**Part 2 – DOT Registration/General Compliance**

1. Motor Carriers operating CMV’s over 10,001lbs or greater in interstate commerce must obtain a USDOT Number?
	1. True
	2. False

Answer: **(a) True** Operations in the furtherance of a commercial enterprise in a vehicle with a GVWR, GVW, or actual weight over 10,001lbs must obtain and display a USDOT number.

1. The Federal Motor Carrier Safety Regulations (FMCSR’s) require the display of the motor carriers legal, or trade name as listed on the MCS150, and the assigned USDOT number as follows;
	1. On both sides of the motor vehicle.
	2. Readily visible for 50’.
	3. On a contrasting color.
	4. All the above

Answer: **(d)** **all of the above**.

1. If a carrier operates for hire in its involvement of interstate commerce, they must also obtain MC Authority (Motor Carrier) in addition to the USDOT number?
	1. True
	2. False

Answer: **(a) True** a carrier must have interstate for hire authority known as the MC authority for interstate commerce. It is a one-time $500 fee applied for on the OP-1 Form. If they conduct for hire intrastate activities, they also may need authority issued by the state of operation..

1. The interstate insurance requirements are found in Part 387 of the Federal Motor Carrier Safety Regulations (FMCSR). What is the minimum financial responsibility limit for an interstate for-hire carrier of property?
	1. $250,000
	2. $500,000
	3. $750,000
	4. $1M

Answer: **(c) $750,000** is the minimum required to be on-file with FMCSA while transporting non-hazardous property.

1. If the carrier transports basic hazardous materials such as a can of gasoline in interstate commerce either for hire or private what is the minimum amount of financial responsibility limit?
	1. $250,000
	2. $500,000
	3. $750,000
	4. $1M

Answer: **(d) $1M** Any motor carrier private or for hire that transports HM in interstate commerce is required to have an endorsement for $1M. For hire carriers must maintain the endorsement and have the coverage on-file with FMCSA. Private carriers just require the endorsement at their principal place of business as no electronic filing is required.

1. A for hire motor carrier picks up two aircraft engines from a LTL terminal in Chicago, Illinois and continues the transport of them to a maintenance facility that is also located in Chicago, IL. The carrier traveled within the state of Illinois for 10 miles. When viewing the shipping papers the engines originated from Troy, Alabama with the destination address exactly where the carrier delivered the engines in IL. This is an example of interstate commerce requiring at a minimum $750,000 on file with FMCSA?
	1. True
	2. False

Answer: **(a) True** – The fixed and persistent intent to deliver the engines from AL to an address in IL is interstate commerce requiring a for hire carrier to have the $750,000 minimum insurance on file.

1. The insurance amount filed for a motor carrier that’s is operating for hire can be publicly viewed on FMCSA’s Safer Website in the License & Insurance section?
	1. True
	2. False

Answer: **(a) True** – The amount of financial responsibility and any pending status changes can be observed in the “L & I” section of Safer System by entering the carriers name or USDOT and submitted the query.

1. For hire motor carriers that are not operating under any surety bonds, the most common form used in providing proof of financial responsibility for a motor carrier is:
	1. Form BOE 747
	2. Form ICC 99
	3. Form MCS 90
	4. None of the above

Answer: **(c) MCS 90 -** This endorsement is the most common and a copy must be maintained at the carrier’s principal place of business.

1. If a motor carrier applies for interstate operating authority and indicates “interstate” operation on the MCS150 Form (Application for USDOT number), they will be subject to a “New Entrant” safety review. This review will focus on the carrier’s compliance and knowledge with interstate rules. This review is optional, and the carrier can simply refuse the assistance.
	1. True
	2. False

Answer: **(b) False** – The safety review for new entrants is mandatory and will generally occur within 12 months of application. The carrier must have operated in interstate commerce to be reviewed. Typically, 3 months of interstate operation is desired.

1. A carrier either in error or attempting to evade the New Entrant program, has their registration reflect intrastate only. If they are stopped while involved in interstate commerce the carrier will now be subject to a Compliance Review (CR) instead of the educational Safety Review (SR)?
	1. True
	2. False

Answer: **(a) True** – The carrier will lose the opportunity for the New Entrant review process and will instead be subject to a more punitive compliance review. For this reason, it’s important to update the MCS150 prior to a carrier engaging in interstate operations.