



HEAVY EQUIPMENT AND COMMERCIAL MOTOR VEHICLES

Qualified Operators, Safe Equipment and Controlled Movement

POLICY STANDARD

Only trained, authorized and physically capable employees may operate company equipment or vehicles. Equipment shall be inspected, maintained and operated within manufacturer limits. Movement shall be planned to separate people, traffic, utilities, structures and unstable ground from operating hazards. CMV drivers shall meet all applicable licensing, qualification, inspection, hours-of-service, securement and drug/alcohol requirements.

PHEIFER BROTHERS CONSTRUCTION CO., INC.

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IMPORTANT DISTINCTION

OSHA jobsite equipment rules and DOT/FMCSA highway rules have different coverage. A vehicle may be an FMCSA-regulated CMV at 10,001 pounds or more in interstate commerce even when a CDL is not required. CDL classification generally begins at 26,001 pounds, a qualifying combination, passenger capacity or placarded hazardous-material use. Management shall determine applicability for each vehicle and operation.

Primary Regulatory References

- 29 CFR 1926.20, 1926.21 and Subpart O, including 1926.600-602
- 29 CFR 1926 Subparts K, M, V and CC when electrical, fall or crane hazards apply
- 49 CFR Parts 40, 382, 383, 390, 391, 392, 393, 395, 396 and 397 as applicable
- Wisconsin motor vehicle, CDL, size/weight and traffic requirements; manufacturer instructions and project rules

1. Purpose, Scope, Definitions and Responsibilities

Purpose and Scope

- Prevent struck-by, caught-between, rollover, collision, runover, electrocution, uncontrolled movement, load loss, fire and highway crashes involving loaders, excavators, skid steers, dozers, graders, haul units, trucks, trailers and similar equipment.
- Applies at projects, shops, yards, staging areas and public roads. Cranes, aerial lifts, forklifts, pile-driving equipment and specialized vehicles also follow their specific company policies and standards.

Key Definitions

- Heavy equipment: self-propelled or towed mechanized construction equipment used for earthmoving, material handling, lifting, grading, hauling, compaction or support.
- CMV under many FMCSA safety rules: generally a vehicle used on a highway in interstate commerce with actual/rated weight of 10,001 pounds or more, certain passenger vehicles, or a vehicle transporting placarded hazardous material. Intrastate Wisconsin coverage may differ.
- CDL CMV: generally a vehicle/combination at 26,001 pounds or more with a towed unit over 10,000 pounds, a single vehicle at 26,001 pounds or more, a vehicle designed for 16 or more persons including driver, or a vehicle requiring hazardous-material placards.
- Operator/driver: trained and company-authorized employee assigned to control equipment/vehicle. Spotter: trained person assigned to guide movement while remaining visible and outside the path.

Management / Program Owner

- Determine regulatory coverage; provide suitable equipment, operator/driver qualification, maintenance, training, records and enforcement.
- Maintain DOT registration, insurance, permits, driver qualification, drug/alcohol and vehicle files as applicable.

Foreman / Dispatcher

- Assign only authorized operators/drivers; coordinate routes, traffic, ground, utilities, spotters, delivery/loading areas and emergency response.
- Remove unsafe equipment and stop operations when controls no longer match conditions.

Operators / Drivers

- Complete required inspections; wear seat belt; follow manufacturer limits and traffic rules; maintain control, clearance and communication; report defects, incidents, citations and status changes promptly.
- Stop before proceeding when a person, signal, route, load, clearance or equipment condition is uncertain.

Employees on Foot

- Stay outside equipment operating zones; make positive eye/radio contact before approaching; never assume the operator sees you.

2. Operator Authorization and Pre-Task Planning

Authorization

- Only employees trained, evaluated and authorized for the specific equipment type and attachments may operate. Possession of a driver's license or prior experience alone does not establish company authorization.
- Operators shall understand controls, capacity, stability, blind areas, alarms/cameras, attachments, safe mounting, shutdown, fueling and emergency actions. Demonstrate competence under conditions similar to assigned work.
- A valid license/CDL, correct class/endorsements, medical certification and regulatory qualification are required whenever applicable. Suspended, downgraded, expired or restricted privileges prohibit operation.

Before Assignment

- Verify the equipment ID and configuration; operator authorization; manuals/load charts; inspection status; needed permits; maintenance restrictions and manufacturer bulletins.
- Review terrain/grade/soil, edges/excavations, overhead/underground utilities, bridge/temporary-work capacity, water, traffic, pedestrians, structures, weather/visibility and simultaneous operations.
- Plan direction of travel, turning/backing areas, loading/unloading zone, parking location, fuel/service point, spotter positions, signals/radio channel and emergency access.

Equipment Selection

- Use equipment and attachments rated for the task, load and configuration. Do not use buckets, forks, hooks, couplers or accessories for an unapproved purpose.
- Verify required ROPS/FOPS, guarding, mirrors/cameras, lighting, alarms, fire extinguisher and environmental protections. Modifications require manufacturer or qualified approval.

Pre-Task Briefing

- Brief operators, spotters and exposed workers on routes, exclusion zones, right-of-way, blind spots, communication, overhead clearances, work phases and stop signals.
- Coordinate with the controlling contractor, subcontractors, delivery drivers and traffic-control personnel. A spotter does not replace physical separation where separation is feasible.

Fitness for Duty

- No operation while impaired by alcohol, drugs, fatigue, illness, distraction or medication that makes operation unsafe. Report concerns before driving.
- Seat/controls shall be adjusted for safe reach and visibility. Operators must be able to mount, dismount and control equipment safely.

3. Inspections, Defects and Maintenance

Pre-Use / Shift Inspection

- Inspect before initial use each shift and after operator change, damage, repair or unusual event. Follow manufacturer checklist and applicable OSHA/DOT requirements.
- Check brakes/parking brake, steering, tires/tracks/wheels/lugs, lights/reflectors, horn, reverse alarm/camera, mirrors/windows/wipers, seat/seat belt, ROPS/FOPS, steps/handholds and fire extinguisher.
- Inspect fluid levels/leaks, hoses/cylinders, guards, pins/retainers, quick coupler/attachment lock, buckets/forks/blades, articulation/swing locks, electrical/battery, exhaust and warning indicators.
- For CMVs also inspect coupling devices, trailer connections, service/emergency brakes, air/electrical lines, cargo securement, placards/markings, emergency equipment and required documents.

Functional Check

- From a controlled area, test service/parking brakes, steering, horn, alarm, lights, controls, interlocks and attachment retention. Do not test where unexpected movement can strike a person or object.
- Clean glass, cameras, mirrors, lights and markings. If visibility remains inadequate, correct it or use additional controls; never operate by guesswork.

Defects

- Tag and remove equipment from service when a defect affects safe operation or violates law/manufacturer requirements. Notify foreman/maintenance and prevent use until repaired and released.
- Examples requiring stop: defective brakes/steering/seat belt/alarm; cracked structural member; leaking fuel; failed coupler/interlock; damaged tire/wheel; missing guard; unreadable capacity information; unsafe exhaust; uncontrolled hydraulic leak.
- Operators shall not defeat warnings, interlocks or safety devices, or make unauthorized temporary repairs. Tape is not an acceptable repair for a pressurized hose.

Maintenance and Inspection Records

- Use qualified personnel and manufacturer procedures. Control hazardous energy, block raised components, release stored pressure and use rated supports before service.
- Maintain inspection, repair and periodic/annual records required by 49 CFR Part 396 and company procedure. CMVs under company control shall be systematically inspected, repaired and maintained.
- A roadside inspection does not automatically replace the required annual periodic inspection. Correct out-of-service items before movement except as specifically authorized by enforcement.

Handoff

- Communicate unresolved defects/restrictions in writing and at shift change. A prior operator's inspection does not replace the incoming operator's walk-around.

4. General Operating Rules

Safe Operation

- Wear the provided seat belt whenever equipment/vehicle is moving or operating. Keep doors/restraints closed as designed. Never jump from overturning equipment; remain belted and brace unless emergency instructions require otherwise.
- Operate at a speed that permits stopping within visible clear distance. Reduce speed for grades, curves, congestion, loose/soft ground, narrow lanes, weather, dust, darkness and pedestrians.
- Maintain safe following distance and clearance from edges, excavations, structures, equipment, overhead hazards and traffic. Obey site routes, signs, signals and right-of-way rules.
- Use smooth controlled starts, turns, braking and attachment movement. Travel with loads/attachments low and positioned per manufacturer.

People and Riding

- No passengers unless a manufacturer-approved seat and restraint are provided. Never permit riders on steps, buckets, forks, drawbars, beds, counterweights or loads.
- Do not use earthmoving equipment to lift personnel. Personnel platforms require equipment and procedures specifically compliant with applicable standards.
- No employee may stand or pass under raised buckets, blades, forks or suspended loads. Establish swing-radius and pinch-point protection.

Visibility and Communication

- Look in the direction of travel. Use mirrors/cameras as aids, not substitutes for direct confirmation. Keep windows and cameras clear.
- Sound horn at blind corners, congested crossings and before movement when people may be nearby. Stop immediately upon loss of spotter, radio or visual contact.
- Operators may accept movement signals only from the assigned spotter except anyone may give an emergency stop signal.

Utilities and Structures

- Identify overhead and underground utilities before movement/excavation. Maintain required clearances and use dedicated spotters/encroachment controls when applicable.
- Verify bridge decks, temporary bridges, mats, falsework, barges, ramps and covers can support equipment weight and dynamic loading. Obtain qualified-person/engineer approval when capacity is uncertain.

Distraction

- No handheld phone use while operating. Hands-free use is limited to essential communication and only when it does not impair safe control; pull over and secure equipment when attention is needed.
- No headphones or other devices that prevent hearing alarms, traffic or instructions.

5. Backing, Spotters and Internal Traffic Control

Minimize Backing

- Plan pull-through routes, one-way travel, designated turnarounds and staging to eliminate or reduce backing. Separate equipment and pedestrians with barriers, distance and controlled access.
- Follow the project Internal Traffic Control Plan and the separate Backing, Spotters and Internal Traffic Control Policy.

OSHA Backing Requirement

- A jobsite motor vehicle with an obstructed rear view shall not be backed unless it has an operable reverse alarm audible above surrounding noise or an observer signals that it is safe. Company policy may require both alarm and spotter based on risk.
- A camera does not by itself eliminate blind spots or the need for a spotter when conditions require one.

Before Backing

- Operator completes a walk-around, clears the path and identifies fixed hazards, workers, traffic, drop-offs and overhead clearance. Recheck after any delay or change.
- Agree on standard hand signals/radio commands, stop signal, route and spotter location. Everyone understands that loss of contact means stop.

Spotter Rules

- Wear high-visibility apparel; stay on the driver's visible side, outside the travel path, swing radius and pinch/crush zones; maintain an escape route.
- Do not walk backward into hazards, use a phone, perform another task, stand between moving equipment and a fixed object, or ride the equipment while spotting.
- Stop movement when anyone enters the zone, conditions change or the operator cannot follow the signal. Use additional spotters only with one clearly designated lead.

Pedestrian Rules

- Enter an operating zone only after positive eye/radio contact and operator acknowledgement. Do not approach from blind side or cross behind backing equipment.
- Delivery drivers and visitors receive site route, parking, PPE and check-in instructions. Control public access.

Dumping / Loading Areas

- Use berms/stop blocks designed for the equipment where backing toward an edge. A spotter shall not stand between the vehicle and edge/hopper.
- Keep people clear of tailgates, raised beds, falling/spilled material and loader swing areas. Coordinate truck and loader by agreed signal.

6. Stability, Rollover, Attachments and Loading

Ground and Grade

- Operate on stable ground within manufacturer slope limits. Inspect for soft shoulders, voids, undermining, recently filled areas, utilities, culverts, ice, water and excavation edges.
- Keep safe setback from excavations and slopes as determined by the competent person. Do not use spoil piles or unstable edges as travel lanes.
- Cross slopes, turn and travel with attachments only as manufacturer directs. Avoid abrupt turns or braking, especially with elevated or offset loads.

ROPS / FOPS and Seat Belts

- Maintain required rollover and falling-object protective structures; do not drill, weld, cut or alter without written authorization. Use seat belts with ROPS.
- Replace damaged structures, mounting hardware or restraints only with approved components after inspection.

Attachments and Couplers

- Verify attachment compatibility, rating, locking pins/wedges and hydraulic/electrical connections. Perform manufacturer-required ground-level engagement and retention test before use.
- Keep workers away during coupling/uncoupling. Depressurize before disconnecting. Never reach into a coupler or stand beneath an attachment to verify locking.
- Forks and lifting attachments require load rating, stable load, proper spacing and securement. Lifting suspended loads may invoke crane requirements.

Loading / Dumping

- Do not exceed rated capacity or vehicle weight/axle/tire limits. Distribute load for stability and legal weight; prevent spillage and protect visibility.
- Dump only on firm, level support when practicable; check overhead lines/structures and tailgate clearance. Do not move with a raised bed except as specifically designed/necessary under controlled conditions.
- If a bed, boom, bucket, blade or attachment must remain raised for service, use manufacturer-approved positive mechanical support or rated blocking. Hydraulics alone are never sufficient.

Recovery / Towing

- Recovery from mud, slope or rollover requires a planned method, rated attachment points/rigging, equipment capacity, exclusion zone and qualified supervision.
- Never use unknown tow points, damaged chain, makeshift pins or recoil-line positions. Keep everyone outside the potential line of fire.

7. Parking, Servicing, Fueling and Hazardous Energy

Parking / Unattended Equipment

- Park on firm, level ground when practicable; lower buckets, blades, forks and attachments; neutralize controls; set parking brake; stop engine; remove/control key and secure against unauthorized use.
- On an incline, set parking brake and chock wheels/tracks as required. Turn wheels and position equipment to reduce movement consequence.
- OSHA requires parking brakes set whenever equipment is parked and chocks in addition on inclines. Do not rely on transmission or hydraulics alone.

Servicing / Repair

- Apply the Hazardous Energy Control Policy before maintenance, cleaning, unjamming or entering a danger zone. Identify electrical, hydraulic, pneumatic, gravity, thermal and mechanical energy.
- Lower components whenever possible. Otherwise install rated manufacturer supports, articulation/swing locks, cribbing and wheel chocks. Relieve pressure and verify zero energy.
- Never work beneath equipment supported only by a jack, hoist, hydraulics or suspended rigging. Use rated stands/cribbing on stable support.

Tires and Wheels

- Only trained employees service multi-piece/single-piece rim wheels when applicable; use restraining devices and remote inflation procedures required by OSHA.
- Treat bulges, exposed cord, severe cuts, loose/missing lugs, damaged rims and abnormal heat/pressure as stop-work defects. Stand outside trajectory during inflation.

Fueling / Charging

- Shut off engine unless an approved manufacturer procedure specifically requires operation. No smoking/open flame; control ignition, static, spills and traffic; keep extinguisher accessible.
- Use approved containers/nozzles and bond/ground where required. Do not overfill; replace caps; clean/report spills and follow environmental response plan.
- Battery charging requires ventilation, eye/face protection as assessed, ignition control and safe handling. Treat hybrid/electric high-voltage systems as specialized hazardous energy.

Leaks / Fires

- Do not search for hydraulic injection leaks with hands; use cardboard/approved method. Injection injuries require immediate emergency medical care.
- For fire, stop if safe, evacuate upwind, call 911 and use extinguisher only if trained, escape is maintained and fire is incipient. Never open a hot pressurized cooling system.

8. Public Roads and Commercial Driver Requirements

Applicability Determination

- Management determines whether federal interstate or Wisconsin intrastate rules apply based on vehicle/combination rating and actual weight, passengers, hazardous materials, commerce and route. Do not assume a short/local trip is exempt.
- CDL and FMCSA CMV definitions differ. A 10,001-26,000 pound vehicle may be a regulated CMV even though no CDL is required.

Driver Qualification

- Before dispatch, verify valid license/CDL class and endorsements/restrictions, medical certification/tier when required, minimum age/experience, Motor Vehicle Record review, qualification file and company authorization.
- Drivers shall immediately report suspension, revocation, downgrade, out-of-service order, medical disqualification, disqualifying citation/conviction or Clearinghouse prohibition.
- No driver may perform a safety-sensitive function when prohibited under DOT drug/alcohol rules. Required pre-employment, random, post-accident, reasonable-suspicion, return-to-duty and follow-up processes are administered under the separate DOT/company program.

Vehicle / Documents

- Carry registration, proof of insurance, permits, inspection documentation, shipping papers and emergency information as applicable. Confirm USDOT markings and other required identification.
- Observe license, registration, size/weight, axle, seasonal, oversize/overweight, route and bridge restrictions. Obtain permits before movement; a permit does not guarantee route/site capacity.

Road Operation

- Wear seat belt; obey speed and traffic laws; adjust for construction zones, weather, grades, curves, congestion and stopping distance. No handheld phone/texting while driving.
- Use warning devices after breakdown; secure vehicle and move to safe location if possible. Do not stop where vehicle creates an avoidable traffic hazard.
- Complete required pre-trip review and post-trip reporting. Unsafe vehicles shall not be dispatched or continued.

Entry-Level Driver Training

- Drivers obtaining specified CDLs or endorsements for the first time shall satisfy applicable Entry-Level Driver Training requirements through a registered provider before the skills/knowledge test.

9. Hours of Service, Fatigue and Driver Conduct

Hours-of-Service Compliance

- Property-carrying CMV drivers shall comply with applicable 49 CFR Part 395 driving, duty-window, rest-break, off-duty and weekly limits. Dispatch shall not require or encourage a violation.
- A commonly used short-haul exception can remove the ELD/record-of-duty-status requirement when all conditions are met, including operation within 150 air-miles, return to the normal work reporting location and release within 14 consecutive hours. The company must keep required time records.
- Short-haul status is not an exemption from driving/duty limits, vehicle rules or fatigue management. If conditions will exceed the exception, notify dispatch and use the required record-of-duty method.
- Do not claim adverse-driving, construction-material or other exceptions unless management confirms every condition and documentation requirement.

Fatigue

- A driver shall not operate when ability or alertness is impaired or likely to become impaired by fatigue, illness or another cause. Stop in a safe location and notify dispatch.
- Foremen/dispatch consider early starts, long construction shifts, commute, night work, heat, medication and changing schedules. Work hours and driving hours are both relevant to fatigue.
- Caffeine, open windows, loud music or brief stops do not replace required rest. No retaliation for a good-faith fatigue report.

Distraction and Conduct

- No texting or handheld phone use while driving/operating. Program navigation and communications before movement or pull over safely.
- No aggressive driving, speeding, following too closely, unsafe lane changes, racing, horseplay or unauthorized riders.
- Smoking/vaping, food and loose items shall not interfere with vehicle control. Secure tools and personal items in cab.

Alcohol / Drugs / Medication

- Follow the Comprehensive Drug and Alcohol Policy and DOT testing program where applicable. Alcohol and prohibited drug use or possession is forbidden as stated in those programs.
- Report medication or condition that may impair safe driving through the confidential company process. Do not drive until safe and authorized.

Seat Belts

- Driver and every authorized occupant shall be properly restrained in an approved seating position whenever vehicle is moving. Driver shall not move until occupants comply.

10. Cargo Securement, Towing and Equipment Transport

Securement Plan

- Select a vehicle/trailer with adequate GVWR, GAWR, tires, deck and hitch capacity. Verify combined weight, dimensions, center of gravity and route restrictions before loading.
- Use 49 CFR Part 393-compliant tiedowns, anchor points, blocking/cribbing and edge protection rated for the load. Meet commodity-specific rules for heavy equipment, vehicles, concrete products, steel or other cargo.
- Secure accessories, buckets, booms, blades, ramps, chains, tools and loose material. Lower and restrain articulated/hydraulic components; lock pins and gates.

Loading / Unloading

- Use firm, level staging where practicable; control traffic/pedestrians; inspect ramps and trailer stabilization; align squarely; use a spotter when visibility or clearance requires.
- Keep people out of rollover/runaway zones and off trailer sides. Wear seat belt during powered loading. Do not turn abruptly or operate across unsupported ramp edges.
- Set tow vehicle/trailer brakes and chock as needed. Detach only after load is stable and landing gear/support is correctly placed.

Inspection En Route

- Driver verifies cargo and securement before departure and reexamines/adjusts as required by 49 CFR 392.9, including within the first 50 miles and thereafter at required intervals or after duty/vehicle changes, unless a specific exception applies.
- Stop immediately for shifted cargo, loose/broken tiedown, leaking/spilling material, damaged trailer/coupling or changed handling. Re-secure before travel.

Coupling / Towing

- Inspect pintle/ball/fifth wheel, kingpin, safety chains, breakaway, electrical/air connections, locking jaws/pin, landing gear and clearance. Perform pull/tug and visual confirmation as appropriate.
- Do not exceed tow ratings or use improvised hitches. Cross safety chains where required and keep them from dragging.

Hazardous Materials

- Transportation of fuel, propane, explosives, blasting materials, cylinders or other regulated materials requires classification, packaging, marking/labeling, placarding, shipping papers, training, security and route/parking controls as applicable.
- Do not transport hazardous material until the designated hazmat-qualified person confirms requirements. Follow Compressed Gas, Hazard Communication and Fire Prevention policies.

11. Emergencies, Incidents, Training and Records

Crash / Incident

- Stop safely, call 911 for injury or serious hazard, provide reasonable aid if trained, warn traffic, prevent fire/release and remain at scene as law requires. Do not move evidence except for life safety or official direction.
- Notify company management immediately. Obtain names, contacts, insurance, vehicle/unit information, photos and witness information when safe; do not admit fault or speculate.
- Follow post-accident DOT drug/alcohol testing procedures when criteria may apply. Promptly contact the designated company representative because testing time limits are strict.

Equipment Emergency

- For rollover, collapse, electrical contact, fire, caught-between or hydraulic injection injury: call 911, isolate area/energy when safe and use the site emergency plan. Do not improvise rescue.
- If equipment contacts an energized line, operator generally remains in cab and warns others away unless fire or another immediate threat requires escape; follow electrical-contact emergency procedure.

Roadside Inspection / Citation

- Be professional, provide required documents and notify company of inspections, citations, out-of-service orders and defects. Do not operate contrary to an out-of-service order.
- Send reports to the designated company contact promptly; correct and document defects within required time.

Training and Evaluation

- Provide initial practical training/evaluation for each equipment class, site orientation, attachment-specific training, spotter/signals, inspections, load securement and emergency actions.
- CMV drivers receive applicable HOS/ELD or time-record, vehicle inspection, cargo securement, drug/alcohol, distracted-driving, accident and hazmat training.
- Retrain/evaluate after incident/near miss, unsafe observation, new equipment/attachment, assignment/condition change or knowledge deficiency. Toolbox talks supplement formal training.

Records / Review

- Maintain operator authorization/evaluation, driver qualification, MVR/medical/CDL, Clearinghouse/testing, HOS/time, vehicle inspection/maintenance, permits, securement, training, incidents and corrective action records as applicable.
- Review this program at least annually and after a serious event or regulatory change. Printed copies are uncontrolled unless formally issued.

Stop Work / Enforcement

- Any employee may stop for an unsafe operator, defect, person in zone, lost communication, unstable ground/load, clearance conflict, fatigue or regulatory violation. Work resumes only after correction and authorized reassessment.
- Unauthorized operation, bypassed safeguard, seat-belt violation, falsified record or operation contrary to an out-of-service order is subject to corrective action.

12. Equipment / CMV Field Checklist

VERIFY	EXPECTATION
Authorization	Correct operator/driver, equipment class, license/CDL, endorsements and medical status verified
Vehicle / equipment	Brakes, steering, tires/tracks, lights, horn/alarm, glass/camera, seat belt and guards inspected
Attachments	Compatibility, capacity, pins/coupler/interlocks, hoses and retention test confirmed
Route / ground	Grades, soil, edges, structures, utilities, traffic, pedestrians, water and visibility assessed
Backing	Backing minimized; alarm works; spotter/signals/route/exclusion zone established as required
Stability / load	Capacity, center of gravity, load position, ROPS/FOPS, seat belt and dump area controlled
Parking / service	Lower, neutral, brake, key, chocks; supports/lockout and stored energy addressed
CMV documents	Registration, insurance, permits, inspection, shipping papers and markings available
Hours / fitness	HOS/time record method, duty availability, fatigue, medication and dispatch plan acceptable
Cargo / trailer	Weights, hitch/coupling, brakes/lights, ramps, tiedowns, blocking and loose items checked
Emergency	911/location, traffic warning, spill/fire response and company contacts understood

PROJECT / LOCATION:	DATE / SHIFT:
EQUIPMENT / UNIT / TRAILER:	OPERATOR / DRIVER:
ROUTE / TASK / LOAD:	SPOTTER / COMMUNICATION:
DEFECTS / RESTRICTIONS:	CORRECTIVE ACTION / RELEASE:

13. Test Your Knowledge

Circle the best answer. Review missed questions with your foreman before operating or driving.

1. Does every FMCSA-regulated CMV require a CDL? A. Yes B. No; the regulatory thresholds differ C. Only in Wisconsin	2. What must happen when a safety-critical defect is found? A. Remove the unit from service until corrected/released B. Drive slowly C. Wait until month-end
3. What is required when the operator loses sight/contact with the spotter? A. Continue straight B. Sound horn and continue C. Stop immediately	4. Who may ride on heavy equipment? A. Anyone holding on B. Only authorized occupants in approved seats/restraints C. Spotters on steps
5. What supports a raised bed during service? A. Approved positive mechanical support/rated blocking B. Hydraulic pressure C. A coworker at the controls	6. What does a short-haul exception normally change? A. Seat-belt rules B. Vehicle inspection rules C. Certain record-of-duty/ELD requirements when all conditions are met
7. When should cargo securement be checked? A. Only at destination B. Before travel and at required en-route intervals C. Only after a police stop	8. What should a fatigued CMV driver do? A. Stop safely and notify dispatch B. Drink caffeine and continue C. Speed up to finish
9. What does a camera do for backing? A. Eliminates all blind spots B. Replaces every required spotter C. Assists visibility but does not replace required controls	10. Who has authority to stop unsafe equipment movement? A. Only the operator B. Every employee C. Only management

EMPLOYEE: _____

DATE: _____

ANSWER KEY: 1-B | 2-A | 3-C | 4-B | 5-A | 6-C | 7-B | 8-A | 9-C | 10-B