

CSA: Overview

Smaller CMVs

A company pickup truck just might be defined as a commercial motor vehicle (CMV) according to the FMCSRs. You may be thinking to yourself, "But I'm not hauling cargo with the truck so it can't be a commercial motor vehicle," or "This truck is way too small."



In order to understand how and when some of your company's smaller vehicles suddenly become CMVs, consider the following:

- Commerce involves anything that is the furtherance of business, such as hauling supplies and tools to and from a worksite, dropping off workers, or just visiting a worksite during the course of business. If you are not hauling freight for someone else, you can still be considered a private (motor) carrier.
- The weight of the truck, load, and any trailer you may be transporting are included in the 10,001 pounds or greater definition of CMV found in §390.5. This includes the manufacturer's specifications of the truck by itself (i.e., Gross Vehicle Weight Rating (GVWR)) or with a trailer (i.e., Gross Combination Weight Rating (GCWR)). If you exceed the manufacturer's weight specifications, and the actual weight of the vehicle and load, with or without a trailer, is 10,001 pounds or greater, this is considered a CMV based on Gross Vehicle Weight (GVW) or Gross Combination Weight (GCW).
- Any size vehicle is subject to the safety regulations if it is hauling placardable amounts of hazmat.

Even if the trailer is only a small utility trailer, if it places you at the 10,001 pounds or greater, you are now operating a commercial motor vehicle. If the vehicle only meets the definition when pulling a trailer, you would only be concerned about observance of the safety regulations on those days it meets the definition. This includes USDOT markings on the side of the truck and properly secured cargo. The pickups may have to stop at roadside inspection stations also.