



FMCSA *LIVE!* UPDATE

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March 24, 2022

Reminder 3G SUNSET

3G Sunset Dates

The announced sunset dates are below.* These are dates for completing the shutdowns. Mobile carriers are planning to retire parts of their networks sooner.

- AT&T 3G: February 22, 2022
- Sprint 3G (T-Mobile): March 31, 2022
- Sprint LTE (T-Mobile): June 30, 2022
- T-Mobile 3G: July 1, 2022
- Verizon 3G: December 31, 2022

Note: Many carriers, such as Cricket, Boost, Straight Talk, and several Lifeline mobile service providers, utilize the AT&T, Verizon, and T-Mobile networks.

***Sunset dates are subject to change. Contact your mobile carrier for up-to-date information.**

Rule Change – Vision Exemption

- Qualifications of Drivers; Vision Standard
- This final rule is effective March 22, 2022.
- <https://www.fmcsa.dot.gov/regulations/federal-register-documents/2022-01021>
- FMCSA amends its regulations to permit individuals who do not satisfy, with the worse eye, either the existing distant visual acuity standard with corrective lenses or the field of vision standard, or both, to be physically qualified to operate a commercial motor vehicle (CMV) in interstate commerce under specified conditions. Currently, such individuals are prohibited from driving CMVs in interstate commerce unless they obtain an exemption from FMCSA. The new alternative vision standard replaces the current vision exemption program as the basis for determining the physical qualification of these individuals.

The New Standard

- The new alternative vision standard provides that, to be physically qualified, the individual must:
- (1) Have, in the better eye, distant visual acuity of at least 20/ 40 (Snellen) with or without corrective lenses, and field of vision of at least 70 degrees in the horizontal meridian;
- (2) be able to recognize the colors of traffic signals and devices showing standard red, green, and amber;
- (3) have a stable vision deficiency; and
- (4) have had sufficient time pass since the vision deficiency became stable to adapt to and compensate for the change in vision. FMCSA clarifies in the last of the four standards that there must be a period for the individual to adapt to and compensate for the vision loss after the vision deficiency is deemed stable by a medical professional.

Current Exemption Holders

- The alternative vision standard replaces the current vision exemption program as the basis for determining the physical qualification of individuals to operate a CMV. Accordingly, the 1,967 current vision exemption holders 1 will no longer have to apply for an exemption. Exemption holders have 1 year after the effective date of this rule to comply with the alternative vision standard, at which time all exemptions issued under 49 U.S.C. 31315(b) become void.

Future Drivers

- Individuals physically qualified under the alternative vision standard for the first time must satisfactorily complete a road test before operating in interstate commerce. The employing motor carrier conducts the road test in accordance with the road test already required by § 391.31. Individuals are excepted from the road test requirement if they have 3 years of intrastate or specific excepted interstate CMV driving experience with the vision deficiency, hold a valid Federal vision exemption, or are medically certified under the previously administered vision waiver study program in § 391.64(b).



TRAINING

PROVIDER REGISTRY

MINIMUM TRAINING REQUIREMENTS FOR
Entry-Level Commercial Motor Vehicle Operators



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

The Entry-Level Driver Training (ELDT) final rule

- Published in 2016, mandated by MAP-21.
- Set a Federal standard for mandatory training of entry-level drivers.
- Established need for the **Training Provider Registry**.
- Compliance Date: **February 7, 2022.**

What do the
ELDT
regulations
require of
entry-level
drivers?



Entry-Level Drivers – Who is Covered?

- The ELDT regulations [§380.609](#) establish new minimum training standards for entry-level drivers. This includes individuals
- applying for:

A Class A or Class B commercial driver's license (CDL) for the first time

An upgrade of an existing Class B CDL to a Class A CDL

A hazardous materials (H), passenger (P), or school bus (S) endorsement for the first time



ELDT Applicability CLP Impacts

§380.603



**ELDT Compliance Date
February 7, 2022**

- Drivers holding a CLP prior to the compliance date may obtain a CDL without completing entry-level training.
- If the CLP obtained prior to the compliance date, or renewed CLP, expires prior to obtaining a CDL, the driver would be subject to ELDT requirements for Class A or Class B CDL.
- If a driver holds S, P, or H endorsements prior to the compliance date, the driver is not subject to the ELDT requirements for the endorsement(s).
- Drivers who obtain a CLP on or after the compliance are subject to ELDT regulations for CDLs.
- Drivers who apply for a S, P, or H endorsement after the compliance date are subject to ELDT requirements for those endorsements.



Which drivers are NOT subject to ELDT?

- The rule does **not** apply to:
 - Drivers who held a comparable CDL prior to ELDT requirement
 - Individuals not required to have a CDL per State waivers allowed by §383.3
 - Individuals for whom States have waived the CDL skills test under 49 CFR 383.77 (military waivers)
 - Applicants who obtain a CLP before February 7, 2022, so long as they obtain a CDL before the CLP or renewed CLP expires.
 - Removing the restriction from a current CDL.
 - Reinstating a CDL after a period of disqualification.

Training Requirements

Entry-level drivers must receive training and demonstrate proficiency in the following areas:



THEORY TRAINING

- Lectures, demonstrations, computer-based, online learning, etc.
- May use a simulator
- No minimum number of hours; trainees must score at least 80% on assessment
- Training topics include:
 - Basic Operation
 - Safe Operating Procedures
 - Advanced Operation Procedures
 - Vehicle Systems and Reporting Malfunctions
 - Non-Driving Activities (e.g., Hours of Service)





BEHIND-THE-WHEEL (BTW) TRAINING

- Actual operation of a CMV
- Takes place on a range or public road
- May not use a simulator to meet requirements
- No minimum number of hours, training provider will determine driver's proficiency
- Basic vehicle control skills and mastery of basic maneuvers

Training Requirements

Entry-level drivers must receive training and demonstrate proficiency in the following areas:

 THEORY TRAINING	 BEHIND-THE-WHEEL (BTW) TRAINING
<ul style="list-style-type: none">▪ Lectures, demonstrations, computer-based, online learning, etc.▪ May use a simulator▪ No minimum number of hours; trainees must score at least 80% on assessment▪ Training topics include:<ul style="list-style-type: none">• Basic Operation• Safe Operating Procedures• Advanced Operation Procedures• Vehicle Systems and Reporting Malfunctions• Non-Driving Activities (e.g., Hours of Service)	<ul style="list-style-type: none">▪ Actual operation of a CMV▪ Takes place on a range or public road▪ May not use a simulator to meet requirements▪ No minimum number of hours, training provider will determine driver's proficiency▪ Basic vehicle control skills and mastery of basic maneuvers



Training Requirements (continued)

- Theory and BTW trainings may be delivered by different training providers.
 - Both training providers must be registered/listed on the Training Provider Registry.
 - Both training providers would separately submit driver training information.
- BTW range and BTW public road trainings must be provided by the same training provider.
- Driver-trainees must complete both the theory and BTW portions of training within one year of each other.

Training Requirements (continued)

BTW Public Road

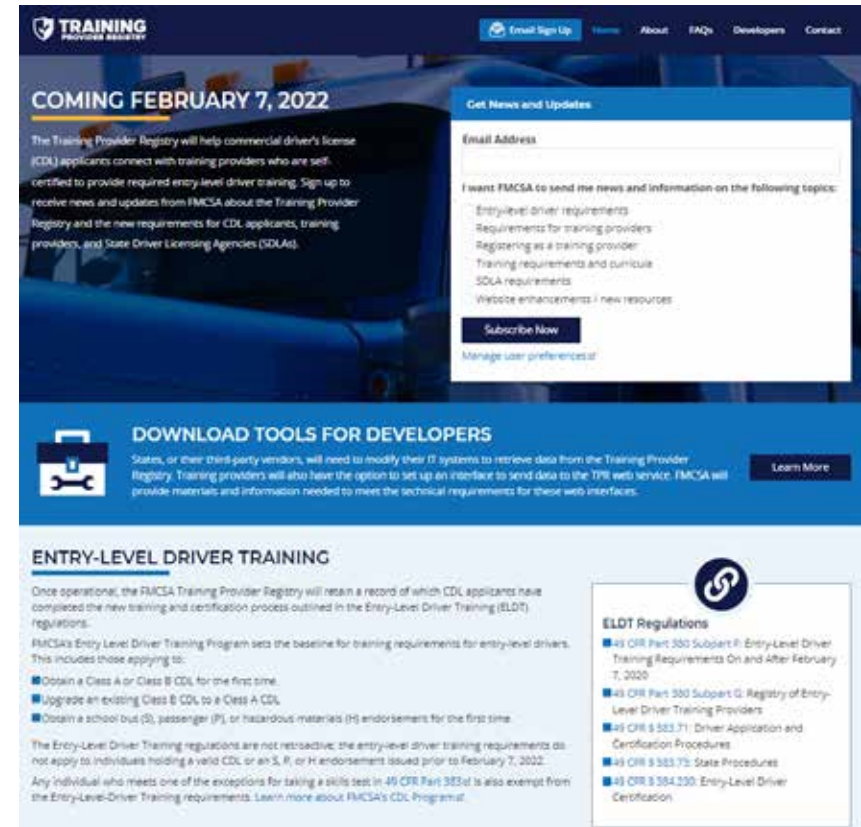
- Instructors must cover all topics listed and “determine and document that each driver-trainee has demonstrated proficiency in all elements of the BTW curriculum unless otherwise noted.”
 - See Appendices A and B to Part 380.
- Does not allow for “test outs” of skills training on either range or public road.

The Training Provider Registry

The Training Provider Registry

■ This FMCSA web system does:

- List training providers eligible to provide entry-level driver training.
- Retain a record of drivers that have successfully completed entry-level driver training.



How does the Training Provider Registry support ELDT?



Search

DRIVER

selects registered training provider from list on Training Provider Registry, completes training



Submit

TRAINING PROVIDER

electronically submits driver training data to Training Provider Registry



Retain

FMCSA

retains driver data in Training Provider Registry



Retrieve

STATE

retrieves driver data from Training Provider Registry

Frequently Asked Questions

- The following are a sample of questions asked of the Texas Division. There are many more FAQs on the TRP website at:

<https://tpr.fmcsa.dot.gov/FAQ>