection device provided the level of protect is equal to or greater than that provided by this section.

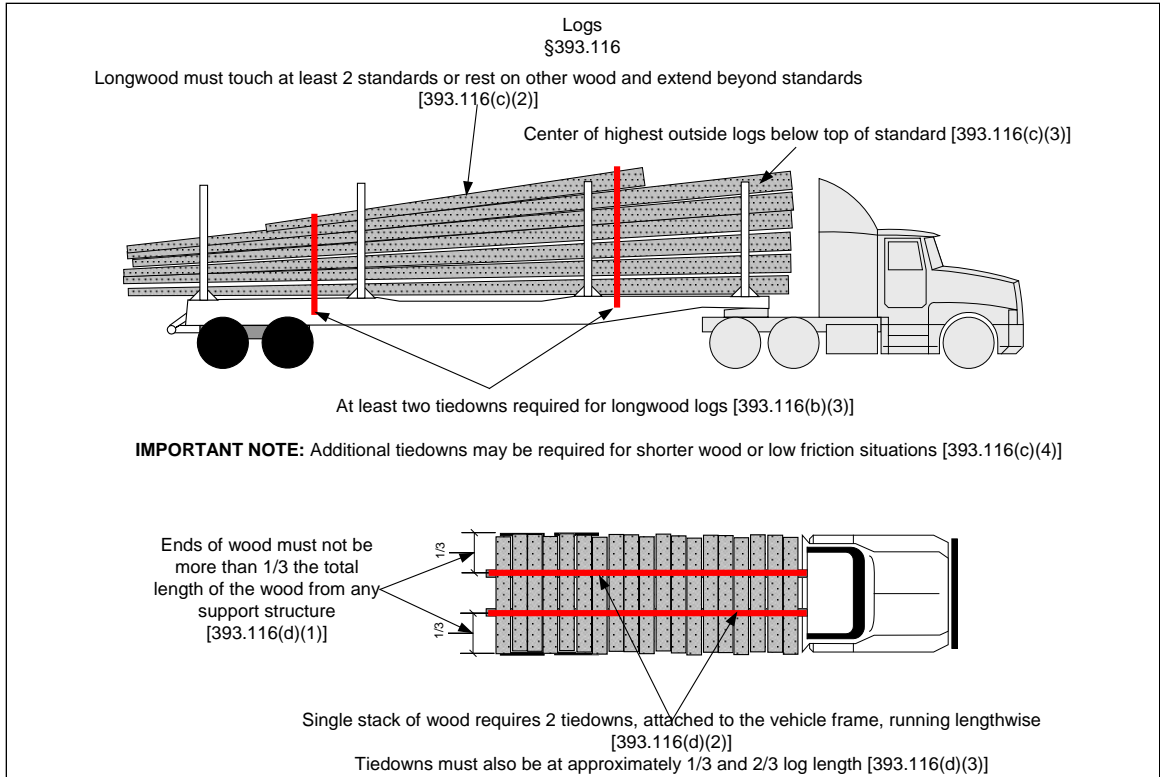
**1-393.116(h) Strength and Positioning of Tiedowns.**

*(h) Strength and positioning of tiedowns.*

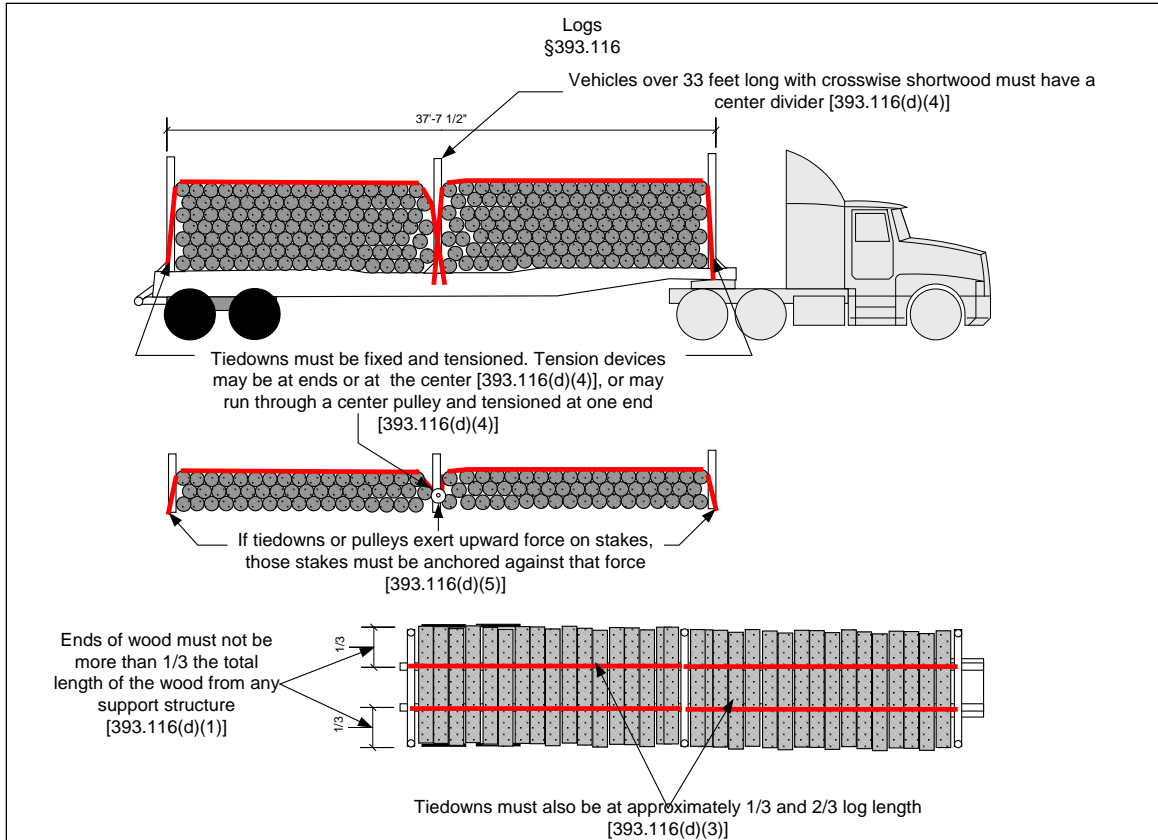
(1) Longwood (commonly known as tree-length wood) loaded lengthwise (as described in paragraphs (b)(3) and (f) of this section) shall be secured to the vehicle with two or more tiedowns, spread out and positioned along the length of the load to provide effective securement. The tiedowns must encircle the top of the load and must be attached to the frame or bunk of the vehicle at each end providing downward pull on the load. When two tiedowns are used, each tiedown and tensioning device shall be equal or greater in working load limit (WLL) strength to that of 4" synthetic webbing as described in §393.108 and the aggregate WLL strength of all the tiedown assemblies shall be equal to at least one-sixth the weight of the load of logs.

(2) Double-bunked wood loaded lengthwise (shortwood or longwood) shall be secured to the vehicle with two or more tiedowns per section. The tiedowns shall be spread out and placed near the ends of the section or near the standards to provide effective securement. The tiedowns must encircle the top of the load and must be attached to the frame or bunk of the vehicle at each end providing downward pull on the load. When two tiedowns are used, each tiedown and tensioning device shall be equal or greater in WLL strength to that of 3" synthetic webbing as described in §393.108 and the aggregate WLL strength of the tiedown assemblies shall be equal to at least one-sixth the weight of the section of logs.







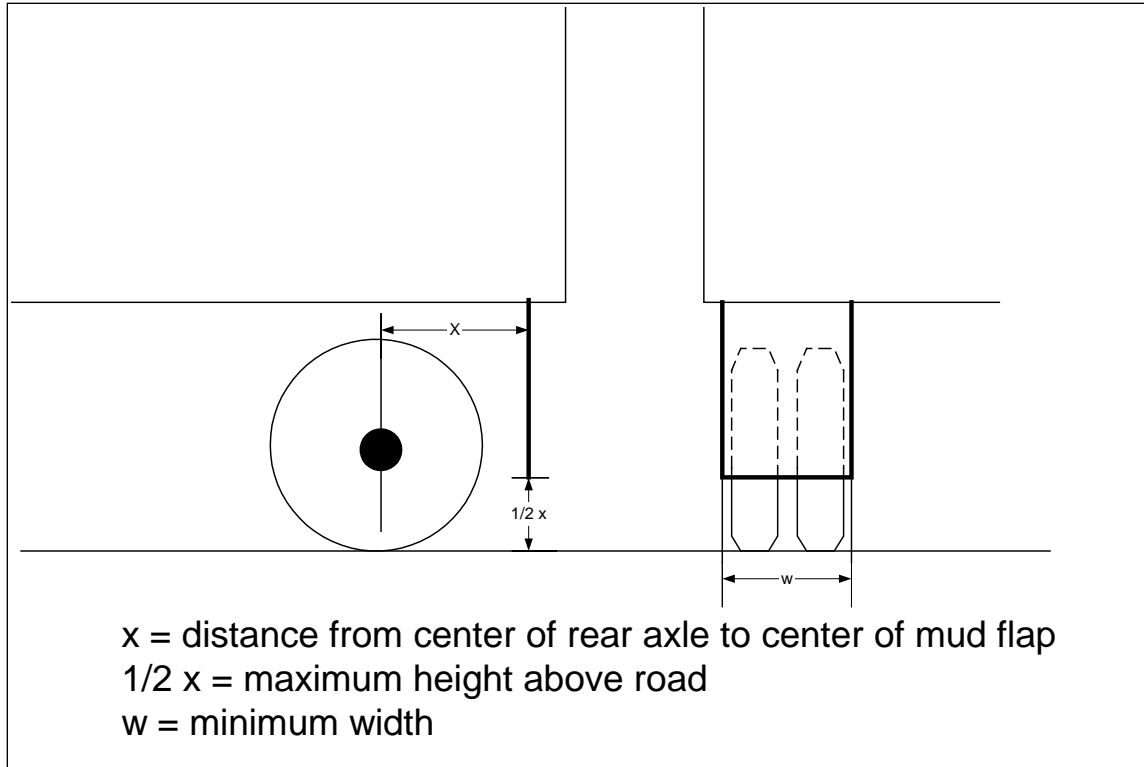


**1-393.117 What are the requirements for securing sawdust, wood chips, bark, shavings, saw-mill waste, or pine straw?**

Each load of sawdust, wood chips, bark, shavings, saw-mill waste, or pine straw carried in open top trailers must be secured on the top with a tarpaulin or similar cover, which must prevent the loss of cargo in normal transportation. Tarpaulins alone may not be used for side securement, but may be used to supplement other side securement. Furthermore, such loads must meet the applicable general cargo securement rules of §§ 393.100 through 393.114.

**1-393.220 Tire Covers (wheel flaps; mud flaps).**

Every bus, truck, trailer, semi-trailer, and pole trailer, shall be equipped with suitable metal protectors or substantial flexible flaps on the rearmost wheels to prevent, as far as practicable, such wheels from throwing dirt, gravel, rocks, water or other materials on the windshields of following vehicles. Such protectors or flaps shall have a ground clearance of not more than one-half the distance from the center of the rearmost axle to the center of the protector or flap under any conditions of loading of the vehicle and shall be at least as wide as the tire or tires they are covering; provided, however, that if any such bus, truck, trailer, semi-trailer, and pole trailer is so designed and constructed that the foregoing requirements are accomplished by means of fenders, body construction, or other enclosures, then no such protectors or flaps shall be required. (See O.C.G.A. §40-8-75)



**Part 394  
[Reserved]**

**Part 395  
Hours of Service of Drivers**

**1-395 Motor Carrier Safety Regulations—Hours of Service of Drivers.**

Except as amended by the Department herein, Rule 1-395 is contained in Federal Motor Carrier Safety Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, Title 49 CFR Part 395, and as amended.

**1-395.1(k)(3)** *Georgia planting and harvesting seasons.* Based on information provided by the Georgia Department of Agriculture, the Department finds that the planting and harvesting seasons for Georgia cover 365 days each year.

**Part 396****Inspection, Repair, and Maintenance****1-396 Motor Carrier Safety Regulations—Inspection, Repair, and Maintenance.**

Except as amended by the Department herein, balance of Rule 1-396 is contained in Federal Motor Carrier Safety Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, Title 49 CFR Part 396, and as amended.

**1-396.9 Inspection of Motor Vehicles in Operation.**

(a) *Personnel authorized to perform inspections.* Every Law Enforcement Officer of the Department or other persons designated by the Department are authorized to stop, enter upon, and perform inspections of motor carrier's vehicles in operation and intermodal equipment in operation; said personnel are further authorized to examine vehicles, including, but not limited to, cargo and compartments where cargo or equipment and supplies may be carried, driver's compartments and sleeper berths, and to examine documents normally carried onboard such vehicles, including but not limited to, driver qualification and training documents, driver's licenses, records of duty status, hours of service records, inspection reports, shipping documents, receipts, leases, permits, vehicle registrations, and insurance documents. This authority extends to all stations, garages, offices, vehicles and their compartments, and all records kept or required to be kept.

(b) *Prescribed inspection report.* The Driver Vehicle Inspection Report shall be used to record results of motor vehicle inspections and intermodal equipment inspections conducted by authorized personnel. In addition to or in place of written documents, inspections may be recorded in electronic form.

(c) *Motor vehicles, intermodal equipment, drivers, and cargo declared "out of service."*

(1) The Department has established the *North American Standard Out-of-Service Criteria* published (and as may be amended from time to time) by the Commercial Vehicle Safety Alliance as the uniform "out of service" criteria for placing unsafe vehicles, intermodal equipment, drivers, and cargo out of service. An "out of service" sticker shall be used to mark vehicles and intermodal equipment out of service. Authorized personnel shall declare and mark "out of service" any vehicle or intermodal equipment which by reason of its mechanical conditions or loading would likely cause an accident or breakdown. Authorized personnel are further authorized to declare "out of service" any driver who violates or any motor carrier operation found to be in violation of an out of service order or that otherwise fails to comply with "out of service" criteria established pursuant to Parts 107, 130, 171-185, 365, 382, 383, 385, 386, 387, and 390-397.

(2) No motor carrier shall require or permit any person to operate any vehicle or intermodal equipment declared and marked "out of service" until all repairs required by the "out of service" notice have been satisfactorily completed. No driver declared "out of service" pursuant to criteria established under this section shall drive a vehicle, until the condition that caused the "out of service" action has been remedied and the conditions set forth in the "out of service" notice have been met. No cargo declared "out of service" pursuant to criteria established under this section shall be moved until the condition that caused the "out of service" action has been remedied and the conditions set forth in the "out of service" notice have been met. The term "operate" as used in this section shall include towing the vehicle, except that vehicles marked "out of service" may be towed away by means of a vehicle using a crane or hoist (commonly referred to as a wrecker). A vehicle combination consisting of an emergency towing vehicle and an "out of service" vehicle shall not be operated unless such combination meets the performance requirements of this Chapter except for those conditions noted on the Driver Vehicle Inspection Report. Hazardous materials cargo declared "out of service" may be allowed to be moved to the nearest facility with equipment and personnel capable of handling such materials.

(3) No person shall remove the "out of service" vehicle sticker from any motor vehicle prior to completion of all repairs required by the "out of service" notice.

(4) A motor carrier found to be operating after the motor carrier's operations have been declared out of service shall not continue on the current trip until conditions set forth by the Federal Motor Carrier Safety Administration are met.

(5) Violations or defects noted on the Driver Vehicle Inspection Report which do not render the driver, vehicle, intermodal equipment, or cargo "out of service" shall be repaired or corrected as soon as possible, but in any case before the vehicle, intermodal equipment, driver, or cargo is dispatched or sent on another trip.

(d) *Motor Carrier or intermodal equipment provider disposition.*

(1) The driver of any vehicle, including a driver transporting intermodal equipment, receiving an inspection report shall deliver it to both the motor carrier operating the vehicle and the intermodal equipment provider upon his or her arrival at the next terminal or facility. If the driver is not scheduled to arrive at a terminal or facility of the motor carrier operating the vehicle or at a facility of the intermodal equipment provider within 24 hours, the driver shall immediately mail, fax, or otherwise transmit the report to the motor carrier and intermodal equipment provider.

(2) Motor carriers and intermodal equipment providers shall examine the report. Violations or defects noted thereon shall be corrected. Repairs of items of vehicles or intermodal equipment placed out-of-service are also to be documented in the maintenance records for such equipment. (3) Within 15 days following the date of the inspection, the motor carrier or intermodal equipment provider shall—

(i) Certify that all violations noted have been corrected by completing the "Signature of Carrier/Intermodal Equipment Provider Official, Title and "Date Signed" portions of the form;

(ii) When applicable, have the repairer complete the "Signature of Repairer," "Facility," and "Date" portions of the report; and

(iii) Return the completed inspection form to the Department at the address indicated on the report and retain a copy at the motor carrier's principal place of business, at the intermodal equipment provider's principal place of business, or where the vehicle is housed for 12 months from the date of the inspection.

(e) *Penalties.* Violation of an "out of service" order, or false, fraudulent, or misleading statements regarding correction of the driver, vehicle, intermodal equipment, or cargo defects may subject the driver, carrier, intermodal equipment provider, and repairer, to civil and criminal penalties as provided by law.

### **Part 397**

#### **Transportation of Hazardous Materials; Driving and Parking Rules.**

##### **1-397 Motor Carrier Safety Regulations—Transportation of Hazardous Materials; Driving and Parking Rules.**

Except as amended by the Department herein, balance of Rule 1-397 is contained in Federal Motor Carrier Safety Regulations issued by the Federal Motor Carrier Safety Administration, U.S. Department of Transportation, Title 49 CFR Part 397, and as amended.

RESERVED (No Department Amendments)