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Our experience indicates that when the CDL examination Battery is administered to an applicant in the manner prescribed by statute, it is an excellent indicator of safe vehicle handling skills. Without some combination of study and training to develop an understanding of the knowledge and skills required, an applicant would be unable to perform at the level necessary to receive a commercial driver's license.

Of the 147.5 minimum training hours required by PDTIA only 44.5 hours are hands-on behind-the-wheel time (half range/half road), leaving 103.0 curriculum hours for training in the areas of regulations, lifestyle, job search, mechanical applications, freight handling, etc.

Who is best qualified to teach the necessary skills and knowledge? Does it matter where an individual acquired the knowledge and skills if he/she can pass the exams? Whp should be required to teach or verify the driver's skills and knowledge base that is needed to perform the job?

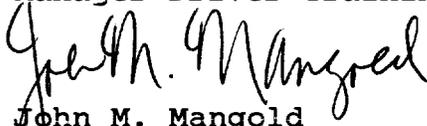
A local pick-up and delivery driver must have knowledge of bills of lading. A route driver must be aware of inventory control techniques and his/her customer base. Neither driver has a need for training covering logging, lifestyle adaptation(s), maintenance, etc. The complete PTDIA curriculum may only apply to twenty-five (25) percent of all drivers and possibly an additional five (5) percent which may represent new drivers entering the industry each year. (Assumes 6 million licensed CDL drivers, 2.5 million class 7/8 tractor/trailer drivers, 1.5 million inter-city line drivers, and 250,000 new drivers vacancies per year).

If individual states are required to have proof of formal training prior to the issuance of a CDL license: Will there be a method to determine which segment of the industry the driver is entering? Will restrictions be assigned? Who will fund the additional bureaucracy? Who will fund the formal training of the applicant? What mechanism will be used to verify industry employability prior to an applicant committing private or borrowed funds to pay for training? Will legislation of this type further reduce our current shrinking pool of qualified people presently entering the industry?

One option may be regulatory guide lines that lead an employer through a self-evaluation program with regard to their individual operation as it applies to existing regulations. The compiled data from the evaluation process can then be used to structure in-house training curriculum(s) and other mechanisms to qualify each driver

against prescribed operational requirements. Training and certification policies should be flexible enough to allow for in-house, contract and third party training, and/or combinations of externship and cooperative programs.

Manager Driver Training Programs

  
John M. Mangold