

Vehicle Marking Requirements

Vehicle marking requirements are outlined in 49 CFR 390.21 and in N.J.S.A. 39:4-46.

CMVs are required to display the following:

Regulation	Requirement	How to Comply
49 CFR 390.21(a) (b) (c)	Display "U.S. DOT Number xxxxx"	Both sides of the CMV; contrasting colors; and visible up to 50 feet
49 CFR 390.21(a) (b) (c); N.J.S.A. 39:4-46(a)	Display legal trade name	Both sides of the CMV; contrasting colors; and three-inch letter height
N.J.S.A. 39:4-46(a)	Display municipality of principal place of business	Display conspicuously with contrasting colors and three-inch letter height
N.J.S.A 39:4-46(b)	Display GVWR*	Display conspicuously with contrasting colors and three-inch letter height

*GVWR must be displayed if GVWR, GCWR, or registered weight is greater than 26,000 lbs.

Annual Vehicle Inspection Changes

CMVs, as defined in 49 CFR Part 390.5, are subject to inspection requirements in accordance with 49 CFR 396.17. The following table summarizes the changes in inspection requirements.

Vehicle Description	Annual Inspection Type	Change?
All passenger CMVs; all gasoline-powered CMVs; and all bi-fuel-powered CMVs	State Inspection required (see N.J.A.C. 13:20-7)	No Change
Diesel-powered CMVs up to 9,999 lb GVWR	State Inspection required (see N.J.A.C. 13:20-7)	No Change
Diesel-powered CMVs at 10,000 lb GVWR	Self Inspection required (see 49 CFR 390.5)	No Change
CMVs as defined in 49 CFR 390.5 (Types 1-4 described in the Overview)	Federal Inspection or State equivalent (see 49 CFR 396.23)	Change
Diesel-powered CMVs 18,000 or more lb GVWR	State Smoke Opacity Inspection and Federal Inspection (see N.J.A.C. 13:20-26.17)	Change

Note: For trailers and/or trailer combination inspection requirements, please see <http://njsp.org/nj adoption>.

Obtaining a U.S. DOT Number

Intrastate carriers are now required to register with the FMCSA and obtain a U.S. DOT Number. The U.S. DOT Number serves as a unique identifier when collecting and monitoring a company's safety information.

Further information on U.S. DOT numbers can be found on the FMCSA web site at <https://www.fmcsa.dot.gov/registration>.

Driver Qualifications and Examinations

Intrastate motor carriers must maintain a driver file for each qualified driver they employ, which includes all of the contents specified in 49 CFR 391.51.

Driver physical requirements are outlined in Part 49, Section 391 of the CFR. As outlined in 49 CFR 391.41, drivers are required to obtain a medical examiner's certificate from a certified medical examiner. Information can be found on the FMCSA website at: <https://www.fmcsa.dot.gov/medical/driver-medical-requirements/driver-medical-fitness-duty>.

For a list of approved medical examiners visit the following site: <https://nationalregistry.fmcsa.dot.gov/NRPublicUI/home.seam>.

Updates to New Jersey Motor Carrier Safety Regulations (N.J.A.C. 13:60)



For More Information Contact:



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This pamphlet is designed to highlight the primary items that now affect newly classified CMVs. For complete information on any of these requirements please refer to the full N.J.A.C. 13:60 or 49 Code of Federal Regulations (CFR) Sections 390-396 or see the FAQ at <http://njsp.org/nj adoption>.



Overview of Changes Impacting Intrastate Carriers

In order to maintain compliance with Federal Motor Carrier Safety Administration regulations, the State of New Jersey has adopted the Federal Motor Carrier Safety Regulations (FMCSR) at N.J.S.A. 13:60 for **intrastate commercial motor vehicles 10,001 pounds and greater**. These updated regulations are in effect.

This adoption includes revisions to the definition of a commercial motor vehicle (CMV) operating on highways in the State of New Jersey. While the vast majority of CMVs operating in New Jersey will be unaffected by this change, a subset of vehicles that were previously not included in the definition of a CMV in New Jersey will now be considered such. As a result, these vehicles will now be subject to FMCSR as adopted in N.J.A.C. 13:60. The following table outlines the changes in the new adoption for each vehicle type:

Type 1: GVWR, GCWR, GVW, or GCW 10,001 or more pounds (whichever is greater);

Type 2: Eight or more passengers, including the driver for compensation;

Type 3: Sixteen or more passengers, including the driver; or

Type 4: Used to transport material found by the Secretary of Transportation to be hazardous under 49 U.S.C. 5103 and transported in a quantity requiring placarding under regulations prescribed by the Secretary under 49 CFR, subtitle B, Chapter I, subchapter C.

Regulation (Section of 49 CFR)	Commercial Motor Vehicles* Affected by Revisions to N.J.A.C. 13:60 IN			
	Type 1	Type 2	Type 3	Type 4
U.S. DOT Number and Markings (390)	New Requirement	New Requirement	Change	Change
Driver Qualification/ Medical Card (391)	New Requirement	New Requirement	No Change	No Change
Hours of Service (395)	New Requirement	New Requirement	No Change	No Change
Inspection, Repair, & Maintenance (396)	New Requirement	New Requirement	No Change	No Change

*Commercial motor vehicles, as defined in 49 CFR 390.5.

Hours of Service Requirements

Hours of service requirements are outlined in [Part 49, Section 395](#) of the CFR. Drivers of CMVs are required to adhere to the requirements outlined below.

Maximum Driving Time for Property-Carrying CMVs (49 CFR 395.3)

a) Except as otherwise provided in § 395.1, no motor carrier shall permit, or require any driver used by it, to drive a property-carrying CMV, nor shall any such driver drive a property-carrying CMV, regardless of the number of motor carriers using the driver's services, unless the driver complies with the following requirements:

- Start of work shift:** A driver may not drive without first taking 10 consecutive hours off duty;
- Fourteen-hour period:** A driver may drive only during a period of 14 consecutive hours after coming on duty following 10 consecutive hours off duty. The driver may not drive after the end of the 14 consecutive hour period without first taking 10 consecutive hours off duty.
- Driving time and rest breaks:** (i) Driving time. A driver may drive a total of 11 hours during the 14-hour period specified in paragraph (a)(2) of this section. (ii) Rest breaks. Except for drivers who qualify for either of the short-haul exceptions in § 395.1(e)(1); or (2) driving is not permitted if more than 8 hours have passed since the end of the driver's last off-duty or sleeper-berth period of at least 30 minutes.

b) No motor carrier shall permit or require a driver of a property-carrying CMV to drive, nor shall any driver drive a property-carrying CMV, regardless of the number of motor carriers using the driver's services, for any period after—

- Having been on duty 60 hours in any period of 7 consecutive days if the employing motor carrier does not operate CMVs every day of the week; or
- Having been on duty 70 hours in any period of 8 consecutive days if the employing motor carrier operates CMVs every day of the week.

c) (1) Any period of 7 consecutive days may end with the beginning of an off-duty period of 34 or more consecutive hours that includes two periods from 1:00 a.m. to 5:00 a.m.; (2) Any period of 8 consecutive days may end with the beginning of an off-duty period of 34 or more consecutive hours that includes two periods from 1:00 a.m. to 5:00 a.m.

Hours of Service Requirements (cont.)

d) A driver may not take an off-duty period allowed by paragraph (c) of this section to restart the calculation of 60 hours in 7 consecutive days, or 70 hours in eight consecutive days, until 168 or more consecutive hours have passed since the beginning of the last such off-duty period. When a driver takes more than one off-duty period of 34 or more consecutive hours within a period of 168 consecutive hours, he or she must indicate in the Remarks section of the record of duty, status which such off-duty period is being used to restart the calculation of 60 hours in 7 consecutive days, or 70 hours in eight consecutive days.

Maximum Driving Time for Passenger-Carrying CMVs (49 CFR 395.5)

Subject to the exceptions and exemptions in § 395.1:

a) No motor carrier shall permit or require any driver used by it to drive a passenger-carrying CMV, nor shall any such driver drive a passenger-carrying CMV:

- More than 10 hours following 8 consecutive hours off duty; or
- For any period after having been on duty 15 hours following 8 consecutive hours off duty.

b) No motor carrier shall permit or require a driver of a passenger-carrying CMV to drive, nor shall any driver drive a passenger-carrying CMV, regardless of the number of motor carriers using the driver's services, for any period after—

- Having been on duty 60 hours in any 7 consecutive days if the employing motor carrier does not operate CMVs every day of the week; or
- Having been on duty 70 hours in any period of 8 consecutive days if the employing motor carrier operates CMVs every day of the week.

Hours of Service Exceptions

The rules in 49 CFR 395 apply to all motor carriers and drivers, except as provided in paragraphs (b) through (s) of this section.