

Mark J. Goldzweig
Product Counsel

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DEPT. OF TRANSPORTATION
DOCKETS

October 16, 2002

2003 APR 30 P 3: 08

VIA FEDERAL EXPRESS

Ms. Julie Anna Cirillo
Acting Deputy Administrator
Federal Motor Carrier Safety Administration
400 7th Street, S.W.
Washington, D.C. 20590

Re: Request for Exemption

FMCSA-2003-14652-2

Dear Ms. Cirillo:

Pursuant to 49 CFR 381.305, *et. seq.*, I am writing to request an exemption for five individuals (collectively, the "Applicants") who require a commercial driver's license ("CDL").¹ Federal Regulations preclude someone from driving Commercial Motor Vehicles ("CMVs") in the United States, unless that person holds a CDL that meets U.S. Federal Standards (49 CFR 383.23). The express purpose of requiring drivers of CMVs to hold a CDL is "to help reduce or prevent truck and bus accidents, fatalities, and injuries by requiring drivers to have a single commercial motor vehicle driver's license and by disqualifying drivers who operate commercial motor vehicles in an unsafe manner" (49 CFR 383.1). The required skills and knowledge for getting a U.S. CDL are found in 49 CFR 383.111 and 383.113 (49 CFR 383.110).

(A) Application for Exemption

We are requesting exemption of 49 CFR 383.23 for a team of vehicle test engineers and technicians so they may evaluate CMVs in the United States. The Applicants are currently working at Isuzu Motors Limited ("IML") in Japan. IML is the oldest and one of the largest CMV manufacturers in Japan. Approximately 49% of IML is owned by General Motors Corporation ("GMC").² IML is collaborating with GMC in the production of CMVs in the United States. The Applicants' duties at IML include the development, design and/or testing of CMV engines for CMVs that are to be manufactured in part, assembled in part, sold and primarily used in the United States.

The Applicants need to drive CMVs in the United States to test and evaluate production and prototype CMVs in order to design safe and well-tested vehicles that are to be used on U.S.

¹ We anticipate that we will shortly apply for an exemption for an additional number of applicants and/or may apply for exemption for a class of people involved in the development, design and testing of CMVs to be sold in the United States.

² At the time of this writing, GMC has expressed an intention to reduce its ownership share of IML. Accordingly, we cannot guarantee the accuracy of the 49% figure.

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highways. They will test how CMVs perform in various conditions (e.g., hot weather, cold weather, normal weather, and high altitude tests). In addition to testing newly developed CMVs, these engineers also need to evaluate how competitor vehicles drive on United States' roads in the same test conditions. We are requesting an exemption in order to allow these engineers and testers an opportunity to test and evaluate a number of vehicles under various environmental and climatic conditions. The Applicants will NOT engage in driving CMVs for purpose of transporting merchandise as a commercial activity. We anticipate each of the Applicants will drive approximately 5,000 miles on U.S. roads.

The Applicants are:

1. Shintaro Moroi
2. Shigeru Takamatsu
3. Masami Amakasu
4. Norio Takeda
5. Takeshi Yamagishi

(B) All Applicants Hold a Japanese CDL

All Applicants hold a Japanese CDL (the Applicants' vehicle licenses are attached in alphabetical order by recipient at Exhibit A of this letter). Previously, we had requested a waiver of 49 CFR 383.23. In granting that Waiver, Administrator Joseph M. Clapp noted that the Japanese CDL, and the written and driving tests required for the Japanese CDL, were "comparable to those administered by jurisdictions in the United States to applicants for State-issued CDLs," and accordingly found that it was not necessary...

"to have you obtain a non-resident CDL solely for the purpose of conducting on-road testing of commercial vehicles in the United States.... Your Japanese CDL indicates that you have the knowledge and skills necessary to comply with our CDL rules."

(Letter to Mr. Takehiro Nagura from Joseph M. Clapp, on January 25, 2002.) For your convenience, a copy of the letter sent to Mr. Nagura is included as Exhibit B to this request. Indeed, Administrator Clapp's statement is supported by the following facts:

To receive a Japanese CDL, drivers are required to have a conventional driver's license for at least three years. Among other things, the knowledge test for the conventional license covers the following topics:

- Driving rules
- Road signs
- Markings on road
- Knowledge of license system

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- Vehicle inspection
- Tips for safe driving
- Laws of physics
- Night driving
- Driving in rain, snow and fog
- Driving on expressway

The Japanese CDL permits these drivers to operate CMVs in excess of 7,700 lbs. Drivers with a Japanese CDL can drive any non-construction, non-emergency vehicle over 7,700 lbs.³

The vehicle used for the Japanese CDL skill test is a flat bed truck with air brakes. The truck has a GVW of 33,000 lbs. The skill test is done on an unloaded vehicle. The test for the Japanese CDL is considered to be rigorous and consists of the following:

- Vehicle Inspection
- Checking for any objects around the vehicle prior to driving
- Driving position and mirror adjustment
- Smooth take off and acceleration
- Proper gear selection
- Speed control
- Safety check before making turns
- Off-track of rear wheels when making tight turns
- Smooth deceleration and acceleration when cornering
- Normal braking and emergency braking
- Straight backing-up
- Back-up parking
- Roadside back-up parking into narrows space
- Hill starts
- S-shape narrow path
- Crank-shape narrow path

(C) All Applicants Have Received Specialized Training

In addition, the Applicants have received in-house training on driving CMVs at IML. The in-house training consists of the following:

- Appropriate posture

³ Specially designed, heavy-duty construction vehicles like bulldozers, cranes cannot be driven with CDL. In addition, emergency vehicles like fire engines or ambulances are also not covered by a Japanese CDL. We are making this application in order to speed up the process with respect to these 5 applicants.

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- Braking operation
- Steering
- Vehicle Inspection
- Backing-up by driver alone
- Backing up with help of an observer
- Evaluation of overhang of payload

A translation of the in-house training manual is provided at Exhibit C of this letter.

A more detailed description of each applicant and his experience follows:

1. Shintaro Moroi

Mr. Moroi, age 32, is a Vehicle Test Engineer for the Research & Development Department of IML. Mr. Moroi passed the skills test for his Japanese CDL in April of 2000. Mr. Moroi is also the holder of Japanese and International Driver's Licenses, attached in alphabetical order by last name of recipient at Exhibit A. Also attached at Exhibit A is a copy of Mr. Moroi's Michigan Driver's License (#M600765009313) which expires on April 23, 2004.

At IML, Mr. Moroi took an in-house CMV training on smoothness in acceleration and deceleration, braking for air brakes, steering and shifting. (A translated excerpt from the Course Manual is attached as Exhibit C to this letter.) Mr. Moroi has had extensive experience driving CMVs, as well as extensive experience driving in the United States. In 2000, he drove a 26,000-lb. GMC 560C over 5,000 miles in the United States in California, Arizona, and Colorado on city, highway, and mountain roads. In 2001, he drove a 33,000-lb. Ford F750 and a 33,000-lb. GMC 560C over 1,000 miles per vehicle in the United States (not on public roads) in a desert proving ground in Arizona. Also in that year, he drove a 33,000-lb. GMC 560C in Japan for 400 miles and a 16,000-lb. cargo truck over 300 miles. These two trucks were driven in Japan in city, highway, and mountain conditions. This year, Mr. Moroi drove a 33,000-lb. GMC C7500 3,000 miles in Japan and the United States on city, highway and mountain roads (he received a waiver from FMCSA allowing him to do so). Accordingly, he has logged over 10,000 miles driving CMVs with GVWs at 26,000 lbs. in both Japan and United States. In addition, Mr. Moroi is familiar with driving in the United States. From 2000 through 2002, Mr. Moroi drove various vehicles in the United States for over 20,000 miles.

Mr. Moroi has reviewed 49 CFR 383.110, 49 CFR 383.111, 49 CFR 383.113, and 49 CFR 383 subpart G. He believes he has all the skills and knowledge mandated by those provisions.

Mr. Moroi has received the Certificate of Clean Accident and Offense Record Certificate, which is attached to this letter at Exhibit D in alphabetical order by last name of recipient.

Mr. Moroi previously attempted to apply for a CDL in Arizona, but was told that a social security number was necessary for the application. The Social Security Administration has told Mr. Moroi that as an alien, he is not entitled to a Social Security Number. His Arizona application and the denial letter from the SSA is attached as Exhibit E to this letter.

2. Shigeru Takamatsu

Mr. Takamatsu, age 42, is a Vehicle Test Technician for the Hokkaido Proving Ground Vehicle Test Section of IML. Mr. Takamatsu passed the skills test for his Japanese CDL in April of 2000. Mr. Takamatsu is also the holder of a Japanese Driver's License, attached in alphabetical order by last name of recipient at Exhibit A.

In 1994 at IML, Mr. Takamatsu took an in-house CMV training on smoothness in acceleration and deceleration, braking for air brakes, steering and shifting. (A translated excerpt from the Course Manual is attached as Exhibit C to this letter.) Mr. Takamatsu has had significant experience driving CMVs in Japan. From 1995 through 1998, he drove a 17,950-lb. cargo truck over 5,000 miles in Japan on city, highway, and mountain roads. In 1999, he drove a 10,000-lb. bus over 1,000 miles per vehicle in Japan on city, highway, and mountain roads. From 2000 through 2001, he drove a 44,000-lb. cargo truck in Japan in city, highway, and mountain conditions.

Mr. Takamatsu has reviewed 49 CFR 383.110, 49 CFR 383.111, 49 CFR 383.113, and 49 CFR 383 subpart G. He believes he has all the skills and knowledge mandated by those provisions.

Mr. Takamatsu has received the Certificate of Clean Accident and Offense Record Certificate since November 18, 1991, which is attached to this letter at Exhibit D in alphabetical order by last name of recipient.

3. Masami Amakasu

Mr. Amakasu, age 39, is a Development Engineer for the Vehicle Research & Experiment Department of IML. Mr. Amakasu passed the skills test for his Japanese CDL on August of 1985. Mr. Amakasu is the holder of a Japanese Driver's License, attached in alphabetical order by last name of recipient at Exhibit A.

At IML, Mr. Amakasu took an in-house CMV training on smoothness in acceleration and deceleration, braking for air brakes, steering and shifting. (A translated excerpt from the Course Manual is attached as Exhibit C to this letter.) Mr. Amakasu has had extensive experience driving CMVs, as well as extensive experience driving in the United States. From 1984 to 1995, Mr. Amakasu drove a 17,950-lb. bus and cargo truck over 15,000

miles in Japan on city, highway, and mountain roads. In 1996, he drove a 17,950-lb. cargo truck over 500 miles on a private proving ground and a trailer (equipped with air brakes) over 300 miles on a private proving ground in Texas. From 1997 through 2001, he drove a 17,950-lb. bus and cargo truck over 6,000 miles in Japan on city, highway, and mountain conditions. During that time, he also drove a 77,000-lb. trailer (equipped with airbrakes) over 1,800 miles in Japan in city, highway, and mountain conditions.

In addition, Mr. Amakasu is familiar with driving in the United States. In 1996 through 2000, Mr. Amakasu drove a multi-purpose vehicle, also commonly referred to as an "SUV" in the United States for over 13,000 miles, throughout California, Indiana, and Michigan. This driving occurred on city and highway roads.

Mr. Amakasu has reviewed 49 CFR 383.110, 49 CFR 383.111, 49 CFR 383.113, and 49 CFR 383 subpart G. He believes he has all the skills and knowledge mandated by those provisions.

Mr. Amakasu has received the Certificate of Clean Accident and Offense Record Certificate that reflects a clean record since February 5, 1993, which is attached to this letter at Exhibit D in alphabetical order by last name of recipient.

4. Norio Takeda

Mr. Takeda, age 40, is a Technician with the Hokkaido Proving Ground Vehicle Test Section of IML. Mr. Takeda passed the skills test for his Japanese CDL in October of 1983. Mr. Takeda is the holder of a Japanese Driver's License, attached in alphabetical order by last name of recipient at Exhibit A.

At IML, Mr. Takeda took an in-house CMV training on smoothness in acceleration and deceleration, braking for air brakes, steering and shifting. (A translated excerpt from the Course Manual is attached as Exhibit C to this letter.) Mr. Takeda has had extensive experience driving CMVs. From 1987 through 1996, he drove a 44,000-lb. trailer (equipped with air brakes) over 10,000 miles in Japan on city, highway, and mountain roads. From 1997 through 1998, he drove a 10,000-lb. bus (equipped with air brakes) over 1,000 miles in Japan on city, highway, and mountain roads. From 1999 through 2000, he drove a 90,000-lb. trailer (equipped with air brakes) miles in Japan on city, highway, and mountain roads for over 1,500 miles. In addition, Mr. Takeda is familiar with driving in the United States. In 2001, he drove a 17,950-lb. cargo truck over 900 miles through Colorado, Nebraska, Minnesota and Iowa on city, highway, and mountain roads

Mr. Takeda has reviewed 49 CFR 383.110, 49 CFR 383.111, 49 CFR 383.113, and 49 CFR 383 subpart G. He believes he has all the skills and knowledge mandated by those provisions.

Mr. Takeda has received the Certificate of Clean Accident and Offense Record Certificate, which is attached to this letter at Exhibit D in alphabetical order by last name of recipient.

5. Takeshi Yamagishi

Mr. Yamagishi, age 34, is an Assistant Manager with the NVH Test Section in the Vehicle Research & Experiment Department of IML. Mr. Yamagishi passed the skills test for his Japanese CDL in 1992. Mr. Yamagishi is also the holder of Japanese and International Driver's Licenses, attached in alphabetical order by last name of recipient at Exhibit A.

At IML, Mr. Yamagishi took an in-house CMV training on smoothness in acceleration and deceleration, braking for air brakes, steering and shifting. (A translated excerpt from the Course Manual is attached as Exhibit C to this letter.) Mr. Yamagishi has had significant experience driving CMVs in Japan. In 1993, he drove a 44,000-lb. cargo truck (equipped with air brakes) over 2,000 miles in Japan on city, highway, and mountain roads. From 1994 through 1995, he drove a 77,000-lb. CMV (equipped with air brakes) over 2,000 miles in Japan on city, highway, and mountain roads. From 1996 through 1999, he drove a 35,000-lb. bus (equipped with air brakes) for over 2,000 miles in Japan on city, highway, and mountain roads. From 2000 through 2002, he drove CMVs (equipped with air brakes) for over 900 miles in Japan on city, highway, and mountain roads. In addition, Mr. Yamagishi has driven in Michigan on city and highway roads for over 200 miles.

Mr. Yamagishi has reviewed 49 CFR 383.110, 49 CFR 383.111, 49 CFR 383.113, and 49 CFR 383 subpart G. He believes he has all the skills and knowledge mandated by those provisions.

Mr. Yamagishi has received the Certificate of Clean Accident and Offense Record Certificate, which is attached to this letter at Exhibit D in alphabetical order by last name of recipient.

As you can see, all the Applicants have had extensive training and substantial experience driving CMVs at and above 26,000 lbs. and have had experience driving in the United States. Their professional duties require them to drive and evaluate CMVs for which they have received extensive training. The requirements to get a CDL in Japan are both comprehensive and rigorous, and the in-house training provided by IML is both comprehensive and rigorous. The training undertaken by and the experience of these individuals meets or exceeds the requirements imposed by 49 CFR 383.23, which we are requesting be waived. The purpose of requiring drivers to have a CDL, namely to ensure that driver's of CMVs are properly trained so as to avoid risk or harm to the public, will not be circumvented by waiving the requirement that these

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professional evaluator's obtain a CDL. Accordingly, we respectfully request that waivers of 49 CFR 383.23 be afforded and the Applicants be permitted to operate CMVs in the United States without holding a U.S. CDL.

The entity which would be responsible for the use and operation of the CMVs during the unique non-emergency event would be Isuzu Motors America, Inc. ("ISZA"). Among its duties, ISZA does research, development and testing of vehicles in the United States. ISZA's principle place of business is 46401 Commerce Center Drive, Plymouth Township, Michigan 48170.

(D) The Potential Safety Impacts, if Any, Caused by the Waiver

The skills required to hold a CDL are outlined in 49 CFR 383.111 and 49 CFR 383.113, with a guideline to states provided in 49 CFR 383 Appendix to Subpart G. Assuming the drivers that are requesting waivers have the appropriate skills to drive a CMV safely on U.S. highways, there should be no safety impact due to the waiver of the licensing rules. The Applicants have significant experience driving Japanese CMVs, have Japanese CDLs, and have taken in-house training on driving CMVs given by IML. Each Applicant has reviewed 49 CFR 383.110, 49 CFR 383.111, 49 CFR 383.113 and 49 CFR 33 Appendix to Subpart G and has indicated that they have the skills and knowledge mandated by those provisions.

Accordingly, because the Applicants have extensive experience driving CMVs, have had extensive training driving CMVs in Japan, have received Japanese Driver's Licenses, and have received extensive in-house training (described in Exhibit C), there should be no significant safety impact by affording these professional vehicle testers and evaluators a waiver of the rules requiring them to first get a CDL before driving a CMV. Indeed the purpose of mandating that the Applicants have a CDL is to ensure that they have the skill and knowledge that is already possessed by the Applicants.

(E) How to Ensure a Level of Safety That is Equivalent or Greater Than, the Level of Safety That Would be Obtained by Complying With the Regulation.

As discussed in Section 1 *supra*, there should be little or no impact on safety that would be obtained by waiving the regulation because the five professional evaluators and testers have the requisite experience and skill to safely drive CMVs on U.S. highways. Evidence that the evaluators have the requisite skill and experience is provided by the following:

- The description of driving done by the Applicants giving in detail the number of miles each has driven in the United States, and the number of miles each has driven a vehicle at or above 26,000 lbs. *See* Section C, *supra*.
- The description of the in-house training received by the Applicants at IML for driving CMVs. *See* Exhibit C.

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- The fact that the Applicants were tested for their proficiency in driving CMVs in Japan on vehicles of the same GVW as the ones they will be driving in the United States. *See Section B, infra.*
- The fact that the Applicants are trained to evaluate CMVs with regard to functionality and safe operations of the CMV.
- The fact that the Applicants have clean driving records. *See Exhibit D.*

In short, we are asking for an exemption for professional evaluators who are primarily concerned with the actual performance of the CMVs they will be driving. Significantly, they will not be transporting goods for the purposes of commerce. Therefore, unlike most typical CMV drivers who are concerned with meeting a delivery deadline, their entire focus will be on safe vehicle performance.

Moreover, it should be remembered that in addition to being highly trained commercial vehicle evaluators, the five individuals have passed the testing requirements for driving CMVs in Japan. Japan is a highly developed country with state-of-the-art highway regulations and similar traffic patterns (city and highway) as is found in the United States. Some deference should be given to the fact that the Japanese government has seen fit to allow the Applicants to drive CMVs on Japanese public highways.

It is evident that the training and preparation of the Applicants are comparable to the skills and knowledge mandated in Section 383. Table A, provided at the end of this letter, illustrates this point (also as noted in Sections 5 and 6, *infra*, the Applicants were tested for Japanese CDL on similar weighted vehicles that they will drive in the U.S. tests). In addition, the Applicants have received their Japanese CDLs, and as stated above, Japan has a highly regulated transportation system and is similar to the United States with respect to level of development and technology. Accordingly, we believe that the Applicants have the requisite skill and knowledge as mandated by Section 383.

Finally, safety will be enhanced because these evaluators are assisting GM with the design and production of vehicles that will be used on U.S. highways. By allowing them to evaluate vehicles on the streets and highways where the vehicles will be sold and used, a waiver will permit these individuals the ability to help design safer vehicles. Therefore, a waiver will actually enhance overall safety on U.S. streets.

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Thank you for your assistance. Should you need to reach me to get additional information on this waiver request, or for any other reason, my daytime telephone number is (562) 229-5169.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark J. Goldzweig". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Mark J. Goldzweig
Product Liability Counsel
Isuzu Motors America, Inc.

Enclosures

cc: Mr. Jerry Bergsieker (w/ enclosures)
Mr. Yasayuku Ueno
Mr. Shiro Fukuda

TABLE A

Citation to 49 CFR 383	General Description	Evidence of Comparable Skill or Knowledge (page references are to Exhibit C).
383.113(a)	<p>Basic Vehicle Control Skills: Start, stop, move vehicle forward and backward in safe manner.</p>	<p>Japanese CDL: Smooth take off and acceleration; proper gear selection; speed control; normal braking and emergency braking; straight backing up; back-up parking.</p> <p>In-house Training: Braking operation; backing up by driver alone (p. 7); backing up with help of an observer (p. 8); driving in test course (pp,10-12); driving in the facilities.</p>
383.113(b)	<p>Safe Driving Skills: Proper visual search methods; appropriate use of signals; speed control for weather and traffic conditions; and ability to position the motor vehicle correctly when changing lanes or turning.</p>	<p>Japanese CDL: Safety check before making turns; checking for any objects around the vehicle prior to driving; off-track of rear wheel when making tight turns; S-shape narrow path; crank-shape narrow path.</p> <p>In-House Training: Steering; Turning in Intersection (p. 11).</p>

383.113 (c) (1)	Air Brake Skills: Pre-inspection skills	<p>Please recall that the testers and evaluators have assisted in the testing of the specific vehicle which is the subject of the driving test. They will be working with the designers and developers of the subject vehicle. They have a high level of knowledge of the working operations of CMVs.</p> <p>Japanese CDL: Vehicle inspection.</p> <p>In-house Training: Brake and Emergency Brake Inspection (p. 6).</p>
383.113 (c) (2)	Driving Skills	<p>Japanese CDL: They have completed the skills test for the Japanese CDL.</p> <p>In-house Training: Driving in test course and driving in the facilities.</p>
383.111(a)	Safe Operations Regulations	<p>General knowledge areas are learned through experience by the drivers; general knowledge requirements of Japanese CDL (through Japanese conventional license knowledge component).</p>
383.111(b)	Commercial Motor Vehicle Safety Control Systems	<p>Japanese CDL: Driving position and mirror adjustment, proper gear selection.</p> <p>In-House Training: Basics; Inspection of Vehicles. (p. 5-7)</p>

Citation to 49 CFR 383	General Description	Evidence of Comparable Skill or Knowledge (page references are to Exhibit C).
383.111 (c)-(g)	Safe Vehicle Control	<p>Japanese CDL: Smooth take off and acceleration; proper gear selection; speed control; safety check before making turns; off-track of rear wheels when making tight turns; smooth deceleration and acceleration when cornering; normal braking and emergency braking; straight backing-up; back-up parking; roadside back-up parking into narrow space; hill starts; S-shape narrow path; crank shape narrow path.</p> <p>In-house training: Braking operation; steering; backing-up; evaluation of overhead payload.</p>

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氏名	緒井 伸太郎		昭和45年 4月23日生
本籍	東京都千代田区飯田橋3-14-3		
住所	横浜市泉区和泉町4735-1 ビューライト和泉114		
交付	平成12年04月11日00423		
平成14年の誕生日まで有効			
取得の 品目	眼鏡等		
番号	第 308615243330 号		
+	昭和61年 09月 04日	大	
+	平成01年 03月 13日	大	
+	平成06年 07月 00日	大	

運転免許証



神奈川県
公安委員会

日本国
JAPAN

国際自動車交通
INTERNATIONAL MOTOR TRAFFIC

国際運転免許証
INTERNATIONAL DRIVING PERMIT

1949年9月19日の道路交通に関する条約
CONVENTION ON ROAD TRAFFIC OF 19 SEPTEMBER 1949

発給地 KANAGAWA, JAPAN
Issued at

発給年月日 JUL. 31, 2001
Date of Issue

01-34661-308615243330



神奈川県公安委員会
KANAGAWA PREFECTURAL PUBLIC SAFETY COMMISSION

Osamu Honda

1 MOROI
 2 SHINTARO
 3 TOKYO, JAPAN
 4 APR. 23, 1970
 5 4735-1 IZUMI-CHO, IZUMI-KU, YOKOHAMA



Signature du titulaire

EXCLUSIONS
(pays)

I	V
II	VI
III	VII
IV	VIII

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MICHIGAN

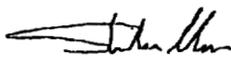
OPERATOR LICENSE **EXPIRES**
04-23-2004
M 600 765 009 313

SHINTARO MOROI
46401 COMMERCE CENTER DR
PLYMOUTH, MI 48170-2473

Date of birth	Sex	Height	Eyes	Type	Endorsements
04-23-1970	M	509	BLK	O	NONE

Restrictions: Corrective Lens

One inch for medical information, unannotated photo



M093121

Suzumu
Takamatsu

SHIGERU TAKAMATSU

姓名	高松 茂	昭和35年 6月10日生
本籍	北海道勇払郡鶴川町美幸町4-31	
住所	勇払郡鶴川町美幸町4-31	
交付	平成11年 10月 13日 20002	
種別	優良	
番号	第 1079 号 6870 号	
取得	平成00年 00月 00日	
更新	昭和54年 02月 08日	
再更新	平成00年 00月 00日	
		運転免許証
		北海道 公安委員会

NORIO TAKESA

氏名	取田 紀夫	昭和37年5月10日生	
本籍	北海道勇払郡鶴川町福住町3-107		
住所	勇払郡鶴川町福住町3-107		
交付	平成13年04月17日 40039		
交付場所	札幌市中央区南一条西五丁目		
交付種別	優良		
交付番号	第 1081 種 0760 号		
交付年月	平成00年00月00日	交付場所	札幌市中央区南一条西五丁目
交付日	昭和56年02月20日	交付場所	札幌市中央区南一条西五丁目
交付日	平成00年00月00日	交付場所	札幌市中央区南一条西五丁目

運転免許証



北海道
公安委員会



U.S. Department
of Transportation

**Federal Motor Carrier
Safety Administration**

LEGAL DEPT

JAN 21 2002

RECEIVED

Administrator

400 Seventh St., S.W.
Washington, D.C. 20590

JAN 25 2002

Refer to: MC-PSD

Mr. Takehiro Nagura
c/o Mr. Mark J. Goldzweig, Esq.
Isuzu Motors America, Inc.
16323 Shoemaker Avenue
Cerritos, CA 90702

Dear Mr. Nagura:

In response to requests submitted on August 14 and September 13, 2001, by Mr. Mark J. Goldzweig, Esq. of Isuzu Motors America, Inc. (Isuzu), I am granting you a waiver from the Federal Motor Carrier Safety Administration's (FMCSA) requirement for having a commercial driver's license (CDL) (49 CFR 383.23). This waiver is valid from March 1, 2002, through May 31, 2002, inclusively, and enables you to drive commercial motor vehicles (CMVs) (as defined in 49 CFR 383.5) for Isuzu as part of a team of drivers who plan to develop, design and/or test engines for CMVs that will be manufactured, assembled, sold or primarily used in the United States. The vehicles will be tested in various climates and highway conditions in the states of Arizona, California, Colorado, Michigan, Nevada, New Mexico, and Utah. Please accept my sincere apologies for the delay in responding.

We have determined that granting you a waiver from the requirements of § 383.23 is in the public interest, and that the waiver is likely to achieve a level of safety equivalent to the level of safety that would be obtained in the absence of the waiver.

Section 383.23 requires that individuals must not operate a CMV unless they have passed written and driving tests meeting the FMCSA's standards for the type of vehicle they operate or expect to operate. Also, no person may operate a CMV unless the person possesses a CDL, issued by his/her State or jurisdiction of domicile, that meets FMCSA's standards.

Since you currently hold a valid Japanese CDL that allows you to operate commercial motor vehicles in Japan, and you had to pass written and driving tests in Japan that were comparable to those administered by jurisdictions in the United States to applicants for State-issued CDLs, we do not believe it is necessary to have you obtain a non-resident CDL solely for the purpose of conducting on-road testing of commercial vehicles in the United States during the 3-month period in question. Your Japanese CDL indicates that you have the knowledge and skills necessary to comply with our CDL rules. Therefore, under the authority of 49 U.S.C. 31315(a), I hereby grant a waiver from the requirements of § 383.23 for you to test-drive CMVs for Isuzu.

During the period from March 1, 2002, through May 31, 2002, inclusively, § 383.23 will not be enforced against you or Isuzu provided you have a copy of this letter in your possession while the commercial vehicle is being operated. During the period the waiver is in effect, no State shall enforce any law or regulation that conflicts with or is inconsistent with the waiver with respect to a person operating under the waiver.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Joseph M. Clapp". The signature is written in a cursive style with a large initial "J" and a long horizontal stroke extending to the right.

Joseph M. Clapp

Manual of Giving Instruction on Safety Driving

1. Basics
2. Inspection of vehicles
3. Backing
4. Overhang and off-track
5. Driving in the test course
6. Driving in the facilities

Summary of instruction on driving

Please give instruction on driving to the trainees according to this summary.

The basics are particularly important in the safety driving of large vehicles with composure. It is required to practice confirmation of safety that is a must in obtaining driving licenses of large vehicles and towing. On the other hand various situations may arise in actual driving that require different action. This is the first step to drive in the public roads. Our mission is to make drivers fully grasp the basics of it. Many situations come about in actual driving. Although this is a training course in a short period, I hope it will be done effectively and will lead to an improvement in sensibility of safety driving and driving technique of the trainees.

Items of instruction: No. 1 Basics

1. Determine the driving position (sitting posture)

Adjust the seat so that the knee will not be stretched out when one of the ABC pedals is pressed.

The seat back should be adjusted so that the posture as in sitting on a chair can be taken. The position when driving a passenger car is like the posture of looking up from below, but in the case of driving large vehicles it is in a position like looking down from above. The position of the steering wheel should be adjusted (forward and backward, upward and downward), making it in a desired position.

These things may differ between the cases where the vehicle is in a standstill and where it is driven. It is important to find a position best suited to yourself.

* Release the tension in your body

If any tension builds up in hands or arms, then your body will come apart from the seat back and will make the steering wheel move unexpectedly, with the result that the vehicle is likely to take a tortuous course.

* Take a wide view

Do not concentrate on a single point. See the front with a somewhat fan-shaped view (the one like that which is experienced when you are seated next to the driver, seeing far places vaguely without any intention of looking at a single point)

2. With smooth action and operation.

* Do not let the passengers feel uneasiness or have distaste

Uneasiness

- Action without self-possession
- Driving with many mistakes
- Driving with too much relaxation (driving beyond the reach of one's technique)

Distaste → Operation
with repeated shock

- Steering shock (the steering wheel must be made slowly and smoothly)
- Acceleration shock (the A pedal must be pressed smoothly)
- Deceleration shock (the A & B pedals must be pressed smoothly)
- Gear change shock (the C pedal must be pressed smoothly)
- Stopping shock (the B pedal must be pressed smoothly)

3. Driving with composure

Driving must be made within the reach of your technique.

Guideline of your driving technique → Within the range where you can drive having conversation with other passengers

→ If driven exceeding this range

Beyond the limit of controlling the vehicle (dangerous)

* The limit of control depends on the driving technique. It is impossible

to drive in the same way as other good drivers do even if the vehicle has high performance. An improvement in your driving technique is a must in making better use of the performance of the vehicle.

Characteristics of large vehicles (points of giving instruction)

The following items describe only a selected part of the characteristics of large vehicles. You must have rich experiences up until now as dedicated instructors. We will be delighted if you could give instruction as much as possible, by let the trainees learn from such experiences of yours.

1. Braking operation (the difference between the operations of the air brake and of the oil brake)

* The oil brake has the advantages that enable you to control the force of oil by means of the feel of it, with which you can feel the braking force that increases in response to the pressing force.

* The air brake has very little stroke as compared to the feel of the brake obtained by pressing it. Therefore, it is different from the oil brake in that you must feel the braking force itself from the time when the brake starts to take effect until the vehicle comes to a complete stop. If it is pressed inadvertently, you will get a shock given by the sudden slowing down. Repeated practice and experiences are required to prevent this.

* Backing of the vehicle while in a stop. With the normal hanging type pedal, there is no possibility of backing of the vehicle if the pedal is stepped on, while on the other hand the air brake will not cause the vehicle to stop merely by stepping the foot on the pedal. The pedal must be pressed so that some air may be sent out. It is an important point to give instruction on the difference between the oil brake and the air brake.

2. Steering wheel

The difference from small vehicles is in the size of the steering wheel and the steering angle. As the diameter of the steering wheel is large, the operation is likely to be done by sliding the hand on the ring or by holding the spokes. If this operation is carried out by an inexperienced driver, there will be a delay in steering and a delay in returning it. In

the case of a long vehicle, it is likely to take a tortuous course. Please give instruction so that the trainee can learn the operation using the hand-over-hand technique.

There is an example of getting injured caused by improper steering. Do not put the thumb etc. inside the steering wheel when driving on unpaved roads with bad conditions, or the like. There is danger of being hit by the spoke.

Remark: Although there is no example of causing an accident by the steering holding the spokes, you should scold the trainees if they operated like that, saying it's too early for a novice to do such a thing.

3. Others (points to be checked out)

Whether the driver has composure

Whether the actions are smooth

Whether the driving is smooth

Items of instruction: No. 2 Inspection of vehicles

Why an inspection of a vehicle is required?

1. To prevent the occurrence of a failure while in driving.
2. To find out an improper part of the vehicle in its early stage.
3. To verify that it is free from any abnormality.
4. To do a check for items required by laws.

Items of instruction: No. 2 Inspection of vehicles

Objectives and necessity of carrying out an inspection and maintenance:

When driving on ordinary public roads, an inspection of the vehicle as specified in regulations is required to be carried out. A certain distance of transport is carried out such as taking out the vehicle from the storage area and the driving within the factory, etc. (Regarding the driving in the test course, inspection is specified in the application sheet for the use of the test course.) An inspection is required even when a transport for a short distance. Failure to carry out an inspection based on arbitrary judgment that it is not necessary because the driving distance is short may lead to an accident. Because the vehicle for testing is used by many groups of persons, it is not unusual that there

is some trouble in the vehicle.

Some vehicles for testing definitely require an inspection. (The idea that there may possibly be some trouble is important.)

The items of inspection below have been selected as minimum requirements assuming that any vehicle that requires special attention due to its trouble under normal circumstances is excluded.

(Please make it a customary rule to inspect vehicles.)

- * Place of inspection 1. Ideally a flat and clear place.
- * Method 1. The engine must not be started.
- 2. It should follow an order determined beforehand.
- 3. Not to cause any leakage.
- 4. In a simple way.
- 5. It should be checked whether or not there is any trouble.

Item	Contents of inspection	Result
Confirmation on the front part of the cab	Damage in the lighting apparatus, etc.	Existent None
Windshield and window glass	Whether there is any dirt that prevents normal driving	Existent None
Each state of installation of components, etc.	Disengagement. Whether there is any trace of parts having totally been taken away.	Existent None
Lower parts of the cab	Whether there is any trace of leakage of oil or cooling water, etc.	Existent None
To carry out the cab tilt	Whether the operation can be done normally, and if there is any abnormal noise.	Existent None
Oil, water, etc.	Amount of engine oil and	Good Improper

	cooling water, etc.	
Inspection of tires, front and rear	Crack, damage, puncture, etc.	Existent None
Wheel nut	Looseness, detachment, etc.	Existent None
Surface of the body, especially for vans	Confirmation of the working of stoppers and locks for opening and closing	Good Improper
State of installation of components, etc. on the surface of the body	Disengagement. Whether there is any trace of parts having totally been taken away.	Existent None
Confirmation of the rear part of the body	Damage in the lighting apparatus, etc.	Existent None
Spare tire	Whether it is firmly secured	Good Improper
Inspection of the inside of the open lid	Each part should be checked, which differs depending on the type of the vehicle	Good Improper
Driving seat (inside the cab)	Whether there is any unnecessary things on the floor, etc.	Existent None
Rearview mirrors on the left and right sides	Mirrored image, mirrored angle and dirt which may obstruct the vision	Good Improper
Parking brake	Stroke of the brake lever. Wheel park ON, OFF	Good Improper
Start of the engine	Operation of air pressure. Operation of other meters.	Good Improper
Brake	Stroke of the brake lever. Exhaust pipe	Good Improper
Lighting up of each lighting apparatus, etc.	Lighting up. Flashing	Good Improper
Starting to move slowly	Effect of the brake.	Good Improper

	Whether there is any other abnormality.	
--	---	--

* The driving must be stopped if any trouble is found in the steering wheel, brakes and engine, etc. that will affect proper driving.

Items of instruction: No. 3 Backing (backward driving)

In recent years there are some examples of collision with other vehicles at the time of backing. The major cause of this kind of accident is a failure to check the rear of the vehicle, or making a mere assumption that there would not be any vehicle, etc. If such an accident happens, it is a usual practice to give advice using such ordinary phrases as pay attention, carefully looking at the rear of the vehicle, etc. However, in actual situations, there is the case in which backing is done by the driver alone, and another case where an observer for other traffic and pedestrians is available. An example of accident has been reported where there was such an observer. Without the idea that backing the vehicle is dangerous, it would be impossible to halve accidents.

Although we have no medicine to exterminate accidents caused while in backing, the following is a list of lessons selected from the examples of accidents up until now which, in our opinion, will reduce such accidents to half if these are strictly adhered to and put into practice.

1. Backing by the driver alone

- | | |
|---|--|
| Confirmation on the environment surrounding the vehicle | <ul style="list-style-type: none"> - Whether there is any obstacle around the bottom of the cab. - Whether there is any obstacle above the sideview mirrors. - Whether there is any room for clearance on the left and right sides, etc. when the vehicle makes turns. - Whether there is any possibility of other vehicles etc. crossing the rear of the vehicle. |
| Go around the vehicle for inspection | <ul style="list-style-type: none"> - Checking in particular if there is any obstacle, etc. at the rear of the vehicle. |
| Get seated in the driver's | <ul style="list-style-type: none"> - Don't just get inside aimlessly. Pay |

seat	attention to the area around the vehicle from the time when you open the door.
Open the windows of the door	- Enabling you to catch any sound of the environment coming from both the left and right sides.
Back	- Give warning with the horn, concentrating all the nerve onto the left and right sides and the rear.
Stop	- Stop at a place just ahead of the destination, and get out of the cabin to check the distance.

2. Backing with the help of an observer

(In this case the driver is likely to pay less attention and to back with higher speed, as a result of feeling safer with the observer helping to check safety at the rear of the vehicle.)

Determine where to stop	- The driver and the observer should have the same idea. (including as to where the observer is to stand)
Open the windows of the door	- Enabling the driver to catch any sound of the environment coming from the outside as well as the signaling sound sent by the observer as with a whistle.
Stop if there is any suspicion	- If no signaling sound by the observer is heard, it should be judged that there is some abnormality and the vehicle must be stopped.
Signaling after the completion of the backing, etc.	- When starting to move and stopping upon completion, it should be notified the observer by means of the horn.

The above is the basic way of backing. It may be different depending on the environment in the surrounding area, and it also would be a good way to check the timing at each stage of backing.

Items of instruction: No. 4 Overhang

Please inspect and give instruction on the amount of projection of the overhang, which is indispensable as one of the characteristics of large vehicles, and which appears in many examples of accidents every year.

* The vehicle is a long, front 1-axle vehicle.

Method of instruction:

1. The vehicle and poles should be set according to the attached Figure 1.

1-1. To inspect the amount of projection at the right rear end of the platform as a result of full steering.

1-2. (The driving may be made either the instructor or the trainee.)

1-3. To let the trainee check the projection.

2. The vehicle and poles should be set according to the attached Figure 2.

2-1. To inspect the required space (distance) to the front by leaving the parked space making a left turn safely, with restricted clearance on both sides, assuming that there is no obstruction to the front.

2-2. To let the trainee check that the amount of projection at the right rear end of the platform can be made smaller when there is enough distance at the front.

3. The vehicle and poles should be set according to the attached Figure 3.

3-1. To inspect that a left turn can be made safely, with restricted clearance on both sides, and with obstacles to the front.

3-2. To let the trainee inspect that the rear end of the vehicle will not touch the pole, if the right pole is positioned about 1 m from the right side of the vehicle and there is space at the front with the distance of about half the length of the vehicle.

Conclusions

The points of this instruction are that there is no problem when attended by an observer at the rear, while the driver must rely on his/her judgment alone when leaving the parking lot, or leaving the

service station along the highway, etc. When driving in a straight line, the problem of overhang does not occur, but it happens at the time of stopping, when the vehicle is moved to the other space, or the like. Attention must be paid especially to the front 1-axis vehicle. The steering operation must be made smoothly. Instruction should also be given on abrupt steering, steering in steps, mistake in judging the correct distance at the start of steering, and as to whether the space between the vehicle and the other vehicle is kept at a uniform distance, etc. as well as on the point that when driving a long vehicle the environment surrounding it must also be checked.

The environment surrounding it means:

1. Whether there is any protruding object of the other vehicle other than its mirrors.
2. Whether there is any slanting as a whole in the other vehicle, as a result of its getting into a hole, etc.
3. What is the distance between the end position of the vehicle and the other vehicle? (Around which place the end of the vehicle is?)
4. Whether there is any sign of the other vehicle being about to move.
5. Whether the vehicle is empty or with load (the amount of projection may differ depending on the condition of the road surface.)

Items of instruction: No. 4 Off-track

Objectives: To inspect the off-track and let the trainee understand in particular the characteristics of the front 2-axis vehicle.

The front 1-axis vehicle and front 2-axis vehicle do not have any problem while these are driven in a straight line, but on the other hand the situation will be much different when they are in intersections or they make turns. And the trainee should fully be aware that the front 2-axis vehicle has larger possibilities of causing an accident when making a left turn than the front 1-axis vehicle because of the larger off-track.

* The vehicles are long vehicles, a front 1-axle vehicle and a front 2-axle

vehicle.

1. The overhang of the front 2-axis vehicle is about half of that of the front 1-axle vehicle.
2. At the time of making a left turn, the whole vehicle is pulled over toward the left further than expected. (There is danger of driving over the curb.)
3. When making a left turn in an intersection, the vehicle must be driven first with its front kept toward the center of the intersection before making the turn so that the rear of the vehicle will follow a proper path.
4. Depending on the condition of a place of making a left turn, the front of the vehicle may have to be swung toward the right at first.
5. Abrupt steering is likely to be occurred when the vehicle reaches to the point of steering.

* Points of instruction are as follows.

1. It should be taught that the front 2-axis vehicle makes a turn in an intersection or curve by means of the center tires.
2. When making a left turn at a small intersection, the front of the vehicle must be swung toward the right before making the turn.
3. Instruction should be given that the front tires swing wide when making a turn at an intersection, etc.

Such a thing as this may be difficult to understand by words of instruction alone. It is more effective to carry out an inspection with the real thing by actually driving a vehicle.

Method (as per the attached sheets)

As shown in Figure 1, two vehicles should be used to make full steering of them alternately, to check the difference in the off-track between them.

For reference: The place of inspection is desired to be a test course or skid pad.

As shown in Figure 2, the vehicle can also be driven on the part of a radius, assuming that it is driven on an intersection.

For reference: It will be of help to the understanding if a U-turn road is

used as the place of inspection such as a test course or the one in a
belgian road.

Reference No. 8002

Clean Accident and Offense Record Certificate

Applicant	Name	Takeshi Yamagishi
	Date of Birth	September 2, 1968
	License No.	458503583910

Certificate Content	Date: from June 13, 1995 to June 20, 2002 In the above period, authority has no record of your traffic violations and accidents.	
	Remarks	

The Japan Safe Driving Center, authorized by the national law (Law No.57 of 1975) to issue certificates regarding driving record, traffic accident and offense record, and driving license history, certify that the above-mentioned particulars have been verified as of date June 20, 2002

Date June 20, 2002

Head, Japan Safe Driving Center,

Kanagawa Branch



Reference No. 8001

Clean Accident and Offense Record Certificate

Applicant	Name	Masami Amakasu
	Date of Birth	September 30, 1963
	License No.	307919438560

Certificate Content	Date: from February 5, 1993 to June 20, 2002 In the above period, authority has no record of your traffic violations and accidents.	
	Remarks	

The Japan Safe Driving Center, authorized by the national law (Law No.57 of 1975) to issue certificates regarding driving record, traffic accident and offense record, and driving license history, certify that the above-mentioned particulars have been verified as of date June 20, 2002

Date June 20, 2002

Head, Japan Safe Driving Center,

Kanagawa Branch



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Reference No. 8005

Clean Accident and Offense Record Certificate

Applicant	Name	Shintaro Moroi
	Date of Birth	April 23, 1970
	License No.	308615243330

Certificate content	Date: from September 27, 1999 to August 2, 2001 In the above period, authority has no record of your traffic violations and accidents.	
	Remarks	No record of traffic accidents. :from September 4, 1986 to August 2, 2001

The Japan Safe Driving Center, authorized by the national law (Law No.57 of 1975) to issue certificates regarding driving record, traffic accident and offense record, and driving license history, certify that the above-mentioned particulars have been verified as of date August 2, 2001

Date August 2, 2001

Head, Japan Safe Driving Center,

Kanagawa Branch



Reference No. 03661

Clean Accident and Offense Record Certificate

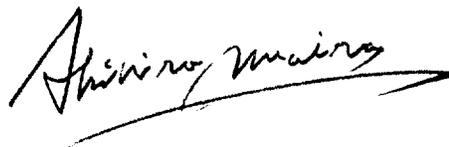
Applicant	Name	Shigeru Takamatsu
	Date of Birth	June 10, 1960
	License No.	107900386870

Certificate content
Date : from November 18, 1991 to June 25, 2002
In the above period, authority has no record of your traffic violations and accidents.

Remarks	Type of license : Large-sized motor vehicle : Ordinary motor vehicle : Large-sized special motor Vehicle : Traction Date of license obtained : February 8, 1979
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The Japan Safe Driving Center, authorized by the national law(Law No. 57 of 1975) to issue certificates regarding driving record, traffic accident and offense record, and driving license history, certify that the above-mentioned particulars have been verified as of date June 25, 2002
Date June 25, 2002

Head, Japan Safe Driving Center,
Hokkaido Branch



	Reference No.	03660
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Clean Accident and Offense Record Certificate

Applicant	Name	Norio Takeda
	Date of Birth	May 10, 1962
	License No.	108100530760

Certificate content	Date : from February 20, 1981 to June 25, 2002	
	In the above period, authority has no record of your traffic violations and accidents.	
	Remarks	Type of license : Large-sized motor vehicle : Ordinary motor vehicle : Traction Date of license obtained : February 20, 1981

The Japan Safe Driving Center, authorized by the national law(Law No. 57 of 1975) to issue certificates regarding driving record, traffic accident and offense record, and driving license history, certify that the above-mentioned particulars have been verified as of date June 25, 2002

Date June 25, 2002

Head, Japan Safe Driving Center,
Hokkaido Branch

Frederic Murray →

Social Security Administration

Important Information

1801 S. Extension
Mesa, AZ 85210
Phone: 480-649-1542
TDD: 480-649-1071
FAX: 480-649-0576
Office Hours: 9:00 to 4:00 Mon - Fri

January 16, 2001

Mr. Shintaro Moroi
13303 S Ellsworth RD
Mesa, AZ 85208

Dear Mr. Moroi:

We cannot give you a Social Security card because:

You have asked for a Social Security card that you can use for work. However, your records show that you are an alien not allowed to work in the U.S.

Please contact us when your alien status changes so you can work in the U.S.

If You Disagree

If you think you should get a Social Security number or card based on what you have given us, you can ask us to review your case. Someone who did not look at your first application will review it.

Please call, write or visit any Social Security office to ask for a review.

If You Have Any Questions

If you have any questions, please call us at the number shown at the top of this letter. We can answer most questions over the phone. You also can write or visit any Social Security office.

If you do call or visit us, please have this letter with you. It will help us answer your questions.



Abram A. Calderon
District Manager

SSA-L676



Motor Vehicle Division

DRIVER LICENSE / IDENTIFICATION CARD APPLICATION

Type: Driver License Motorcycle Commercial (CDL)
 Instructional Permit Identification Card

Social Security Number

Driver Applicants: You are required by ARS 28-3158(D)(5) and 42 USC(c)(2)(C) to provide your Social Security Number. It will be used to verify your identity and to comply with federal and state child support enforcement laws. It will not be used as your driver license number.

Applicant Name (first, middle, last, suffix)
SHINTARO MOROI

Street Address: **13203 S. Ellsworth Rd.,** City: **Mesa** State: **AZ** Zip: **85208**

Mailing Address (if different from above) City: State: Zip:

Street Mailing Which address do you want to appear on your license?

Sex: Male Female Weight: **155 lb.** Height: **5 1/2 ft** Eye Color: **BK** Hair: **BK** Date of Birth: **Apr. 23, 1970**

- My vehicle is registered in another state (indicate which state): _____ I am active duty military or family member.
 I am an out-of-state student or family member.
 I want to register to vote (Voter Registration Form must be completed).
 I want to show a medical alert condition on my license (physician statement must be submitted).
 I consent to the release of personal driver license and vehicle record information to qualified persons and entities.

Prior License Number: _____ Name on Prior License or ID (if different from above): _____

Class: Operator Motorcycle Commercial (CDL) Identification Card State: _____ Issue Date: _____ Expiration Date: _____

Yes No Has your driving privilege ever been suspended, disqualified, canceled, denied or revoked?

If Yes: States: _____ Dates: _____ Reasons: _____

Yes No Is your driving privilege now suspended, disqualified, canceled, denied or revoked?
 Yes No Do you have a license from more than one state or jurisdiction?

Yes No Do you have an alcohol or drug dependency that may affect your ability to safely operate a motor vehicle?
 If Yes: Yes No Have you been in recovery for one year or more?
 Yes No Do you have a court appointed guardian for being incapacitated?
 Yes No Do you have a medical condition (other than glasses) that may affect your ability to safely operate a motor vehicle?
 If Yes, explain below.

- Examples: • Loss of normal use of hand, arm, foot or leg • Inadequate hand/eye coordination in traffic • Ongoing mental health condition
 • Medical condition that affects your judgment • Difficulty turning your head from side to side • Dizziness or balance problems

Medical Conditions: _____

All Applicants: I certify that the information above is true and correct. I understand that I must report a change of address or name to MVD within 10 days

Driver Applicants: I understand the laws, rules and regulations described in the Arizona Driver License Manual, and that I am required to report to MVD in writing, within 10 days, any medical condition that develops or worsens that may affect my ability to safely operate a motor vehicle

Applicant Signature (If under 18, Legal Guardian certificate on the back must be completed) _____

Acknowledged before me this date: _____ MVD Agent or Notary Signature _____

Date: _____ County: _____ State: _____ Commission Expires: _____

Office: _____ CDLIS VI SI

Expires X MD L S Class D A C G M B I Permit D D/R B G M A C Type O W N RFD 1 2 3 4 5 6 7 8 9 0

Endrsmnt H-hazmat M-mcycl N-tanker P-bus T-db/trpl X-N+H Rstrctn A-cor lens C-aut trns D-daylight E-golfcart F-hndctrl G-signals I-mirrors J-100cc K-intrast L-nonair M-moped O-other

MVD USE - NAME (last, first, middle)

DOB

DATE

PRIOR LICENSE

MEDICAL SCREENING (Driver Applicants Only)

CERTIFICATION

MVD USE