



## Federal DOT Regulations for the Livery Industry

Vehicle Type/Pass. Capacity	Operating Authority	Insurance	Single State Registration	Vehicle Marking *	Accident Reporting	CDL	Drug & Alcohol Testing	Driver Hours of Service log	Vehicle Maintenance Log	Driver Qualification / Medical Card
	Registraton Options	387.33	390.19	390.21	390.15	383.91	382.107	395.5	396.13	391.11
8 passengers or less, including driver	<a href="#">YES</a>	<a href="#">YES</a>	<a href="#">YES</a>	NO	NO	NO	NO	NO	NO	NO
9-15 passengers including driver	<a href="#">YES</a>	<a href="#">YES</a>	<a href="#">YES</a>	<a href="#">YES</a>	<a href="#">YES</a>	NO	NO	<a href="#">YES</a>	<a href="#">YES</a>	<a href="#">YES</a>
16 or more passengers including driver	<a href="#">YES</a>	<a href="#">YES</a>	<a href="#">YES</a>	<a href="#">YES</a>	<a href="#">YES</a>	Minimum Class "C" with passenger endorsement	<a href="#">YES</a>	<a href="#">YES</a>	<a href="#">YES</a>	<a href="#">YES</a>
						<a href="#">YES</a>				

\* (f)(6)(i) The operation of commercial motor vehicles designed or used to transport between 9 and 15 passengers (including the driver), not for direct compensation, provided the vehicle does not otherwise meet the definition of a commercial motor vehicle, except that motor carriers operating such vehicles are required to comply with §§ 390.15, 390.19, and 390.21(a) and (b)(2). [Click here](#)

\* (f)(6)(ii) The operation of commercial motor vehicles designed or used to transport between 9 and 15 passengers (including the driver) for direct compensation, provided the vehicle is not being operated beyond a 75 air-mile radius (86.3 statute miles or 138.9 kilometers) from the driver's normal work-reporting location, and provided the vehicle does not otherwise meet the definition of a commercial motor vehicle, except that motor carriers operating such vehicles are required to comply with §§ 390.15, 390.19, and 390.21(a) and (b)(2). [Click here](#)

**Sources and acknowledgements:** Several months ago, the TLPA shared with us a chart of USDOT regs they developed for their membership. The TLPA allowed us to distribute that chart to NELA members. The NELA has built upon that idea, taken info from FMCSA and NHDOT, and offered the ability to click through an electronic copy of this chart to the corresponding FMCSA regulations.

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