

**BEFORE THE
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION**

**49 CFR Parts 380 and 391
RIN 2126-AA08**

**MINIMUM TRAINING REQUIREMENTS FOR
LONGER COMBINATION VEHICLE (LCV) OPERATORS AND
LCV DRIVER-INSTRUCTOR REQUIREMENTS**

**Docket No. FMCSA-97-2176
68 Federal Register 47890 (August 12, 2003)**

COMMENTS OF THE NATIONAL PRIVATE TRUCK COUNCIL, INC.

The National Private Truck Council, Inc. (“NPTC”) is a trade association representing the interests of approximately 500 companies that operate truck fleets in furtherance of a non-transportation primary business. NPTC’s member companies comprise a cross-section of American manufacturing, retailing, and agricultural enterprises, and include a significant number of Fortune 500 corporations. NPTC’s member companies all employ and/or contract for commercial motor vehicle drivers that are subject to the Federal Motor Carrier Safety Regulations, and many of those companies use drivers who operate vehicles that meet the definition of a longer combination vehicle (LCV) as set out in this rulemaking.¹

In general, NPTC supports the proposed requirements for additional training of drivers of LCVs, and approves of the general categories of instruction as outlined in the

¹ The rulemaking defines longer combination vehicle as “any combination of a truck-tractor and two or more trailers or semitrailers, which operate on the National System of Interstate and Defense Highways with a gross vehicle weight (GVW) greater than 36,288 kilograms (80,000 pounds).”

proposed 49 CFR §380.201(a). NPTC recommends that the FMCSA incorporate these four areas into the CDL testing program instead of mandating them as separate training requirements for which motor carriers are required to comply, however. Under this approach, a motor carrier could assume that a driver who applies at a motor carrier with a valid CDL and the required LCV endorsements has completed not merely the testing requirements already in the CDL program but would have received instruction on the LCV training program outlined in this rulemaking. The driver could receive the training from whatever source is appropriate, including carriers, driver training schools, for-hire training services, or state licensing agencies. The carrier would not have to complete additional training for the driver, and the driver's training certification would follow the driver from carrier to carrier, just like the CDL now does.

Although NPTC has no problem with the additional areas of LCV training requirements, NPTC does not believe that carriers should have to undertake the additional administrative task of training drivers who should receive this information as part of the CDL testing process.

Moreover, incorporating the LCV driver training into the CDL will assist motor carriers in the event of litigation arising from a vehicle collision involving the CDL driver. Frequently at trial, the adequacy of the driver's training is at issue, and having the training validated by the state-licensing agency as part of the test necessary to acquire a CDL authorizing the driver to operate an LCV will bolster the carrier's argument to the court that the training was reasonable.

Respectfully submitted,

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