

STATUS UPDATE FOR:

AUTHORITY AGENT:

DOT #:

CARRIER TYPE:

AUTHORITY:



## OPERATING STATUS



## MCS-150 FORM DATE



## MCS-150 VEHICLE MILES TRAVELED

Note: Your VMT needs to be updated with each biennial update to your DOT#. This is the sum of all the power and privilege that operate under this DOT#.



## INSURANCE

Reminder: If any change occurs to the carrier's name, Physical or Mailing address please contact your insurance company immediately as your policy will need to be updated to reflect those changes.



## BOC-DESIGNATE

This report contains confidential information belonging to the company named on this report.

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**Safety Focus: Cargo securement Q & As**

Whether your job involves preparing shipments, loading products for shipment, or transporting cargo, it is essential that cargo being transported on public roads remain secured on or within your vehicle. Proper load securement prevents cargo from shifting, leaking, spilling, blowing, or falling from the vehicle. Here are some answers to questions about cargo securement.

**When must a load be secured?**

Under the Federal Motor Carrier Safety Regulations (FMCSRs), a load must remain secured:

- Under all conditions that could reasonably be expected to occur in normal driving; and
- When a driver is responding to an emergency situation (except when there is a crash).

A load that has shifted during transport may cause the driver of a vehicle to overly compensate in order to avoid an accident and jeopardize the safety of nearby motorists. The same outcome may be true with cargo that has fallen from a vehicle while in transit or a shipment of hazardous material leaking its contents. All of these occurrences, along with more than 300 other equally serious violations, break the fundamental rules for load securement.

**What cargo do the rules apply to?**

In general, the minimum requirements for securing cargo while in transit apply to all types of cargo, except commodities in bulk, such as liquids, gases or grains. The following requirements apply to commercial motor vehicles, but they should be considered whenever a load is being transported on a public road:

- A vehicle must be driven in a way that the load is evenly distributed, secured, and does not obstruct the driver's view.
- Cargo must be firmly secured using vehicle structures, chains, tie-downs, blocking bars, tiedowns, or a combination of these methods.
- Cargo must be secured to prevent shifting by chocks, wedges, a cradle or other equivalent.

**What does a securement system include?**

A securement system uses one or a combination of the following elements:

1. Vehicle structure, such as anchor points and headerboards;
2. Securing devices, such as steel straps, wires, chains, rope, and ratchets; and/or
3. Blocking and bracing equipment.

The securement system chosen must be appropriate for the cargo's size, shape, and strength. The articles of cargo should have sufficient structural integrity to withstand the forces of loading, securement, and transportation. This includes packaged articles, unitized articles, and articles stacked one on the other.

**Are there any rules regarding blocking materials?**

Blocking materials and timbers should be large and strong enough to support the load safely. Do not use materials with cracks, rounded corners, splintered pieces or dry rot. Be sure to use caution when placing blocks under a raised load to ensure that they are not released before removing your hands from under them.

**Are there extra precautions drivers should follow?**

When driving there are some basic precautions to take to be sure your load is secure:

1. Make sure that the cargo stays secured during the transportation process. Check securement systems periodically to be sure they are not loosened.
2. Make sure all tools are stored either in the cab or in a cabinet. In a crash, loose tools can become airborne and injure you or be thrown off the back of the vehicle onto the roadway.
3. Know your route and the safest way to get to your destination, especially if it is not an area you are familiar with. Stay alert to your surroundings and be wary of any suspicious activity.

**Compliance Q&A**



**Q:** Are my drivers required to carry a copy of the FMCSRs in their vehicles?

**A:** No, there is no requirement to have a copy of the FMCSRs in the vehicles. The requirement (390.3) is that "every employer shall be knowledgeable of and comply with all regulations...that are applicable to that motor carrier's operations," and "every driver and employee involved in motor carrier operations shall be instructed regarding, and shall comply with, all applicable regulations..." Often, a motor carrier will require drivers to carry a copy of the FMCSRs to satisfy this requirement.

**Your Compliance Tip**



If an auditor disputes an MPG in an audit, you can provide a vehicle's Engine Control Module (ECM) specifications to them to refute the auditor. Providing the ECM specs will prove to the auditor the miles per gallon that the vehicle can get. This is usually higher than the audited MPG. Newer vehicles can get a higher miles per gallon. Something to keep in mind...

**Compliance Webcast**



**Understanding DOT Authority**  
During this webcast you'll learn:

- The different types of authority
- Who needs authority to operate
- What's required to obtain authority
- The consequences of not having the proper authorities in place
- Registration programs tied to authority, including the Unified Carrier Registration (UCR), the Unified Registration System (URS), and the hazardous material registrations

Register [Here](#).

See Our [Full Calendar of Free Compliance Webcasts and Events](#).

**Special Offer!**

**Federal Motor Carrier Safety Regulations Pocketbook (The Green Book®)**

Provides drivers with the word-for-word reprints of DOT's FMCSRs.

800-327-6868 [JJKeller.com](http://JJKeller.com)



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