

EMPLOYMENT APPLICATION

MERCURY FREIGHT SYSTEMS LLC

2111 W. Lincoln Hwy STE #G3, Merrillville, IN 46410

In compliance with Federal and State equal opportunity laws, qualified applicants are considered for all positions without regard to race, religion, sex, national origin, age, marital status, or non-job related disability.

TO BE READ AND SIGNED BY THE APPLICANT

I understand that information I provide regarding current and/or previous employers may be used, and those employer(s) will be contacted, for the purpose of investigating my safety performance history as required by 49 CFR 391.23(d) and (e).

I also understand that I have the right to:

1. Review information provided by previous employers
2. Have errors in the information corrected by previous employers and for those previous employers to re-send the corrected
3. Information to the prospective employer, and
4. Have a rebuttal statement attached to the alleged erroneous information, if the previous employer(s) and I cannot agree on the accuracy of the information.

Applicant Signature: _____

Date: _____

| Applicant Information | | | | | |
|-----------------------|--|----------------------|--|-------------------------|--|
| FIRST NAME | | MIDDLE NAME | | LAST NAME | |
| PHONE | | EMAIL | | | |
| DATE OF BIRTH | | SOCIAL SECURITY # | | | |
| DATE OF APPLICATION | | POSITION APPLIED FOR | | DATE AVAILABLE FOR WORK | |

Do you have a legal right to work in the United States? YES NO

Initials: _____

| Previous three(3) years residency | | | | | |
|-----------------------------------|--------|------|-------|----------|-----------------------|
| | STREET | CITY | STATE | ZIP-CODE | # OF YEARS AT ADDRESS |
| CURRENT | | | | | |
| MAILING | | | | | |
| PREVIOUS | | | | | |
| PREVIOUS | | | | | |
| PREVIOUS | | | | | |

| License Information | | | | |
|---|-----------|------------|--------------|-----------|
| No person who operates a commercial motor vehicle shall at any time have more than one driver's license (49 CFR 383.21). I certify that I do not have more than one motor vehicle license, the information for which is listed below. Include all licenses held for the past 3 years; attach additional sheets if needed. | | | | |
| STATE | LICENSE # | TYPE/CLASS | ENDORSEMENTS | EXP. DATE |
| | | | | |
| PREVIOUSLY HELD LICENSES | | | | |
| | | | | |
| | | | | |
| | | | | |

| Driving Experience | | | | |
|------------------------|-------------------|-----------|---------|---------------------------|
| CLASS OF EQUIPMENT | TYPE OF EQUIPMENT | DATE FROM | DATE TO | APPROX # OF MILES (TOTAL) |
| STRAIGHT TRUCK | | | | |
| TRACTOR & SEMI-TRAILER | | | | |
| TRACTOR & TWO TRAILERS | | | | |
| TRACTOR & TANKER | | | | |
| OTHER | | | | |

| Accident Record for the past 3 years | | | | |
|--------------------------------------|--------------------|--------------|------------|----------------------|
| DATES | NATURE OF ACCIDENT | # FATALITIES | # INJURIES | CHEMICAL SPILLS(Y/N) |
| | | | | |
| | | | | |
| | | | | |

Initials: _____

| SECOND(MOST RECENT) EMPLOYER | | | | | |
|--|--|------------|--|----------|--|
| NAME | | PHONE | | | |
| ADDRESS | | | | | |
| POSITION HELD | | FROM MO/YR | | TO MO/YR | |
| REASON FOR LEAVING | | | | SALARY | |
| EXPLAIN ANY GAPS IN EMPLOYMENT | | | | | |
| While employed here, were you subject to the Federal Motor Carrier Safety Regulations? <input type="checkbox"/> YES <input type="checkbox"/> NO | | | | | |
| Was the job designated as a safety-sensitive function in any Department of Transportation-regulated mode subject to alcohol and controlled substances testing as required by 49 CFR, part 40? <input type="checkbox"/> YES <input type="checkbox"/> NO | | | | | |

| THIRD(MOST RECENT) EMPLOYER | | | | | |
|--|--|------------|--|----------|--|
| NAME | | PHONE | | | |
| ADDRESS | | | | | |
| POSITION HELD | | FROM MO/YR | | TO MO/YR | |
| REASON FOR LEAVING | | | | SALARY | |
| EXPLAIN ANY GAPS IN EMPLOYMENT | | | | | |
| While employed here, were you subject to the Federal Motor Carrier Safety Regulations? <input type="checkbox"/> YES <input type="checkbox"/> NO | | | | | |
| Was the job designated as a safety-sensitive function in any Department of Transportation-regulated mode subject to alcohol and controlled substances testing as required by 49 CFR, part 40? <input type="checkbox"/> YES <input type="checkbox"/> NO | | | | | |

| Education | | | | | | |
|-------------|-----------------|-----------------|-----------------|--------------------------|--------------------------|---------|
| SCHOOL | NAME & LOCATION | COURSE OF STUDY | YEARS COMPLETED | GRADUATE | | DETAILS |
| | | | | Y | N | |
| HIGH SCHOOL | | | | <input type="checkbox"/> | <input type="checkbox"/> | |
| COLLEGE | | | | <input type="checkbox"/> | <input type="checkbox"/> | |
| OTHER | | | | <input type="checkbox"/> | <input type="checkbox"/> | |

| Other Qualifications |
|--|
| Please list any other qualifications that you have and which you believe should be considered. |
| |

Initials: _____

To be read and signed by applicant

I authorize you to make investigations (including contacting current and prior employers) into my personal, employment, financial, medical history, and other related matters as may be necessary in arriving at an employment decision. I hereby release employers, schools, health care providers, and other persons from all liability in responding to inquiries and releasing information in connection with my application.

In the event of employment, I understand that false or misleading information given in my application or interview(s) may result in discharge. I also understand that I am required to abide by all rules and regulations of the Company.

I understand that the information I provide regarding my current and/or prior employers may be used, and those employer(s) will be contacted for the purpose of investigating my safety performance history as required by 49 CFR 391.23. I understand that I have the right to:

- Review information provided by current/prior employers;
- Have errors in the information corrected by previous employers, and for those previous employers to resend the corrected information to the prospective employer; and
- Have a rebuttal statement attached to the alleged erroneous information, if the previous employer(s) and I cannot agree on the accuracy of the information.

This certifies that I completed this application, and that all entries on it and information in it are true and complete to the best of my knowledge. Note: A motor carrier may require an applicant to provide more information than that required by the Federal Motor Carrier Safety Regulations.

| | | | |
|----------------------------|--|-------------|--|
| APPLICANT NAME | | | |
| APPLICANT SIGNATURE | | DATE | |

Initials: _____

7 Days Priour Hours Statement

Instructions: Motor Carriers when using a driver for the first time shall obtain from the driver a signed statement giving the total time on-duty during the immediately preceding 7 days and time at which such driver was last relieved from duty prior to beginning work for such motor carrier. Rule 395.8(j) (2) Federal Motor Carrier Safety Regulations.

NOTE: Hours for any compensated work during the preceding 7 days, including work for a non-motor carrier entity, must be recorded on this form.

| | | | |
|---------------------------|--|--------------------------|--|
| DRIVER NAME(PRINT) | | SOCIAL SECURITY # | |
| DRIVER'S LICENSE | | STATE | |
| ENDORSEMENTS | | RESTRICTIONS | |

| DAY | 1 | 2 | 3 | 4 | 5 | 6 | 7 | | |
|--------------|---|---|---|---|---|---|---|--------------------|--|
| DATE | | | | | | | | | |
| HOURS WORKED | | | | | | | | TOTAL HOURS | |

I hereby certify that the information given above is correct to the best of my knowledge and behalf, and that I was relieved from work on:

| | | | | | |
|------|--|------|--|-----------------------------|-----------------------------|
| DATE | | TIME | | AM <input type="checkbox"/> | PM <input type="checkbox"/> |
|------|--|------|--|-----------------------------|-----------------------------|

Driver Certification for Other Compensated Work

INSTRUCTIONS: When employed by motor carrier, a driver must report to the motor carrier all on-duty time working for other employers. The definition of on-duty time found in Section 395.2 paragraphs 8 and 9 of the Federal Motor Carrier Safety Regulations includes time performing any other work in the capacity of, or in the employment or service of a common, contract or private motor carrier, also performing any compensated work for any non-motor carrier entity.

- Are you currently working for another employer? YES NO
- At this time do you intend to work for another employer while still employed by this company? YES NO

I hereby certify that the information given above is true and I understand that once I begin driving for this company, if I begin working for any additional employer(s) for compensation that I must inform this company immediately of such employment activity.

| | | | |
|-------------------------------|--|-------------|--|
| APPLICANT NAME | | | |
| APPLICANT SIGNATURE | | DATE | |
| COMPANY REPRESENTATIVE | | DATE | |

Initials: _____

MVR Release Consent Form

In conjunction with my employment at **MERCURY FREIGHT SYSTEMS LLC**, I Consent to the release of my Motor Vehicle Record (MVR) to the company. I understand the company will use these records to evaluate my suitability to fulfill driving duties that may be related to the position for which I am applying for. I also consent to the review, evaluation, and other use of any MVR I may have provided to the company. This consent is given in satisfaction of *Public Law 18 USC 2721 et. Seq.* "Federal Drivers Privacy Protection Act", and is intended to constitute "written consent" as required by this Act.

| | | | | | |
|---------------------|--|-----------|------|-------|--|
| DRIVER'S LICENSE # | | EXP DATE: | | STATE | |
| SOCIAL SECURITY # | | DOB | | | |
| APPLICANT NAME | | | | | |
| APPLICANT SIGNATURE | | | DATE | | |

(Required for all drivers)

PSP Release Consent Form

REGARDING BACKGROUND REPORTS FROM THE PSP Online Service In connection with your application for employment with **MERCURY FREIGHT SYSTEMS LLC**, Prospective Employer, its employees, agents or contractors may obtain one or more reports regarding your driving, and safety inspection history from the Federal Motor Carrier Safety Administration (FMCSA). When the application for employment is submitted in person, if the Prospective Employer uses any information it obtains from FMCSA in a decision to not hire you or to make any other adverse employment decision regarding you, the Prospective Employer will provide you with a copy of the report upon which its decision was based and a written summary of your rights under the Fair Credit Reporting Act before taking any final adverse action. If any final adverse action is taken against you based upon your driving history or safety report, the Prospective Employer will notify you that the action has been taken and that the action was based in part or in whole on this report. When the application for employment is submitted by mail, telephone, computer, or other similar means, if the Prospective Employer uses any information it obtains from FMCSA in a decision to not hire you or to make any other adverse employment decision regarding you, the Prospective Employer must provide you within three business days of taking adverse action oral, written or electronic notification: that adverse action has been taken based in whole or in part on information obtained from FMCSA; the name, address, and the toll free telephone number of FMCSA; that the FMCSA did not make the decision to take the adverse action and is unable to provide you the specific reasons why the adverse action was taken; and that you may, upon providing proper identification, request a free copy of the report and may dispute with the FMCSA the accuracy or completeness of any information or report. If you request a copy of a driver record from the Prospective Employer who procured the report, then, within 3 business days of receiving your request, together with proper identification, the Prospective Employer must send or provide to you a copy of your report and a summary of your rights under the Fair Credit Reporting Act. Neither the Prospective Employer nor the FMCSA contractor supplying the crash and safety information has the capability to correct any safety data that appears to be incorrect. You may challenge the accuracy of the data by submitting a request to <https://dataqs.fmcsa.dot.gov>. If you challenge crash or inspection information reported by a State, FMCSA cannot change or correct this data. Your request will be forwarded by the DataQs system to the appropriate State for adjudication. Any crash or inspection in which you were involved will display on your PSP report. Since the PSP report does not report, or assign, or imply fault, it will include all Commercial Motor Vehicle (CMV) crashes where you were a driver or co-driver and where those crashes were reported to FMCSA, regardless of fault. Similarly, all inspections, with or without violations, appear on the PSP report. State citations associated with Federal Motor Carrier Safety Regulations (FMCSR) violations that have been adjudicated by a court of law will also appear, and remain, on a PSP report. The Prospective Employer cannot obtain background reports from FMCSA without your authorization. AUTHORIZATION If you agree that the Prospective Employer may obtain such background reports, please read the following and sign below: I authorize **MERCURY FREIGHT SYSTEMS LLC** to access the FMCSA Pre-Employment Screening Program (PSP) system to seek information regarding my commercial driving safety record

Initials: _____

and information regarding my safety inspection history. I understand that I am authorizing the release of safety performance information including crash data from the previous five (5) years and inspection history from the previous three (3) years. I understand and acknowledge that this release of information may assist the Prospective Employer to make a determination regarding my suitability as an employee. I further understand that neither the Prospective Employer nor the FMCSA contractor supplying the crash and safety information has the capability to correct any safety data that appears to be incorrect. I understand I may challenge the accuracy of the data by submitting a request to <https://dataqs.fmcsa.dot.gov>. If I challenge crash or inspection information reported by a State, FMCSA cannot change or correct this data. I understand my request will be forwarded by the DataQs system to the appropriate State for adjudication. I understand that any crash or inspection in which I was involved will display on my PSP report. Since the PSP report does not report, or assign, or imply fault, I acknowledge it will include all CMV crashes where I was a driver or co-driver and where those crashes were reported to FMCSA, regardless of fault. Similarly, I understand all inspections, with or without violations, will appear on my PSP report, and State citations associated with FMCSR violations that have been adjudicated by a court of law will also appear, and remain, on my PSP report. I have read the above Disclosure Regarding Background Reports provided to me by Prospective Employer and I understand that if I sign this Disclosure and Authorization, Prospective Employer may obtain a report of my crash and inspection history. I hereby authorize Prospective Employer and its employees, authorized agents, and/or affiliates to obtain the information authorized above.

| | | | |
|---------------------|--|-------|--|
| DRIVER'S LICENSE # | | STATE | |
| APPLICANT NAME | | | |
| APPLICANT SIGNATURE | | DATE | |

Background Check Consent and Release Waiver

National Background Screening Consent Form

I authorize and give consent for the **MERCURY FREIGHT SYSTEMS LLC** to obtain information regarding myself. This includes the following:

- Local & National Criminal background records/information
- All 50 State Sex Offender Registries
- Full Address Trace
- Social Security Verification

I, the undersigned, authorize this information to be obtained either in writing or via telephone in connection with my application. Any person, firm or organization providing information or records in accordance with this authorization is released from any and all claims of liability for compliance. Such information will be held in confidence in accordance with the organization's guidelines.

By signing this document, I am providing the above named Organization my consent for an initial background check as well as any subsequent background checks deemed necessary throughout the length of my volunteer/employment assignment with this Organization.

| | | | |
|---------------------|--|-------|-----|
| APPLICANT NAME | | DOB | |
| SOCIAL SECURITY # | | | |
| ADDRESS | | | |
| CITY | | STATE | ZIP |
| APPLICANT SIGNATURE | | DATE | |

Initials: _____

General Consent for Limited Queries

As stipulated in FMCSA *rule* §382.701 Drug and Alcohol Clearinghouse In lieu of a full query, an employer may obtain the individual driver's consent to conduct a limited query to satisfy the annual query requirement. The limited query will tell the employer whether there is information about the individual driver in the Clearinghouse but will not release that information to the employer. The individual driver may give consent to conduct limited queries that are effective for more than one year. If the limited query shows that information exists in the Clearinghouse about the individual driver, the employer must conduct a full query, within 24 hours of conducting the limited query. If the employer fails to conduct a full query within 24 hours, the employer must not allow the driver to continue to perform any safety-sensitive function until the employer conducts the full query and the results confirm that the driver's Clearinghouse record contains no prohibitions. The driver needs to register in the Clearinghouse and provide consent in the Clearinghouse for a full query to be fulfilled. If the driver fails to register and consent for the full query, the employer must not allow the driver to continue to perform any safety-sensitive function until the employer is able to conduct the full query and the results confirm that the driver's Clearinghouse record contains no prohibitions. I hereby consent to the employer listed above to perform unlimited limited queries to the FMCSA Drug and Alcohol Clearinghouse to determine whether drug or alcohol violation information about me exists in the Clearinghouse. I understand that if the limited query conducted by the Company indicates that drug or alcohol violation information about me exists in the Clearinghouse, FMCSA will not disclose that information to the Company without first obtaining additional specific consent. I further understand that if I refuse to provide consent for **MERCURY FREIGHT SYSTEMS LLC** to conduct a limited query of the Clearinghouse, **MERCURY FREIGHT SYSTEMS LLC** must prohibit me from performing safety-sensitive functions, including driving a commercial motor vehicle, as required by FMCSA's drug and alcohol program regulations. This consent is valid for a period of five years or until my employment with the company is terminated.

| | | | |
|--------------------------------|--|--------------|--|
| APPLICANT NAME | | | |
| DRIVER'S LICENSE NUMBER | | STATE | |
| APPLICANT SIGNATURE | | DATE | |

Fines and Bonuses Schedule

| Inspection with no violation | |
|------------------------------|---------------------------|
| I level | Bonus \$500 |
| II level | Bonus \$300 |
| III level | Bonus \$200 |
| Logbook Violation (Not OOS) | |
| 1st occurrence | Fine \$300 |
| 2nd occurrence | Fine \$500 |
| 3rd occurrence | Fine \$1000 + Termination |
| Logbook Violation (OOS) | |
| 1st occurrence | Fine \$400 |
| 2nd occurrence | Fine \$600 |
| 3rd occurrence | Fine \$1000 + Termination |
| Not using ELD | Fine \$1000 |

Initials: _____

| | |
|--|---------------------------|
| Speeding and all other moving violations (less than 15 mph over the limit) | |
| 1st occurrence | Fine \$500 |
| 2nd occurrence | Fine \$700 |
| 3rd occurrence | Fine \$1000 + Termination |
| Speeding 15 mph or more over the limit | |
| 1st occurrence | Fine \$1000 |
| 2nd occurrence | Fine \$1000 + Termination |
| Using a hand-held device while operating a CMV | Fine \$1000 |
| Failure to wear a seatbelt | |
| Failure to wear a seatbelt | Fine \$1000 |
| Driver in possession of drugs and/or alcohol in a CMV | |
| Driver in possession of drugs and/or alcohol in a CMV | Fine \$2000 + Termination |
| Maintenance | |
| Tire violation - OOS | Fine \$500 |
| Tire Violation - not OOS | Fine \$300 |
| Lights Violation - OOS | Fine \$300 |
| Lights Violation - not OOS | Fine \$200 |
| Brake System - OOS | Fine \$500 |
| Brake System - not OOS | Fine \$250 |
| Fire extinguisher missing, not meeting DOT requirement | Fine \$200 |
| Air Leak/Oil Leak | Fine \$200 |
| Damaged or discolored windshield | Fine \$250 |
| Any of the same violation occurred more than 2 times are subject to driver termination | |
| Other | |
| Not stopping on weigh station | Fine \$1000 |
| Failure to report/turn in a roadside DOT inspection in 48h | Fine \$500 |
| Failure to notify the office of a CDL suspension | Fine \$1000 |
| Allowing a non-qualified or unauthorized person to drive | Fine \$2000 + Termination |

Initials: _____

| | |
|--|---------------------------|
| Unauthorized Passenger in the vehicle | Fine \$500 + Termination |
| Not Reporting an accident immediately | Fine \$1000 + Termination |
| Any violation not stated above | Fine \$200 |
| Overweight | Fine \$300 |
| Missing maintenance receipts | Fine \$200 |
| Missing Fuel Reports for a previous month | Fine \$300 |
| Driving without license plates | Fine \$500 |
| Violation of an OOS order | Fine \$500 |
| OWNER AND SAFETY MANAGER RESERVES THE RIGHT TO CHANGE ANY AMOUNT THAT APPLIES | |

- **OWNERS: MANDATORY MONTHLY MAINTENANCE RECEIPTS REQUIRED** - the charge for failure to submit monthly maintenance receipts is \$100.00 per month charge; you are required to submit at least one receipt per month and this receipt must match your logbook.
- **ANNUAL INSPECTION** - must be done at TA, Love's, R1, every six(6) months for both truck and trailer, no exceptions. Otherwise the truck will not be dispatched.

*If you have two(2) or more consecutive clean inspections, each inspection will be \$100.00 extra.

| | | | |
|---------------------|--|------|--|
| APPLICANT NAME | | | |
| APPLICANT SIGNATURE | | DATE | |

| Drive Test | | | |
|---|--|------------|--|
| <i>(To be filled by a company member)</i> | | | |
| DRIVER NAME | | POWER UNIT | |
| SOCIAL SECURITY NUMBER | | TRAILER | |
| DRIVER'S LICENSE NUMBER | | STATE | |
| This is to certify that the above-named driver was given a road test under my supervision on __/__/20__, consisting of approximately __ miles of driving. | | | |
| It is my considered opinion that this driver possesses sufficient driving skill to safely operate the type of commercial motor vehicle listed above. | | | |
| EXAMINER SIGNATURE | | TITLE | |
| EXAMINER ORGANIZATION | | | |

Initials: _____

Driver Pre-Employment drug and alcohol screening

Section 40.25(j) of the Federal Motor Carrier Safety Regulations, requires each motor carrier to inquire to prospective drivers and prospective drivers are required to respond to the information in the question below.

Have you, the applicant, tested positive, or refused to test, on any pre-employment drug or alcohol test administered by an employer to which you applied for, but did not obtain, safety-sensitive transportation work covered by DOT agency drug and alcohol testing rules during the past two years?

Check One:

YES NO

If the answer to the above question is **YES**, please list the motor carrier(s) below:

| | | | |
|--|--|----------------------|-------------|
| MOTOR CARRIER NAME: | | MC NUMBER: | |
| ADDRESS: | | STATE: | ZIP: |
| In addition, if the answer to the above question is YES , please list the name and contact information for the Substance Abuse Professional (SAP) who complete you evaluation: | | | |
| NAME OF SAP: | | PHONE NUMBER: | |
| ADDRESS: | | STATE: | ZIP: |
| <i>I certify that the information provided above is true and correct.</i> | | | |
| APPLICANT NAME | | | |
| APPLICANT SIGNATURE: | | DATE: | |

Drug and Alcohol Policy

This policy complies with 49 CFR Part 655, as amended, 49 CFR Part 382, as amended, and 49 CFR Part 40, as amended. Copies of Parts 655, 382, and 40 are available in the drug and alcohol program manager's office and can be found on the Internet at the Department of Transportation (DOT) Office of Drug and Alcohol Policy and Compliance website <http://www.transportation.gov/odapc>.

All covered employees are required to submit to drug and alcohol tests as a condition of employment in accordance with these regulations.

All Mercury Freight Systems LLC employees are subject to the provisions of the Drug-Free Workplace Act of 1988.

The unlawful manufacture, distribution, dispensation, possession or use of a controlled substance is prohibited in the covered workplace. An employee who is convicted of any criminal drug statute for a violation occurring in the workplace shall notify the Safety Office no later than five days after such conviction.

This policy applies to every person whose position requires the possession of a commercial driver's license (CDL); every employee performing a "safety-sensitive function" as defined below, and any person applying for such positions.

Under FMCSA (Part 382), you are a covered employee if you perform any of the following safety-sensitive functions:

- Driving a commercial motor vehicle which requires the driver to have a CDL
- Waiting to be dispatched to operate a commercial motor vehicle
- Inspecting, servicing, or conditioning any commercial motor vehicle
- Performing all other functions in or upon a commercial motor vehicle (except resting in a sleeper berth)

Initials: _____

- Loading or unloading a commercial motor vehicle, supervising or assisting in the loading or unloading, attending a vehicle being loaded or unloading, remaining in readiness to operate the vehicle, or giving or receiving receipts for shipments being loaded or unloaded
- Repairing, obtaining assistance, or remaining in attendance upon a disabled vehicle

Prohibited Behaviour

Use of illegal drugs is prohibited at all times. All covered employees are prohibited from reporting for duty or remaining on duty any time there is a quantifiable presence of a prohibited drug in the body at or above the minimum thresholds defined in Part 40. Prohibited drugs include:

- Marijuana
- Cocaine
- Phencyclidine (PCP)
- Opioids
- Amphetamines

MERCURY FREIGHT SYSTEMS LLC has a strict zero (0) drug and alcohol policy.

All covered employees are prohibited from performing or continuing to perform safety-sensitive functions while having an alcohol concentration of 0.00.

All covered employees are prohibited from consuming alcohol while performing safety-sensitive job functions or while on-call to perform safety-sensitive job functions. If an on-call employee has consumed alcohol, they must acknowledge the use of alcohol at the time that they are called to report for duty. If the on-call employee claims the ability to perform his or her safety-sensitive function, he or she must take an alcohol test with a result of 0.00 prior to performance.

All covered employees are prohibited from consuming alcohol within eight (8) hours prior to the performance of safety-sensitive job functions.

All covered employees are prohibited from consuming alcohol for eight (8) hours following involvement in an accident or until he or she submits to the post-accident drug and alcohol test, whichever occurs first.

Consequences for Violations

FTA Consequences

Following a positive drug or alcohol (BAC at or above 0.04) test result or test refusal, the employee will be immediately removed from safety-sensitive duty and referred to a Substance Abuse Professional.

Following a BAC of 0.02 or greater, but less than 0.04, the employee will be immediately removed from safety-sensitive duties for at least eight hours unless a retest results in the employee's alcohol concentration being less than 0.02. **That person will also be removed from doing any safety-sensitive duties in our company.**

FMCSA Consequences

Following a positive drug or alcohol (BAC at or above 0.04) test result or test refusal, the employee will be immediately removed from safety-sensitive duty and referred to a Substance Abuse Professional (SAP).

Following a BAC of 0.02 or greater, but less than 0.04, the employee will be immediately removed from safety-sensitive duties until the start of the employee's next regularly scheduled duty period, but not less than 24 hours following administration of the test. **That person will also be removed from any safety-sensitive duties in our company.**

Initials: _____

Treatment/Discipline

Per **Mercury Freight Systems LLC** policy, any employee who tests positive for drugs or alcohol (BAC at or above 0.04) or refuses to test **will be referred to a Substance Abuse Professional (SAP) will be removed from any safety-sensitive duties in our company.**

- **Circumstances for testing:**

1. Pre-Employment Testing
2. Reasonable Suspicion Testing
3. Post-Accident Testing
4. Random Testing
5. Return to Duty Testing
6. Follow-up Testing
7. Test Refusals

As a covered employee, you have refused to test if you:

1. Fail to appear for any test (except a pre-employment test) within a reasonable time, as determined by **Mercury Freight Systems LLC**.
2. Fail to remain at the testing site until the testing process is complete. An employee who leaves the testing site before the testing process commences for a pre-employment test has not refused to test.
3. Fail to attempt to provide a breath or urine specimen. An employee who does not provide a urine or breath specimen because he or she has left the testing site before the testing process commenced for a pre-employment test has not refused to test.
4. In the case of a directly-observed or monitored urine drug collection, fail to permit monitoring or observation of your provision of a specimen.
5. Fail to provide a sufficient quantity of urine or breath without a valid medical explanation.
6. Fail or decline to take a second test as directed by the collector or **Mercury Freight Systems LLC** for drug testing.
7. Fail to undergo a medical evaluation as required by the MRO or **Mercury Freight Systems LLC's** Designated Employer Representative (DER).
8. Fail to cooperate with any part of the testing process.
9. Fail to follow an observer's instructions to raise and lower clothing and turn around during a directly-observed test.
10. Possess or wear a prosthetic or other device used to tamper with the collection process.
11. Admit to the adulteration or substitution of a specimen to the collector or MRO.
12. Refuse to sign the certification at Step 2 of the Alcohol Testing Form (ATF).
13. Fail to remain readily available following an accident.

As a covered employee, if the MRO reports that you have a verified adulterated or substituted test result, you have refused to take a drug test.

As a covered employee, if you refuse to take a drug and/or alcohol test, you incur the same consequences as testing positive and will be immediately removed from performing safety-sensitive functions, and referred to a SAP.

Contact Person:

For questions about **Mercury Freight Systems LLC's** anti-drug and alcohol misuse program, contact the **Safety Office**.

| | | | |
|---------------------|--|------|--|
| APPLICANT NAME | | | |
| APPLICANT SIGNATURE | | DATE | |

Initials: _____

Cell Phone Policy

FMCSA passed the final rule on cell phone use for drivers of Commercial Motor Vehicles (CMV) effective January 3, 2012. This rule restricts a CMV driver from holding a mobile telephone to conduct a voice communication and from dialing a mobile telephone by pressing more than a single button. This law also restricts the use of push to talk (Nextel type) phones.

Limiting the use of cell phones, including texting and hands-free devices, to times when we are not operating a motor vehicle, will reduce exposure to accidents and injuries.

MERCURY FREIGHT SYSTEMS LLC has adopted the following policy effective immediately.

Even though cell phone use is allowed with a hands free device it is our company policy that drivers not talk on a cell phone until they are parked at a safe and legal location. A driver receiving an incoming call on a hands free device, may briefly acknowledge the incoming call and inform the caller they will call back once they have parked in a safe, legal location.

Texting is never allowed while operating a CMV.

Texting includes phone texting, pda use, satellite communications or any other existing texting communication devices.

This policy is in effect for anyone driving company owned or leased equipment for **MERCURY FREIGHT SYSTEMS LLC**. Violations of this policy may result in fines, disciplinary actions, up to and including termination.

I have read and agree to keep in compliance with the cell phone policy.

| | | | |
|----------------------------|--|-------------|--|
| APPLICANT NAME | | | |
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Defensive Driving Policies

Following these defensive driving tips can help reduce your risk behind the wheel:

1. **Think safety first.** Avoiding aggressive and inattentive driving tendencies yourself will put you in a stronger position to deal with other people's bad driving. Leave plenty of space between you and the car in front. Always lock your doors and wear your seatbelt to protect you from being thrown from the car in a crash.
2. **Be aware of your surroundings — pay attention.** Check your mirrors frequently and scan conditions 20 to 30 seconds ahead of you. Keep your eyes moving. If a vehicle is showing signs of aggressive driving, slow down or pull over to avoid it. If the driver is driving so dangerously that you're worried, try to get off the roadway by turning right or taking the next exit if it's safe to do so. Also, keep an eye on pedestrians, bicyclists, and pets along the road.
3. **Do not depend on other drivers.** Be considerate of others but look out for yourself. Do not assume another driver is going to move out of the way or allow you to merge. Assume that drivers will run through red lights or stop signs and be prepared to react. Plan your movements anticipating the worst-case scenario.
4. **Follow the 3- to 4-second rule.** Since the greatest chance of a collision is in front of you, using the 3- to 4-second rule will help you establish and maintain a safe following distance and provide adequate time for you to brake to a stop if necessary. But this rule only works in normal traffic under good weather conditions. In bad weather, increase your following distance an additional second for each condition such as rain, fog, nighttime driving, or following a large truck or motorcycle.
5. **Keep your speed down.** Posted speed limits apply to ideal conditions. It's your responsibility to ensure that your speed matches conditions. In addition, higher speeds make controlling your vehicle that much more difficult if things go wrong. To maintain control of your vehicle, you must control your speed.
6. **Have an escape route.** In all driving situations, the best way to avoid potential dangers is to position your vehicle where you have the best chance of seeing and being seen. Having an alternate path of travel also is essential, so always leave yourself an out — a place to move your vehicle if your immediate path of travel is suddenly blocked.
7. **Separate risks.** When faced with multiple risks, it's best to manage them one at a time. The goal is to avoid having to

Initials: _____

deal with too many risks at the same time.

8. **Cut out distractions.** A distraction is any activity that diverts your attention from the task of driving. Driving deserves your full attention — so stay focused on the driving task.
9. **Think safety first.** Avoiding aggressive and inattentive driving tendencies yourself will put you in a stronger position to deal with other people's bad driving. Leave plenty of space between you and the car in front. Always lock your doors and wear your seatbelt to protect you from being thrown from the car in a crash.
10. **Be aware of your surroundings — pay attention.** Check your mirrors frequently and scan conditions 20 to 30 seconds ahead of you. Keep your eyes moving. If a vehicle is showing signs of aggressive driving, slow down or pull over to avoid it. If the driver is driving so dangerously that you're worried, try to get off the roadway by turning right or taking the next exit if it's safe to do so. Also, keep an eye on pedestrians, bicyclists, and pets along the road.
11. **Do not depend on other drivers.** Be considerate of others but look out for yourself. Do not assume another driver is going to move out of the way or allow you to merge. Assume that drivers will run through red lights or stop signs and be prepared to react. Plan your movements anticipating the worst-case scenario.
12. **Follow the 3- to 4-second rule.** Since the greatest chance of a collision is in front of you, using the 3- to 4-second rule will help you establish and maintain a safe following distance and provide adequate time for you to brake to a stop if necessary. But this rule only works in normal traffic under good weather conditions. In bad weather, increase your following distance an additional second for each condition such as rain, fog, nighttime driving, or following a large truck or motorcycle.
13. **Keep your speed down.** Posted speed limits apply to ideal conditions. It's your responsibility to ensure that your speed matches conditions. In addition, higher speeds make controlling your vehicle that much more difficult if things go wrong. To maintain control of your vehicle, you must control your speed.
14. **Have an escape route.** In all driving situations, the best way to avoid potential dangers is to position your vehicle where you have the best chance of seeing and being seen. Having an alternate path of travel also is essential, so always leave yourself an out — a place to move your vehicle if your immediate path of travel is suddenly blocked.
15. **Separate risks.** When faced with multiple risks, it's best to manage them one at a time. The goal is to avoid having to deal with too many risks at the same time.
16. **Cut out distractions.** A distraction is any activity that diverts your attention from the task of driving. Driving deserves your full attention — so stay focused on the driving task.

I have read, understand and agree to the terms set forth in this Driving defensive policy

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| APPLICANT NAME: | | | |
| APPLICANT SIGNATURE: | | DATE: | |

Driving and Traffic Violation Policy

We deeply value the safety and well-being of all employees. Due to the risk of motor vehicle accidents resulting from traffic congestion, unsafe driving habits, road conditions and distraction, **MERCURY FREIGHT SYSTEMS LLC** is instituting a safety driving policy and rules. This safety policy applies to all employees who operate a motor vehicle under **MERCURY FREIGHT SYSTEMS LLC** authority.

Safety Rules

1. Inspect vehicles prior to use to ensure that they are in safe operating condition.
 - a. If a vehicle does not pass inspection, repairs must be done at the nearest shop.
 - b. Vehicles are not to be operated unless in a safe operating condition.
2. Drivers must be physically and mentally able to drive safely. Fatigue, medications and physical injuries can affect an employee's ability to safely operate a vehicle.
3. Drivers must conform to all traffic laws and make allowances for adverse weather and traffic conditions. Speeding and aggressive behavior will not be tolerated.
4. Seat belts must be worn whenever a vehicle is in motion.

Initials: _____

5. Cell phone usage, including texting, is prohibited while driving for company purposes.
6. Use of radar detectors is forbidden in all vehicles owned or used by the company.
7. Hitchhikers and passengers other than company employees are not permitted.
8. Cargo should be secured and all doors should be locked, both when the vehicle is en route and when it is parked.
9. Respect the rights of other drivers and pedestrians.
10. Drivers may not be under the influence of drugs or alcohol while operating a vehicle for company purposes.
11. All traffic violations, whether on company or personal time, must be reported to the manager within 24 hours or by the next business day. CDL drivers will also be required to complete a violation review form.
12. MERCURY FREIGHT SYSTEMS LLC will review motor vehicle reports annually.
13. If a contractor has a change in license status, including a renewal, he or she must give a copy of his or her new license to the supervisor for the employee's file.
14. Contractors are responsible for maintaining a valid driver's license.

Safety Rules Enforcement

Employees will be subject to fines, disciplinary action up to and including termination for violating any of the above rules.

I have read, understand and agree to the terms set forth in this policy and I am aware if I fail to follow company policy I'm subject to fine, suspensions and lease termination.

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| APPLICANT NAME: | | | |
| APPLICANT SIGNATURE: | | DATE: | |

Accident Policy and Procedure

Any contractor who is involved in an accident while driving for company purposes will be required to complete an accident report using the company's auto accident investigation kit while at the scene of the accident. He or she must return the report to his or her supervisor on the same day to review the information to make sure it is complete. The contractor must go for his or her post-accident drug and alcohol analysis at one of the nearest facilities. The contractor may also be required to discuss the accident with the safety manager and provide a written statement. Management will review all accidents and determine whether they were preventable or non-preventable. A preventable accident is defined as an accident in which the driver failed to do everything reasonably possible to prevent it from occurring.

The basic steps that the driver should perform at the accident scene are as follows:

- Stop immediately and secure the vehicle (shut off the engine and set the brakes).
- Protect the area by properly placing emergency warning devices.
- Report the accident to the motor carrier.
- Assist any injured person (the driver should never move an injured person unless they are in imminent danger).
- Notify the police (the driver should not leave the scene of the accident except in extreme emergency situations; if necessary, the driver should write down the accident location and assistance needed, and request that a bystander make the call).
- Maintain a professional demeanor, regardless of who was at fault.
- Provide his/her name, the company's name, insurance policy information, and driver's license to the other party(ies). The driver should not discuss details of the accident with anyone except his/her employer, police, or the company's insurance representative.
- Complete a preliminary accident report.
- If towing involved provide the Name of the towing company
- **REPORT IF ANY TICKET WAS ISSUED TO YOU**
- Take a lot of pictures from far and close from yours and the other party damage, insurance license, company name e.t.c.
- **DRIVERS ARE SUBJECT TO POST ACCIDENT DRUG AND ALCOHOL TESTING PER FMCSA!** If you fail to do it will be reported as refusal!

I understand and agree to the terms set forth in this Accident policy and I am aware if I fail to follow accident company policy I'm subject to fine, suspensions and lease termination.

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| APPLICANT NAME | | | |
| APPLICANT SIGNATURE | | DATE | |

Initials: _____

| Safety Belt Policy | | | |
|--|--|-------------|--|
| <p>It is MERCURY FREIGHT SYSTEMS LLC policy that every operator of our equipment and all occupants of any vehicle must wear safety belts while on company business. This applies to all personally-owned, company-owned, leased, and rented vehicles.</p> | | | |
| <p>Lap and Shoulder Belts</p> <p>Drivers must wear lap and shoulder belts when operating a motor vehicle. (FMCSR, Part 392.16)</p> | | | |
| <p>Sleeper Berth Restraints</p> <p>For Sleeper berths, occupant restraint systems installed by the manufacturer must be used, whether the system is at the entry point of the berth or incorporated as a belt-type restraint within the berth itself.</p> | | | |
| <p>I acknowledge and understand this policy.</p> | | | |
| APPLICANT NAME | | | |
| APPLICANT SIGNATURE | | DATE | |

| Hours Of Service Policy |
|---|
| <p>MERCURY FREIGHT SYSTEMS LLC is always committed to operating in a safe and legal manner. The submission of accurate, true, neat, and legible daily logs and accurate and true electronic logs (e-logs) is an integral part of this commitment. MERCURY FREIGHT SYSTEMS LLC has established a zero-tolerance standard for log and hours-of-service violations. The company will audit drivers' logs and e-log records to ensure compliance with the federal motor carrier safety regulations, part 395, as applicable to drivers of property-carrying vehicles. Continual non-compliance with hours-of-service regulations will not be tolerated at MERCURY FREIGHT SYSTEMS LLC.</p> |
| <p>Who is regulated?</p> <p>All MERCURY FREIGHT SYSTEMS LLC drivers are subject to hours-of-service rules in the United States. MERCURY FREIGHT SYSTEMS LLC drivers must complete logs if outside a 150-air-mile radius of the office.</p> |
| <p>Responsibility</p> <p>Each driver is always expected to operate in a safe and legal manner, which includes the submission of accurate, true, neat, and legible daily logs and e-logs. Each driver must understand and apply all hours-of-service rules. Drivers are expected to monitor their on-duty/off-duty time and know their availability.</p> <p>A driver is expected to approach a supervisor if he or she has questions about the hours-of-service rules and/or company-issued policies. any hours-of-service violations resulting from a misunderstanding of the rules may result in refresher retraining. Drivers are expected to use their best judgment if feeling ill or fatigued. even if they have available hours under the rules, they must not begin or continue with a shift. Any disregard for the HOS rules and/or this company policy will result in disciplinary actions by the company, up to and breach of contract.</p> <p>Safety and operations personnel must not allow a driver to violate the hours-of-service rules and/or company-issued policies. Supervisory personnel must not allow a driver to operate a commercial motor vehicle if he or she is ill or fatigued, despite having available hours available under the rules. Drivers must understand and be compliant with the following hours of service rules</p> |
| <p>11-hour driving rule: a driver cannot drive for more than 11 hours following 10 consecutive hours off duty. all time spent at the driving controls of a commercial motor vehicle is considered driving time.</p> <p>14-hour on-duty rule: a driver cannot drive after the 14th consecutive hour after coming on duty. After the 14th hour, a driver cannot drive again until he/she has 10 consecutive hours of rest.</p> <p>Rest-break rule: a driver cannot drive if more than 8 hours have passed since the end of the driver's last off-duty or sleeper-berth period of at least 30 minutes.</p> <p>70 hour rule (34 hour reset): a driver may not drive after 70 hours on duty in 8 consecutive days. A driver may restart an 8 consecutive day period after taking 34 or more consecutive hours off duty. Sleeper berth provision - drivers using the sleeper berthprovision must take at least 7/8 consecutive hours in the sleeper berth, plus a separate 2/3 consecutive hours either in the</p> |

Initials: _____

sleeper berth, off duty, or any combination of the two.

Logs

Drivers have been instructed by the company to use an electronic logging device (eld) and they are expected to know and apply the property-carrying vehicle hours-of-service and eld rules. Any disregard for the eld rules and/or this company policy will result in disciplinary actions by the company, up to and including termination when using an electronic logging device (eld), all drivers must:

- log in at the beginning of the tour, using their own assigned credentials. Under no circumstances is a driver to use another driver's login information. as part of the login process, the driver is to:
 - review, and accept or deny any unassigned driving time on the device at time of login. Drivers are required to accept unassigned driving time if the driver's actions led to the unassigned driving time.
 - make location entries, when requested by the device.
 - find a safe parking location and stop operating the vehicle when alerted by the eld that an hours-of-service limit (8-hour/30-minute break, 11 driving, 14 consecutives, 60/70) will be reached.
 - Not operate the vehicle until a required break has been completed (30-minute, 10-hour, 34-hour).
 - Make edits and annotations as needed to correct for errors and omissions. All edits must include a comment stating the reason the edit was necessary.
 - Adding on-duty hours that were not entered into the system through the onboard device
 - Review proposed edits and approve the edit only if the edit is appropriate. If the edit is not appropriate, the driver is to contact the supervisor that initiated the edit and explain why the edit is not appropriate.
 - Enter a comment any time an exemption or exception is used. Enter a comment any time a limit is exceeded.
 - Certify and submit records daily
 - The driver's record of duty status must be recorded on a graph grid that includes the following types of duty:
 - Off duty. A driver may log off duty when he/she is relieved of responsibility for his/her job
 - Sleeper berth. A driver may log time he/she spends in a sleeper berth which meets the requirements set forth in sec. 393.76 of the FMCSRS.
 - Driving. A driver must log all time spent at the driving controls of a commercial motor vehicle in operation.
 - On duty (not driving). A driver is on duty whenever he/she is required to be ready for work. all on-vehicle time (except sleeper berth) is considered on-duty time.
 - Yard move - manual driver event used to track in-yard driving time. Time is recorded against a driver's on-duty clock, but not driving time
 - Personal conveyance (PC) - movement of a commercial motor vehicle (CMV) for personal use while off duty.
 - The driver can use personal conveyance duty status only after he/she notify the safety or support department and get permission. A list of appropriate use of PC will be given to each driver.
 - The daily limit is up to 75 miles, for using a cmv for personal conveyance.
 - Driver must always have certified 7 previous days of logs
 - While on the road driver must always have with him/her ELD Manual with instructions on how to transfer his/her logs to DOT officer
 - it is the driver's responsibility to provide the officer with the requested records and documents during a roadside inspection.
 - Device (tablet/phone or else) that driver is using for eld must be mounted in a fixed position during commercial motor vehicle (CMV) operation and visible to the driver from a normal seated driving position.
- If there is a malfunction of ELD driver is responsible to notify safety department within 24 hour, reconstruct the record of duty status (RODS) for the current 24-hour period and the previous 7 consecutive days, and record the records of duty status on graph-grid paper logs; the recording of the driver's hours of service on a paper log cannot continue for more than 8 days after the malfunction; a driver that continues to record his or her hours of service on a paper log beyond 8 days risk being placed out of service. Nobody from the company can force the driver to drive if he/she doesn't have any more driving or shift time.

Prohibited practices

Under no circumstance is a driver to change (edit) a record in such a way that would result in a false record being created. Under no circumstances is a driver to operate a vehicle equipped with an eld without logging into the device. Under no circumstances is a driver to operate a vehicle equipped with an eld after logging out of an eld.

Under no circumstances is a driver to operate a vehicle on a public roadway at a slow enough speed to prevent the device from correctly capturing driving time. Drivers are not allowed to operate upon reaching any of the appropriate hours-of-service limits, unless there is an exception that allows the driver to drive past the limit. In this case, the driver is to note the exception used in the comments area. Under no circumstances is a driver to operate a vehicle until all hours that are not in the eld system have been entered via the edit process.

Under no circumstances is the driver to tamper with the device or the data stored in the device. any attempts by a driver to repair the device or return functionality must be done under the direct supervision of a company supervisor.

Hours of service corrective actions and fines

All violations will be brought to a driver's attention as soon as possible.

Initials: _____

The safety manager appointed by **MERCURY FREIGHT SYSTEMS LLC** will be responsible for reviewing the violation(s) with the driver. This review will consist of an explanation of any violations and how to prevent reoccurrence.

The driver can request, or the driver's supervisor can recommend, hours-of-service additional training at any time. Drivers in need of additional hours-of-service training will be referred to **MERCURY FREIGHT SYSTEMS LLC** safety department for scheduling.

Drivers with repeated or excessive hours-of-service violations will be subject to the following corrective action schedule. However, **MERCURY FREIGHT SYSTEMS LLC** reserves the right to impose more stringent consequences based on circumstances and the severity of violations. Situations will be judged on a case-by-case basis and the **3-strike policy/disciplinary actions will apply.**

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| APPLICANT NAME | | | |
| APPLICANT SIGNATURE | | DATE | |

Vehicle Inspection Policy

REMEMBER

It only takes a few minutes to do a proper inspection. The better inspections you do, the more you check your tractor and trailer during the run, the easier your job gets. You stay on the road making money, and you have less chance of an accident or breakdown. Your company's insurance rates even go down as a result of your efforts.

Vehicle inspections: They're not just good sense, they're the law.

TYPES OF VEHICLE INSPECTION

The three unique vehicle inspections are required: Pre-trip (FMCSR 392.7 and 396.13), on-the-road (FMCSR 392.9) and post-trip (FMCSR 396.11).

Pre-trip

You do a pre-trip inspection prior to each trip to ensure the safety of your vehicle or to identify problems that could cause a breakdown or accident. The pre-trip inspection includes filling out a Driver Vehicle Inspection Report and giving that to the office prior to leaving the yard.

On-the-road

With some exceptions, the FMCSR require periodic stops to make cargo, or load, inspections. The best drivers go a step beyond the regulations by giving their vehicle a once-over every time they stop, by keeping an eye on their gauges for signs of possible trouble and by using their senses (look, listen, smell, feel) to alert them to changes in their vehicle's operation or performance. Each time you stop your vehicle, take a moment to check the most critical items: Tires, wheels and rims; brakes; lights; brake and electrical connections to the trailer; trailer coupling devices; and cargo securement.

Post-trip

You do a post-trip inspection at the end of a trip, a day or your tour of duty. The post-trip inspection includes filling out a Driver Vehicle Inspection Report (DVIR) listing any and all problems noted during your inspection. The DVIR lets your company and your maintenance department know when something needs repair and helps ensure that necessary repairs do get made.

WHAT TO LOOK FOR

Tires

Look for tire problems. It's dangerous to drive with bad tires. Check the air pressure and look for excessive wear. You need at least 4/32 inch of tread depth in every major groove on the front wheels and 2/32 inch on other wheels. No fabric should show through the tread or sidewall. Other tire problems to check for include cuts, tread separation, duals that come into contact with each other or parts of the vehicle, mismatched sizes, mixing of radial and bias-ply tires, and cut or cracked valve stems. While checking tires, also inspect wheels and rims. Rust around lug nuts may mean they're loose or they may have rusted tight. When a tire's been changed, stop after driving a few miles, and recheck tightness of the lug nuts. Missing clamps, spacers, studs or lugs mean danger. Mismatched, bent or cracked lock rings are also dangerous.

Brake System

Brake system air pressure checks are crucial. No audible leaks are permissible. Air pressure should be no more than three lbs/minute with the engine off and no brakes applied, and no more than four lbs/minute with the engine off and brakes fully

Initials: _____

applied (after initial application). Also check for missing or defective gauges, and defective low air warning devices. Brake drums need to be checked for cracks. Shoes or pads should be inspected for signs of oil, grease or brake fluid. Check for shoes that are worn dangerously thin, or are broken or missing. Brake chambers should not be missing or damaged. Slacks should be properly adjusted. Air brake lines need to be secured properly. They shouldn't show signs of hardening, swelling, excessive wear or damage. The air reservoir must be properly attached to the vehicle and shouldn't contain excessive moisture. Brake lines to the trailer should not be tangled, restricted or damaged. Be certain that they are correctly attached and supported (not contacting catwalk, frame or other parts of the truck).

Steering System

Steering system defects include missing parts, such as nuts, bolts and cotter keys, as well as bent, loose or broken parts, such as the steering column, steering gear box and tie rods. If your vehicle is equipped with power steering, inspect hoses, pumps and fluid level, and look for leaks. Steering wheel play of more than 10 degrees (approximately two inches movement at the rim of a 20-inch steering wheel) can make it hard to steer. Steering wheel play of 30 degrees or more is illegal.

Suspension System

The suspension system literally holds up the vehicle and its load. It keeps the axles in place. Broken suspension parts can be very dangerous, because a faulty suspension can, among other things, allow sudden shifts in cargo or steering, leading to an accident. You should check for loose spring hangers that allow movement of an axle from its proper position. Look to see that spring hangers aren't cracked or broken. Torque rotor arm- U-bolts, and other axle positioning parts must be checked for cracks or damage. Check for missing or broken leaves in any leaf spring. Regulations say if a fourth or more of the leaves are missing or broken, it will put the vehicle out of service, but any defect could be dangerous. Broken leaves in a multi-leaf spring or leaves that have shifted might hit a tire or other part. Look too for shock absorber leaks- Air suspension parts should not show signs of damage or leaks. Finally, check for any loose, cracked, broken or missing frame members.

Exhaust System

Exhaust system defects can let poison fumes into the cab or sleeper berth. Loose, broken or missing exhaust pipes, mufflers, tailpipes, vertical stacks, mounting brackets, clamps, nuts or bolts all point to potential problems. Make sure exhaust system parts are not rubbing against fuel system parts, tires or other moving parts of the vehicle. Check for leaks in the exhaust system.

Coupling System

Coupling system defects can cause serious accidents or cargo damage. You should check for excess slack or damage of any kind in the fifth wheel locking mechanism. The fifth wheel assembly needs to be inspected for cracks or breaks. The slide mechanism of sliding fifth wheels should not be missing pins or have other defects. The kingpin must be checked for cracking, bending and excessive wear. Missing U-bolts, cracked or broken welds, or other defects in fifth wheel mounting parts signal the need for repair or replacement.

Safety and Emergency Equipment

Vehicles must be equipped with certain safety and emergency equipment. Check that a proper fire extinguisher is on board. You should have spare electrical fuses, unless your vehicle is equipped with circuit breakers. Warning devices, such as three reflective warning triangles (or six fuses or three flares) are required,

Cargo

You must inspect cargo for overloading, correct balance and securement before each trip. If the cargo contains hazardous materials, you have to inspect for the proper paperwork and placarding.

A SEVEN-STEP PRE-TRIP INSPECTION METHOD

It's important to do your pre-trip inspection the same way each time so you'll learn all the steps and be less likely to forget or miss something. The following seven-step procedure will be a useful guide and reference.

{Remember this is just one suggested procedure, and your company procedure may vary somewhat.}

Step 1: Vehicle Overview

Approach the vehicle. Notice its general condition. Look for damage. Note if the vehicle is leaning to one side. Look underneath for fresh oil, coolant, grease or fuel leaks. Check the area around the vehicle for hazards to vehicle movement (people, other vehicles, objects, low hanging wires or limbs and branches). Review the last DVIR. Your company should repair any items in the report that affect safety. Look at the last report to find out what, if anything, was the matter. Inspect the vehicle to find out if problems were fixed. Check to see that the report includes the mechanic's or other appropriate signature from your company to verify that repairs were made and problems fixed.

Step 2: Engine Compartment

Check that the parking brakes are on and wheels are chocked. You may have to raise the hood, tilt the cab or open the engine compartment hood. Check the following:

1. Engine oil level.
2. Coolant level in radiator; condition of hoses.
3. Power steering fluid level; hose condition (if so equipped).
4. Windshield washer fluid level.

Initials: _____

5. Battery fluid level, connections and tie downs (battery may be located elsewhere).
6. Automatic transmission fluid level (may require engine to be running).
7. Check alternator - water pump, air compressor, belts (if compressor is belt-driven), air conditioning for tightness and excessive wear.
8. Leaks: fuel, coolant, oil, power steering fluid, hydraulic fluid, battery fluid.
9. Cracked or worn electrical wiring insulation.
10. Lower and secure the hood, cab or engine compartment door.
11. Check both wet and dry air reservoirs by opening the pet-cocks; be sure to close petcocks again.
12. Double-check all primary and secondary latches.

Step 3: Inspect Inside the Cab

Get in the cab (and check to see that it's free of debris). Make sure the parking brake is on. Put gear shift in neutral (or park if automatic). Start the engine; listen for unusual noises.

Look at the gauges:

1. Oil pressure should come up to normal within seconds after the engine is started.
2. Ammeter and/or volt-meter should be in normal range(s).
3. Coolant temperature should begin a gradual rise to normal operating range.
4. Engine temperature should begin a gradual rise to normal operating range.
5. Air pressure should build to governed cut-out pressure (100-125 psi).
6. Oil, coolant, charging circuit-warning lights should go out right away.

Check the condition of controls. Check all of the following for looseness, sticking, damage or improper setting.

1. Steering Wheel.
2. Clutch.
3. Accelerator.
4. Brake controls.
 - Foot brake;
 - Trailer brake;
 - Parking brake;
 - Front brake limiting valve (if equipped);
 - Tractor protection valve;
 - Retarder controls (if so equipped).
5. Transmission controls.
6. Inter axle differential lock (if vehicle has one).
7. Horns.
8. Windshield wiper/washer.
9. Lights:
 - Headlights;
 - Dimmer switch;
 - Turn signal;
 - Four-way flashers;
 - Clearance, identification, marker light switch(s).

Inspect mirrors and windshield for cracks, dirt, illegal stickers or other obstructions to vision. Clean and adjust as necessary.

1. Check Emergency and Safety Equipment.
2. Required Equipment:
 - Spare electrical fuses (unless vehicle has circuit breakers);
 - Three red reflective triangles (or six fuses; or three liquid burning flares);
 - Properly charged and rated fire extinguisher.
3. Optional items such as:
 - Tire chains;
 - Tire changing equipment;
 - List of emergency phone numbers;
 - Accident report kit (packet);
 - First aid kit.

Step 4: Check Lights

Make sure the parking brake is set, turn off the engine, and take the key with you. Turn on headlights (low beams) and four-way flashers, and get out. Go to the front of the vehicle and check that low beams are on and both of the four-way flashers are working. Push the dimmer switch and check that high beams work.

Step 5: Walk around Inspection

Turn off the headlights and four-way hazard warning flashers. Turn on the parking, clearance, side-marker and identification lights. Turn on the right turn signal, and start the walk-around inspection.

1. General
 - Walk around and inspect.

Initials: _____

- Clean all lights, reflectors and glass as you go.
2. Left Front Side
- Driver's door glass should be clean.
 - Door latches or locks work properly.
 - Front left wheel.
 - Condition of wheel and rim - missing, bent, broken studs, clamps, lugs, and signs of misalignment.
 - Condition of tires - properly inflated, valve stem and cap okay, no serious cuts, bulges, tread wear.
 - Use a wrench to test rust streaked lug nuts.
 - Hub oil levels okay, no leaks.
 - Front left suspension.
 - Condition of spring, spring hangers, shackles, U-bolts.
 - Shock absorber condition.
 - Front left brake.
 - Condition of brake drum.
 - Condition of hoses.

3. Front
- Condition affront axle.
 - Condition of steering system.

No loose, worn, bent, damaged or missing parts.
Grab steering mechanism to test for looseness.

Condition of wind- shield.
Check for damage
Check windshield wiper arms for proper spring tension.
Check wiper blades for damage, stiff rubber and securement.

4. Lights and reflectors.
Parking, clearance and identification lights clean, operating and proper color (amber at front).
Reflectors are clean and have a proper color (amber at front).
Right front turn signal light clean, operating and proper color (amber or white on signals facing forward)

Right Side

- Right front: check all items as done on the left front.
- Primary and safety cab locks engaged (if cab-over-engine design).
- Right fuel tank(s).
Securely mounted, not damaged or leaking.
Fuel crossover line secure.
Tank(s) contains enough fuel.
Cap(s) on and secure.
- Condition of visible parts.
Rear of engine - not leaking.
Transmission - not leaking.
Exhaust system - secure, not leaking, not touching wires, fuel or air lines.
Frame and cross members - no bends, cracks.
Air lines and electrical wiring - secured against snagging, rubbing, wearing.
Spare tire carrier rack not damaged (if so equipped).
Spare tire and/or wheel securely mounted in rack.
Spare tire and wheel (proper size, properly inflated).

5. Coupling System Areas (may also be done as part of left side inspection)
- Check the fifth wheel (lower).
Securely mounted to frame.
No missing damaged parts.
Enough grease.
No visible space between upper and tower fifth wheel.
Locking jaws around the shank, not the head of the kingpin.
Release arm properly seated and safety latch/lock engaged.

- Fifth wheel (upper).
Glide plate securely mounted to trailer frame.
Kingpin not damaged.
- Air and electric lines to the trailer.

Electrical cord firmly plugged in and secured.
Air lines properly connected to glad hands, no air leaks, properly secured with enough slack for turns.

Initials: _____

All hues free from damage.

- Sliding fifth wheel.
Slide not damaged or parts missing.
Properly greased.
All locking pins present and locked in place.
If air powered - no air leaks.
Check that the fifth wheel is not so far forward that the tractor frame will hit landing gear, or the cab will hit the trailer, during turns.

6. Right Rear

- Condition of wheels and rims - no missing, bent, or broken spacers, studs, dampers, lugs.
- Condition of tires - properly inflated, valve stems and caps okay, no serious cuts, bulges tread wear, tires not rubbing each other and nothing stuck between them.
- Tires same type, not mixed radial and bias types.
- Tires evenly matched (same sizes).
- Wheel bearing/seals not leaking.
- Suspension.

Condition of spring(s), spring hangers, shackles and U-bolts.

Axle secure.

Powered axle(s) not leaking lube (gear oil).

Condition of torque rod arms, bushings.

Condition of shock absorber(s).

If retractable axle equipped, check condition of lift mechanism; if air powered, check for leaks.

- Brakes.

Condition of brake drum(s) and shoes.

Condition of hoses - look for any wear due to rubbing.

Slack adjusters.

Spring brakes.

Lights and reflectors.

Side-marker lights are clean, operating and proper color (red at rear, others amber).

Side-marker reflectors clean and proper color (red at rear, others amber).

7. Rear

- Lights and reflectors.

Rear clearance and identification lights are clean, operating and proper color (red at rear).

Reflectors clean and proper color (red at rear).

Tail lights clean, operating and proper color (red at rear)

Right rear turn signal operating, and proper color (red, yellow or amber at rear).

- Doors and hinges.
- License plate(s) present, clean and secured.
- Splash guards present, not damaged, properly fastened, not dragging on ground or rubbing tires.
- Double and Triple Trailers.

Shut-off valves (at rear of trailers, in service and emergency lines).

Front trailers: OPEN.

Last trailer: CLOSED.

Converter dolly air tank drain valve: CLOSED.

Be sure air lines are supported and glad hands are properly connected.

If the spare tire is carried on converter gear (dolly), make sure it's secured.

Be sure the pintle-eye of the dolly is in place in the pintle hook of trailer(s).

Make sure the pintle hook is latched.

Safety chains should be secured to trailer(s).

Be sure light cords are firmly in sockets on trailers.

8. Left Side

Check all items as done in right side, plus:

- Landing Gear

Fully raised, no missing parts, not bent or otherwise damaged.

Crank handle in place and secured.

If power operated, no air or hydraulic leaks.

- Battery

Battery (if not mounted in engine compartment);

Initials: _____

Battery box securely mounted to vehicle;
 Box has secure cover;
 Battery(s) secured against movement;
 Battery(s) not broken or leaking;
 Fluid in battery(s) at proper level (except maintenance-free type);
 Cell caps present and securely tightened (except maintenance-free types);
 Vents in cell caps free of foreign material (except Maintenance-free type).

9. Check Signal Lights

- Get in and turn off the lights.

Turn off all lights.

Turn on brake lights (apply trailer hand brake, or have a helper step on the brake pedal).

Turn on left turn signal lights.

- Get out and check the lights.

Left front turn signal light clean, operating and proper color (amber or white on signals facing the front).

Left rear turn signal light and both brake lights clean, operating and proper color (red, yellow, or amber).

10. Final Brake System Check

- Test Parking Brake

Stop the vehicle, put the tractor parking brake on (yellow four-sided button), and gently pull against it in a low gear to test that the parking brake will hold.

- Test Trailer Emergency Brakes

Charge the trailer air brake system and check that the trailer rolls freely. Then stop and pull out the tractor protection valve control, or place it in the emergency position (red eight-sided button). Pull gently on the trailer with the tractor to check that the trailer emergency brakes are on.

- Test Service Brakes

Wait for normal air pressure, release the parking brake, move the vehicle forward slowly (about five mph), and apply the brakes firmly using the brake pedal. Note any pulling to one side, unusual feel or delayed stopping action.

- Test Trailer Service Brakes

Check for normal air pressure, release the parking brakes, move the vehicle forward slowly and apply trailer brakes with the hand control (trolley valve), if so equipped. You should feel the brakes come on. This tells you the trailer brakes are connected and working. (The trailer brakes should be tested with the hand valve but controlled in normal operation with the foot pedal, which applies air to the service brake at all wheels.)

- Test Air Leakage Rate
- Test Low Pressure Warning Signal
- Check that the Spring Brakes Come on Automatically
- Test Tractor Protection Valve
- Check Rate of Air Pressure Buildup
- Check Air Compressor Governor
- Cut-in and Cut-out Pressure
- Double and Triple Trailers (Check that Air Flows to All Trailers)

This completes the pre-trip inspection. If you find anything unsafe during the pre-trip inspection, GET IT FIXED. State and Federal laws forbid operating an unsafe vehicle. And your good judgment should echo that statement.

POST-TRIP INSPECTION

You will probably have to prepare a DVIR each day on the condition of the vehicle(s) you drove. Your post-trip inspection might mirror your pre-trip. Report anything affecting safety or that could possibly lead to mechanical breakdown. Drain moisture from air tanks and fill fuel tanks (as required or allowed by your employer). Identify any problems found during en route (on-the-road) inspections or discovered while driving: such as unusual noises or vibrations. Conduct an inspection of your vehicle to further identify or locate these problems and discover any newly developing malfunctions. Identify and diagnose the source of problems or malfunctions. Complete an accurate DVIR. This report tells your company about problems that may need fixing. Following repairs, a copy of the driver's vehicle inspection report with the mechanic's signature must be placed on the vehicle for the next driver.

ADDITIONAL INSPECTION PROCEDURES FOR SPECIAL RIGS AND HAZMAT HAULERS

There are many different types of special vehicles or rigs. Each may require additional, sometimes unique, inspection procedures. It is your responsibility to know and follow your company's policies and procedures if you deal with special rights. It is also your responsibility to be aware of additional regulatory requirements and company policy when hauling hazmat.

I certify that I have received, read, and understand the vehicle inspection procedures manual issued by MERCURY

Initials: _____

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|----------------------|--|------|--|
| FREIGHT SYSTEMS LLC. | | | |
| APPLICANT NAME | | | |
| APPLICANT SIGNATURE | | DATE | |

Cargo Securement Policy

Flatbed trucking is a common transportation method for oversized, heavy or irregularly shaped cargo. While flatbed trucks are versatile, cargo on these vehicles must be properly secured to prevent accidents, injuries, and cargo damage during transport. The process of securing a flatbed load is known as load securement, which involves the use of specialized equipment and adherence to government regulations. In this article, we will dive into flatbed load securement equipment and regulations that are critical for ensuring safe and successful flatbed transport.

Flatbed Load Securement Equipment:

Flatbed load securement equipment is an essential component of safe flatbed transport. There are several types of flatbed load securement equipment available, including:

Flatbed Tie-Down Straps: Flatbed tie-down straps are used to secure cargo to the flatbed deck. These straps are made of durable materials, such as polyester, and come in various lengths and widths to accommodate different cargo sizes and weights. They feature hooks, ratchets, or cam buckles for easy tension adjustment and attachment to the trailer.

Flatbed Load Bars: Flatbed load bars, also known as cargo bars or load locks, are used to prevent cargo from shifting during transport. They are adjustable and fit securely between the sidewalls of the trailer to keep cargo in place. Load bars are commonly used in combination with tie-down straps for added security.

Flatbed Load Locks: Flatbed load locks are similar to load bars but are designed to fit vertically between the trailer floor and the cargo. Load locks prevent cargo from shifting forward and backward during transport and are commonly used for lightweight loads.

Flatbed Winch Straps: Flatbed winch straps are used to secure heavy loads and come in a variety of lengths and widths. They feature hooks on one end and a winch on the other for tension adjustment. Winch straps are commonly used in combination with load bars or load locks for added security.

Flatbed Corner Protectors: Flatbed corner protectors are used to prevent cargo from damaging the corners of the trailer during transport. They are typically made of durable materials such as plastic or steel and come in various sizes and shapes.

Flatbed Load Binder: Flatbed load binders are used to secure heavy loads and are commonly used with chains. They feature ratchet mechanisms for easy tension adjustment and come in different sizes to accommodate various load weights.

Flatbed Ratchet Straps: Flatbed ratchet straps are similar to tie-down straps but feature a ratchet mechanism for easy tension adjustment. They come in various lengths and widths and are commonly used to secure heavy loads.

Flatbed Cargo Nets: Flatbed cargo nets are used to secure loose or irregularly shaped cargo. They come in different sizes and shapes and are made of durable materials such as nylon or polyester. Cargo nets feature hooks or straps for easy attachment to the trailer and can be adjusted to fit different cargo sizes.

Flatbed Chain Binders: Flatbed chain binders are used to secure heavy loads with chains. They feature a ratchet mechanism for easy tension adjustment and come in different sizes to accommodate various load weights.

Flatbed Dunnage Bags: Flatbed dunnage bags are used to fill gaps between cargo and the trailer sidewalls, preventing shifting during transport. They are typically made of durable materials such as polypropylene and come in different sizes to accommodate various cargo sizes.

Flatbed Load Tarps: Flatbed load tarps are used to protect cargo from weather conditions and debris during transport. They are made of durable materials such as vinyl or canvas and come in different sizes to accommodate various cargo sizes.

Flatbed Shoring Beams: Flatbed shoring beams are used to support heavy loads and prevent sagging during transport. They are adjustable and fit securely between the trailer walls, supporting the cargo from below.

Flatbed Edge Protectors: Flatbed edge protectors are used to protect cargo from sharp edges and corners during transport. They are typically made of durable materials such as plastic or steel and come in various sizes and shapes.

Flatbed Load Securement Regulations:

Flatbed load securement regulations are set by the Federal Motor Carrier Safety Administration (FMCSA) and Commercial Vehicle Safety Alliance (CVSA). These regulations are put in place to ensure safe and secure flatbed transport. Some of the most important regulations include:

Securing Devices: All cargo must be secured using appropriate devices, such as tie-down straps, load bars, or chains.

Load Weight Limits: Flatbed loads must not exceed weight limits set by the FMCSA.

Initials: _____

Tie-Down Requirements: Tie-down straps must be secured around the cargo, and the tension must be adjusted to prevent movement.

Cargo Edge Protection: Cargo must be protected from sharp edges and corners using appropriate devices such as corner protectors.

Load Distribution: The load must be evenly distributed across the flatbed to prevent excess weight on one side.

Load Covering: Loads that are not waterproof must be covered with a tarp or other appropriate covering.

Commodity-Specific Securement Requirements

FMCSA has adopted detailed requirements for the securement of the following commodities: logs; dressed lumber; metal coils; paper rolls; concrete pipe; intermodal containers; automobiles, light trucks and vans; heavy vehicles, equipment and machinery; flattened or crushed vehicles; roll-on/roll-off containers; and large boulders. During public meetings concerning the development of the model regulations, participants said that these commodities cause the most disagreement between industry and enforcement agencies as to what is required for proper securement.

393.116 - Logs

The rules for the transportation of logs are applicable to the transportation of almost all logs with the following exceptions:

1. Logs that are unitized by banding or other comparable means may be transported in accordance with the general cargo securement rules.
2. Loads that consist of no more than four processed logs may be transported in accordance with the general cargo securement rules.
3. Firewood, stumps, log debris and other such short logs must be transported in a vehicle or container enclosed on both sides, front, and rear and of adequate strength to contain them. Longer logs may also be transported in an enclosed vehicle or container.

393.118 - Dressed Lumber and Similar Building Products

The rules in this section apply to the transportation of bundles of dressed lumber, packaged lumber, building products such as plywood, gypsum board or other materials of similar shape. Lumber or building products that are not bundled or packaged must be treated as loose items and transported in accordance with the general cargo securement rules. For the purpose of this section, the term " bundle " refers to packages of lumber, building materials or similar products which are unitized for securement as a single article of cargo.

393.120 - Metal Coils

The rules in this section apply to the transportation of one or more metal coils which, individually or grouped together, weigh 2,268 kg (5,000 lbs) or more. Shipments of metal coils that weigh less than 2,268 kg (5,000 lbs) may be secured in accordance with the general cargo securement rules.

393.122 - Paper Rolls

The rules for securing paper rolls are applicable to shipments of paper rolls which, individually or together, weigh 2,268 kg (5,000 lbs) or more. Shipments of paper rolls that weigh less than 2,268 kg (5,000 lbs), and paper rolls that are unitized on a pallet, may either be secured in accordance with the rules in this section or the general cargo securement rules.

393.124 - Concrete Pipe

The rules in this section apply to the transportation of concrete pipe on flatbed trailers and vehicles and lowboy trailers. Concrete pipe that is bundled tightly together into a single rigid article with no tendency to roll, and concrete pipe loaded in a sided vehicle or container must be secured in accordance with the general rules.

393.126 - Intermodal Containers

The requirements for intermodal containers cover the transportation of these containers on container chassis and other types of vehicles. Intermodal containers are freight containers designed and constructed to permit them to be used interchangeably in two or more modes of transportation. Cargo contained within intermodal containers must be secured in accordance with the general cargo securement rules or, if applicable, the commodity-specific rules.

393.128 - Automobiles, Light Trucks and Vans

This portion of the new standards applies to the transportation of automobiles, light trucks, and vans which individually weigh 4,536 kg (10,000 lbs) or less. Vehicles which individually are heavier than 4,536 kg (10,000 lbs) must be secured in the same manner as heavy vehicles, equipment and machinery (see the rules under /393.126).

393.130 - Heavy Vehicles, Equipment and Machinery

These requirements are applicable to the transportation of heavy vehicles, equipment and machinery which operate on wheels or tracks, such as front end loaders, bulldozers, tractors and power shovels and which individually weigh 4,536 kg (10,000 lbs) or more. Vehicles, equipment and machinery which is lighter than 4,536 kg (10,000 lbs) may be secured in accordance with these rules, the rules for automobiles, light trucks and vans, or the general freight requirements.

393.132 - Flattened or Crushed Vehicles

The transportation of vehicles such as automobiles, light trucks and vans that have been flattened or crushed is covered by these requirements. The transportation of automobiles that are flattened or crushed in a crash or accident, as opposed to being

Initials: _____

intentionally flattened or crushed in preparation for transportation to recycling facilities, is not subject to these requirements. However, vehicles damaged in a crash or accident are subject to the general cargo securement requirements.

393.134 - Roll-on/Roll-Off or Hook-lift Containers

These rules apply to the transportation of roll-on/roll-off or hook lift containers. A hook-lift container is defined in 49 CFR 393.5 as a specialized container, primarily used to contain and transport materials in the waste, recycling, construction/demolition and scrap industries, which is used in conjunction with specialized vehicles in which the container is loaded and unloaded onto a tilt frame body by an articulating hook-arm. Section 393.134 is not, however, applicable to the operation of hoist-type equipment (or hoist equipment) as described in American National Standards Institute (ANSI) publication ANSI 2245.1. Hoist-type equipment should be considered separate and distinct from roll-on/roll-off equipment and, therefore, not subject to 393.134. Containers transported on hoist-type equipment must be secured in accordance with the general securement rules.

393.136 - Large Boulders

The rules in this section are applicable to the transportation of any large piece of natural, irregularly shaped rock weighing in excess of 5,000 kg (11,000 lbs) or with a volume in excess of 2 cubic-meters on an open vehicle, or in a vehicle whose sides are not designed and rated to contain such cargo. Pieces of rock weighing more than 100 kg (220 lbs), but less than 5,000 kg (11,000 lbs) must be secured, either in accordance with this section, or in accordance with the general cargo securement rules, including: (1) rock contained within a vehicle which is designed to carry such cargo; or (2) secured individually by tie downs, provided each piece can be stabilized and adequately secured. Rock which has been formed or cut to a shape and which provides a stable base for securement must also be secured, either in accordance with the provisions of this section or in accordance with the general securement rules.

Following regulations and properly securing your flatbed load are critical for ensuring safe and successful flatbed transport. Proper load securement can prevent accidents, injuries, and cargo damage, protecting both the cargo and the flatbed driver. By using appropriate equipment and adhering to regulations set by the FMCSA and CVSA, flatbed drivers can transport cargo safely and securely.

I have read and understand the importance of securing cargo and will follow rules and regulations stated by FMCSA of securing cargo.

| | | | |
|---------------------|--|------|--|
| APPLICANT NAME | | | |
| APPLICANT SIGNATURE | | DATE | |

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