Florida School Bus Operators Medical Examination Report for Commercial Driver Fitness Determination Driver completes this section Florida Department of Education Social Security No. Birthdate New certification Age Date of Exam Sex Recertification Follow-up Address City, State, Zip Code Work Tel: Driver License No State □ A B of Issue Home Tel: (☐ Othe Driver completes this section, but medical examiner is encouraged to discuss with driver Any illness or injury in last 5 years? Muscular disease Loss of, or altered consciousness Head/brain injuries, disorder, or illnesses Shortness of breath Fainting, dizziness Seizures, epilepsy П Lung disease, emphysema, asthma, chronic bronchitis Sleep disorders, pauses in breathing while asleep, daytime ☐ Medication Kidney disease, dialysis sleepiness, loud snoring Eye disorders or impaired vision (except corrective lenses) Liver disease Missing or impaired hand, arm, foot, leg, finger, toe Ear disorders, loss of hearing or balance Digestive problems Spinal injury or disease Heart disease or heart attack; other cardiovascular condition Diabetes or elevated blood sugar controlled by: Chronic low back pain Heart surgery (valve replacement/bypass, angioplasty, pacemaker) Regular, frequent alcohol use pills Narcotic or habit forming drug use insulin High blood pressure Nervous or psychiatric disorders, e.g., severe depression ■ Medication Medication For any **YES** answer, indicate onset date, diagnosis, treating physician's name and address, and any current limitation. List all medications (including over-the-counter medications) used regularly or recently. Medical Examiner's Comments on Health History (The medical examiner must review and discuss with the driver any "yes" I certify that the above information is complete and true. I understand that inaccurate, false, or missing information may invalidate the examination and my Medical Examiner's Certificate *NOTE: All Florida public school bus drivers, including charter school bus drivers, must obtain a Commercial Driver's Medical Driver's Signature Date **Testing** (Medical Examiner completes Sections 3 through 7) VISION 3. **INSTRUCTIONS:** When other than the Snellen chart is used, give test results in Snellen-compared values. In recording distance vision, use 20 feet as normal. Report visual aculty as a ratio with 20 as numerator and the smallest type read at Standard: At least 20/40 acuity (Snellen) in each eye with or without correction. At least 70° peripheral in horizontal meridian measured in each eye. The use of corrective lenses should be noted on the Medical 20 feet as denominator. If the applicant wears corrective lenses, these should be worn while visual acuity is being tested. If the driver habitually wears contact lenses, or intends to do so while driving, sufficient evidence of good tolerance and adaptation to their use must be obvious. Monocular drivers are not qualified. Numerical readings must be provided Applicant can recognize and distinguish among traffic control signals and devices 20/ 20/ Right Eye Right Eye ☐ Yes ☐ No showing standard red, green, and amber colors' Left Eye 20/ 20/ Left Ey Applicant meets acuity requirement only when wearing: □ Corrective Lenses Both Eyes 20/ 20/ ☐ Yes ■ No Monocular Vision Complete next line only if vision testing is done by an ophthalmologist or optometrist Date of Examination License No./State of Issue Name of Ophthalmologist or Optometrist (print) Telephone No. Signature HEARING Standard: a) Must first perceive forced whispered voice ≥ 5ft. with or without hearing aid, or b) average hearing loss in better ear ≤ 40 dB. ☐ Check if hearing aid used for tests. ☐ Check if hearing aid required to meet standard. INSTRUCTIONS: To convert audiometric test results from ISO to ANSI, -14dB from ISO for 500Hz, -10dB for 1,000 Hz, -8.5 dB for 2,000 Hz. To average, add the readings for 3 frequencies tested and divide by 3. RIGHT EAR LEFT EAR Numerical readings must be recorded. 500 Hz 1000 Hz 2000 Hz 500 Hz 1000 Hz 2000 Hz a) Record distance from individual at which Right Ear Left Ear b) If audiometer is used, record hearing loss in decibels Average Average (acc. To ANSI 724 5-1951) forced whispered voice can first be heard. Feet Feet 5. BLOOD PRESSURE/PULSE RATE Numerical readings must be recorded. Medical Examiner should take at least two readings to confirm BP. On initial exam **Expiration Date** Recertification Blood Systolic Diastolic Pressure If 140 - 159/90-99 6 months 6 months if <140/90 Driver qualified for one year if <140/90 on initial exam If 160 - 179/100-109 3 months 9 months if <140/90 >180/110 Disqualified from date of exam until BP is <140/90 □ Regular Pulse Rate ☐ Irregular Medical examiner should take at least 2 readings to confirm blood pressure LABORATORY AND OTHER TEST FINDING Numerical readings must be recorded. URINE SPECIMEN SPEC. GRAVITY PROTEIN BLOOD SUGAR **Urinalysis is required.** Protein, blood, or sugar in the urine may be an indication for further testing to rule out any underlying medical problem. *Other Testing (Describe and record):* Weight: Height: _(in.) _(lbs) The presence of a certain condition may not necessarily disqualify a driver, particularly if the condition is controlled adequately, is not likely to worsen, or is readily amenable to treatment. Even if a condition does not disqualify a driver, the medical examiner may consider deferring the driver temporarily. Also, the driver should be advised to take the necessary steps to correct the condition as soon as possible, particularly if the condition, if neglected, could result in more serious illness that might Check YES if there are any abnormalities. Check NO if the body system is normal. Discuss any YES answers in detail in the space below, and indicate whether it would affect the driver's ability to operate a commercial motor vehicle safely. Enter applicable item number before each comment. If organic disease is present, note that it has been compensated for. See Instructions To The Medical Examiner for guidance **BODY SYSTEM** CHECK FOR YES **BODY SYSTEM** CHECK FOR: Marked overweight, tremor, signs of alcoholism, problem 7. Abdomen and viscera . General appearance drinking, or drug abuse significant abnormal wall muscle weakness 2. Eyes Pupillary equality, reaction to light, accommodation, ocular Abnormal pulse and amplitude, carotid or arterial bruits 8. Vascular system motility, ocular muscle imbalance, extraocular movement, varicose veins. nystagmus, exophthalmos, strabismus uncorrected by corrective lenses, retinopathy, cataracts, aphakia, glaucoma 9. Genito-urinary system macular degeneration. 10. Extremities - limb Loss or impairment of leg, foot, toe, arm, hand, or finger impaired. Driver may be subject to SPE certificate Perceptible limp, deformities, atrophy, weakness, paralysis, clubbing, edema, hypotonia. Insufficient grasp and 3. Ears Middle ear disease, occlusion of external canal, perforated if otherwise qualified. prehension in upper limb to maintain steering wheel grip. Insufficient mobility and strength in lower limb to operate 4. Mouth and throat Irremediable deformities likely to interfere with breathing or pedals properly 5. Heart 11. Spine, other Previous surgery, deformities, limitation of motion Murmurs, extra sounds, enlarged heart, pacemaker Lungs and chest, not including breast Abnormal chest wall expansion, abnormal respiratory rate abnormal breath sounds including wheezes or alveolar rates Impaired equilibrium, coordination, or speech pattern 12. Neurological impaired respiratory function, dyspnea, cyanosis, Abnormal findings on physical exam may require further testing such as pulmonary tests and/or x-ray of chest. positional abnormalities, abnormal patellar and Babinski's *COMMENTS: Note certification status here. See <u>Instructions To The Medical Examiner</u> for guidance ☐ Skill Performance Evaluation (SPF) Certificate Meets standards in 49 CFR 391.41; qualifies for a 13-month certificate ■ Wearing corrective lenses Driving within an exempt intracity zone Qualified by operation of 49 CFR 391.64 Wearing hearing aid ☐ Meets standards, but periodic evaluation required ☐ Accompanied by a waiver/exemption ___ driver qualified only for: ☐ 3 months ☐ 6 months Other Medical Examiner's Signature ☐ Temporarily disqualified due to (condition or medication): Medical Examiner's Name (print) Return to medical examiner's office for follow up on If meets standards, complete a Medical Examiner's Certificate according to 49 CFR 391.43(h). (Driver must carry certificate when operating a commercial vehicle.) DEXTERITY TESTING FOR SCHOOL BUS DRIVER (For each item, mark (X) "Yes" or "No") YES NO MEDICAL EXAMINER'S CERTIFICATE examined _______ in accordance with the reder ations (49 CFR 391.41-49) and with knowledge of the driving duties, I find this person is q Carrier Safety Regulations (49 and, if applicable, only when: 1. Applicant did climb and descend the front steps of a 65-passenger or larger bus without pausing. ■ wearing corrective lenses ☐ driving within an exempt intracity zone (49 CRF 391.62) 2. Applicant did open and close a manually operated 65-passenger or larger bus entrance door without difficulty while seated in the driver's seat, or from a seated position ☐ accompanied by a Skill Performance Evaluation Certificate (SPE) ■ wearing hearing aid got out of seat and manually opened air door and stepped down on ground ..

 $\ \square$ accompanied by a ____waiver/exemption $\ \square$ qualified by operation of 49 CFR 391.64 3. Applicant did activate the brake pedal with the right foot in 3/4 of a second or less after removing the right foot from the throttle pedal ... The information provided regarding this physical examination is true and complete. This certificate is valid for a maximum period of 13 months from the date of examination unless a limited validation period is indicated. A complete examination form with any attachment embodies my findings completely and correctly, and is on file in my office. engine transits, and exit the bus all within 20 seconds.. Telephone Applicant did operate the driving controls using both arms simultaneously and quickly. For example, activate master panel switches or shift gears while keeping one hand ☐ Chiropractor☐ Advance Practice □MD □DO on the steering wheel of a 65-passenger bus traveling 25 miles per hour. (Activity #5 is to be done last, only if all prior activities are successfully completed.) Medical Examiner's Name (Print) ☐ Physic Medical Examiner's License Or Certificate No./Issuing State Signature of School District Examiner Medical Certificate Exp. Date Address Of Driver Rule 6A-3.0141(9)(c) FAC, states: Successfully pass a dexterity test administered by the school district and maintain a valid Medical Examiner's Certificate. Driver's License No DOE Page 1 of 2

THE DRIVER'S ROLE

Responsibilities, work schedules, physical and emotional demands, and lifestyles among Responsibilities, work schedules, physical and emotional demands, and lifestyles among commercial drivers vary by the type of driving that they do. Some of the main types of drivers include the following: turn around or short relay (drivers return to their home base each evening): long relay (drivers drive 8-10 hours and then have an 8-hour off-duty period); straight through haul (cross country drivers); and team drivers (drivers share the driving by alternating their 4-hour driving periods and 4-hour rest periods).

The following factors may be involved in a driver's performance of duties: abrupt schedule changes and rotating work schedules, which may result in irregular sleep patterns and a driver beninging a trip in a fatigued condition; long hours: extended time away.

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49 CFR 391.41 Physical Qualifications for Drivers

from family and friends, which may result in lack of social support; tight pickup and delivery schedules, with irregularity in work, rest, and eating patterns; adverse road, weather and traffic conditions, which may cause delays and lead to hurriedly loading or unloading cargo in order to compensate for the lost time; and environmental conditions such as excessive vibration, noise, and extremes in temperature. Transporting passengers or hazardous

whatalout, noise, and exterines in temperature. Transporting passengers or nazardous materials may add to the demands on the commercial driver.

There may be duttes in addition to the driving task for which a driver is responsible and needs to be fit. Some of these responsibilities are: coupling and uncoupling trailer(s) from the tractor, loading and unloading trailer(s) (sometimes a driver may lift a heavy load or unload as much as 50,000 lbs. of freight after sitting for a long period of time without any

stretching period); inspecting the operating condition of tractor and trailer(s) before, during, and after delivery of cargo; lifting, installing, and removing heavy tire chains; and, lifting heavy tarpaulins to cover open top trailers. The above tasks demand agility, the ability to bend and stoop, the ability to maintain a crouching position to inspect the underside of the vehicle, frequent entering and exiting of the cab, and the ability to climb ladders on the

tractor and/or trailer(s).

In addition, a driver must have the perceptual skills to monitor a sometimes complex driving situation, the judgment skills to make quick decisions, when necessary, and the manipulative skills to control an oversize steering wheel, shift gears using a manual transmission, and maneuver a vehicle in crowded areas.

§ 391.41 PHYSICAL QUALIFICATIONS FOR DRIVERS

- (a) A person shall not drive a commercial motor vehicle unless he is physically qualified to do so and, except as provided in §391.67, has on his person the original, or a photographic copy, of a medical examiner's certificate that he is physically qualified to drive a commercial motor vehicle.
- A person is physically qualified to drive a motor vehicle if that person:
 (1) Has no loss of a foot, a leg, a hand, or an arm, or has been granted a Skill
- Performance Evaluation (SPE) Certificate (formerly Limb Waiver Program)
- pursuant to §391.49;

 (2) Has no impairment of: (i) A hand or finger which interferes with prehension or power grasping; or (ii) An arm, foot, or leg which interferes with the ability to perform normal tasks associated with operating a commercial motor vehicle; or any other significant limb defect or limitation which interferes with the ability to perform normal tasks associated with operating a commercial motor vehicle; or has been granted an SPE Certificate pursuant to §391.49;
- (3) Has no established medical history or clinical diagnosis of diabetes mellitus currently requiring insulin for control
- (4) Has no current clinical diagnosis of myocardial infarction, angina pectoris, coronary insufficiency, thrombosis, or any other cardiovascular disease of a variety known to be accompanied by syncope, dyspnea, collapse, or congestive cardiac failure;
- (5) Has no established medical history or clinical diagnosis of a respiratory dysfunction likely to interfere with the ability to control and drive a commercial motor vehicle safely;
- (6) Has no current clinical diagnosis of high blood pressure likely to interfere with his ability to operate a commercial motor vehicle safely;
- (7) Has no established medical history or clinical diagnosis of rheumatic, arthritic orthopedic, muscular, neuromuscular, or vascular disease which interferes with his ability to control and operate a commercial motor vehicle safely;
- (8) Has no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a commercial motor vehicle;
- (9) Has no mental, nervous, organic, or functional disease or psychiatric disorder likely to interfere with his ability to drive a commercial motor vehicle safely;
- (10) Has distant visual acuity of a least 20/40 (Snellen) in each eye without corrective lenses or visual acuity separately corrected to 20/40 (Snellen) or better with corrective lenses, distant binocular acuity of at least 20/40 (Snellen) in both eyes with or without corrective lenses, field of vision of at least 70 degrees in the horizontal meridian in each eye, and the ability to recognize the colors of traffic signals and devices showing standard red, green and amber;
- (11) First perceives a forced whispered voice in the better ear not less than 5 feet with or without the use of a hearing aid, or, if tested by use of an audiometric device, does not have an average hearing loss in the better ear greater than 40 decibels at 500 Hz, 1,000 Hz and 2,000 Hz with or without a hearing aid when the audiometric device is calibrated to American National Standard (formerly ASA Standard) Z24.5-1951;
- (12) (1) Does not use a controlled substance identified in 21 CFR 1308.11 Schedule I, an amphetamine, a narcotic, or any other habit-forming drug. (ii) Exception: A driver may use such a substance or drug, if the substance or drug is prescribed by a licensed medical practitioner who:

 (A) In the substance of the substance or drug is prescribed by a licensed medical practitioner who:
- (A) Is familiar with the driver's medical history and assigned duties; and (B) Has advised the driver that the prescribed substance or drug will not adversely affect the driver's ability to safely operate a commercial motor vehicle; and (13) Has no current clinical diagnosis of alcoholism.

INSTRUCTIONS TO THE MEDICAL EXAMINER

General Information

The purpose of this examination is to determine a driver's physical qualification to operate a commercial motor vehicle (CMV) in interstate commerce according to the requirements in 49 CFR 391.41-49. Therefore, the medical examiner must be knowledgeable of these requirements and guidelines developed by the FMCSA to assist the medical examiner in making the qualification determination. The medical examiner should be familiar with the driver's responsibilities and work environment and is referred to the section on the form, The Driver's Role.

In addition to reviewing the Health History section with the driver and conducting the physical examination, the medical examiner should discuss common prescriptions and over-the-counter medications while driving. Educate driver to read warning labels on all medications. History of certain conditions may be cause for rejection, particularly if required by regulation, or may indicate the need for additional laboratory tests or more stringent examination perhaps by a medical specialist. These decisions are usually made by the medical examiner in light of the driver's job responsibilities, work schedule and potential for the condition to render the driver unsafe.

Medical conditions should be recorded even if they are not cause for denial, and they

should be discussed with the driver to encourage appropriate remedial care. This advice is especially needed when a condition, if neglected, could develop into a serious illness that could affect driving.

If the medical examiner determines that the driver is fit to drive and is also able to If the medical examiner determines that the driver is fit to drive and is also able to perform non-driving responsibilities as may be required, the medical examiner signs the medical certificate which the driver must carry with his/her license. The certificate must be dated. Under current regulations, the certificate is valid for one year, unless the driver has a medical condition that does not prohibit driving but does require more frequent monitoring, in such situations, the medical certificate should be issued for a shorter length of time. The physical examination should be done carefully and at least as complete as is indicated by the attached form. Contact the FMCSA at (202) 366-1790 for further information (a vision exemption, qualifying drivers under 49 CFR 391.64, etc.).

Interpretation of Medical Standards

Since the issuance of the regulations for physical qualifications of commercial drivers, the Federal Motor Carrier Safety Administration (FMCSA) has published recommendations called Advisory Criteria to help medical examiners in determining whether a driver meets the physical qualifications for commercial driving. These recommendations have been condensed to provide information to medical examiners that (1) is directly relevant to the physical examination and (2) is not already included in the medical examination form. The specific regulation is printed in italics and its reference by section is highlighted.

FEDERAL MOTOR CARRIER SAFETY REGULATIONS ADVISORY CRITERIA

\$39.41(b)(1)

A person is physically qualified to drive a commercial motor vehicle if that person:

Has no loss of a foot, leg, hand or an arm, or has been granted a Skill Performance Evaluation (SPE) Certificate pursuant to Section 391.49.

Limb Impairment

A person is physically qualified to drive a commercial motor vehicle if that person:
Has no impairment of: (i) A hand or finger which interferes with prehension or power
grasping; or (ii) An arm, foot, or leg which interferes with the ability to perform normal tasks
associated with operating a commercial motor vehicle; or (iii) Any other significant limit
defect or limitation which interferes with the ability to perform normal tasks associated
with operating a commercial motor vehicle; or (iv) Has been granted a Skill Performance
Evaluation Certificate pursuant to Section 391.49

A person who suffers loss of a foot, leg, hand or arm or whose limb impairment in any way interferes with the safe performance of normal tasks associated with operating a commercial motor vehicle is subject to the Skill Performance Evaluation (SPE) Certification Program pursuant to section 391.49, assuming the person is otherwise qualified.

With the advancement of technology, medical aids and equipment modifications have been developed to compensate for certain disabilities. The SPE Certification Program (formerly the Limb Waiver Program) was designed to allow persons with the loss of a foot

or limb or with functional impairment to qualify under the Federal Motor Carrier Safety Regulation (FMCSRs) by use of prosthetic devices or equipment modifications which enable them to safely operate a commercial motor vehicle. Since there are no medical aids equivalent to the original body or limb, certain risks are still present, and thus restrictions may be included on individual SPE certificates when a State Director for the FMCSA determines they are necessary to be consistent with safety and public interest.

If the driver is found otherwise medically qualified (391.41(b)(3) through (13), the medical examiner must check on the medical certificate that the driver is qualified only if accompanied by an SPE certificate. The driver and the employing motor carrier are subject to appropriate penalty if the driver operates a motor vehicle in interstate or foreign commerce without a current SPE certificate for his/her physical disability.

A person is physically qualified to drive a commercial motor vehicle if that person Has no established medical history or clinical diagnosis of diabetes mellitus currently requiring insulin for control.

Diabetes mellitus is a disease which, on occasion, can result in a loss of consciousness or disorientation in time and space. Individuals who require insulin for control have conditions which can get out of control by the use of too much or too little insulin, or food intake not consistent with the insulin dosage. Incapacitation may occur from symptoms of hyperglycemic or hypoglycemic reactions (drowsiness, semiconsciousness, diabetic coma or insulin shock).

The administration of insulin is, within itself, a complicated process requiring insulin syringe, needle, alcohol sponge and a sterile technique. Factors related to long-haul commercial motor vehicle operations, such as fatigue, lack of sleep, poor diet, emotional conditions, stress, and concomitant illness, compound the diabetic problem. Thus, because of these inherent dangers. the FMCSA has consistently held that a diabetic who uses insulin for control does not meet the minimum physical requirements of the FMCSRs

Hypoglycemic drugs, taken orally, are sometimes prescribed for diabetic individuals to help stimulate natural body production of insulin. If the condition can be controlled by the use of oral medication and diet, then an individual may be qualified under the present

(See Conference Report on Diabetic Disorders and Commercial Drivers and Insulin-Using Commercial Motor Vehicle Drivers at: http://www.fmcsa.dot.gov/rulesregs/medreports.htm)

Cardiovascular Condition

A person is physically qualified to drive a commercial motor vehicle if that person: Has no current clinical diagnosis of myocardial infarction, angina pectoris, coronary insufficiency, thrombosis or any other cardiovascular disease of a variety known to be accompanied by syncope, dyspnea, collapse or congestive cardiac failure.

The term "has no current clinical diagnosis of" is specifically designed to encompass: "a clinical diagnosis of" (1) a current cardiovascular condition, or (2) a cardiovascula a climical ulaginosis of (1) a climient callulovascular condition which has not fully stabilized regardless of the time limit. The term 'known to be accompanied by' is defined to include: a clinical diagnosis of a cardiovascular disease (1) which is accompanied by symptoms of syncope, dyspnea, collapse or congestive cardiac failure; and/or (2) which is likely to cause syncope, dyspnea, collapse or congestive cardiac failure.

It is the intent of the FMCSRs to render unqualified a driver who has a current cardiovascular disease which is accompanied by and/or likely to cause symptoms of syncope, syspnea, collapse, or congestive cardiac failure. However, the subjective decision of whether the nature and severity of an individual's condition will likely cause symptoms of cardiovascular insufficiency is on an individual basis and qualification rests with the medical examiner and the motor carrier. In those cases where there is an occurrence of cardiovascular insufficiency (myocardial infarction, thrombosis, etc.), it is suggested before a driver is certified that he or she have a normal resting and stress electrocardiogram (ECG), no residual complications and no physical limitations, and is taking no medication likely to interfere with safe driving.

Coronary artery bypass surgery and pacemaker implantation are remedial procedures and thus, not unqualifying. Coumadin is a medical treatment which can improve the health and safety of the driver and should not, by its use, medically disqualify the commercial driver and safety of the driver and should not, by its use, medically disquality the commercial driver. The emphasis should be on the underlying medical condition(s) which require treatment and the general health of the driver. The FMCSA should be contacted at (202) 366-1790 for additional recommendations regarding the physical qualification of drivers on coumadin. (See Conference on Cardiac Disorders and Commercial Drivers at: http://www.fmcsa.dot.gov/rulesregs/medreports.htm)

General Information

The purpose of this examination is to determine a driver's physical qualification to operate a commercial motor vehicle (CMV) in interstate commerce according to the requirements in 49 CFR 391.41-49. Therefore, the medical examiner must be knowledgeable of these requirements and guidelines developed by the Federal Motor Carrier Safety Administration (FMCSA) to assist the medical examiner in making the qualification determination. The medical examiner should be familiar with the driver's responsibilities and work environment and is referred to the section on the form, "The Driver's Role."

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examination, perhaps by a medical specialist. These decisions are usually made by the
medical examiner in light of the driver's job responsibilities, work schedule, and potential for the condition to render the driver unsafe

Medical conditions should be recorded even if they are not cause for denial, and they should be discussed with the driver to encourage appropriate remedial care. This advice is especially needed when a condition, if neglected, could develop into a serious illness that could affect driving.

If the medical examiner determines that the driver is fit to drive and is also able to If the medical examiner determines that the driver is fit to drive and is also able to perform non-driving responsibilities as may be required, the medical examiner signs the medical certificate that the driver must carry with his/her license. The certificate must be dated. Under current regulations, the certificate is valid for one year, unless the driver has a medical condition that does not prohibit driving but does require more frequent monitoring, in such situations, the medical certificate should be issued for a shorter length of time. The physical examination should be done carefully and at least as completely as is indicated by the attached form. Contact the FMCSA at (202) 366-1790 for further information (a vision exampling a validities (drivers under 40.5FB 291.44.3 to.) kemption, qualifying drivers under 49 CFR 391.64, etc.).

Interpretation of Medical Standards

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FEDERAL MOTOR CARRIER SAFETY REGULATIONS ADVISORY CRITERIA

\$391.41(b)(1)

A person is physically qualified to drive a commercial motor vehicle if that person:
Has no loss of a foot, leg, hand or an arm, or has been granted a Skill Performance Evaluation
(SPE) Certificate pursuant to Section 391.49.

9 391.41(b)(2)

A person is physically qualified to drive a commercial motor vehicle if that person:
Has no impairment of: (i) A hand or finger which interferes with prehension or power
grasping; or (ii) An arm, foot, or leg which interferes with the ability to perform normal tasks
associated with operating a commercial motor vehicle; or (iii) Any other significant limb
defect or limitation which interferes with the ability to perform normal tasks associated
with operating a compactal motor vehicle; or (iii) Any other significant limb with operating a commercial motor vehicle; or (iv) Has been granted a Skill Performance Evaluation Certificate pursuant to Section 391.49

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With the advancement of technology, medical aids and equipment modifications have been developed to compensate for certain disabilities. The SPE Certification Program (formerly the Limb Waiver Program) was designed to allow persons with the loss of a foot or limb or with functional impairment to qualify under the Federal Motor Carrier Safety Regulation (FMCSRs) by use of prosthetic devices or equipment modifications which enable them to safely operate a commercial motor vehicle. Since there are no medical aids equivalent to the original body or limb, certain risks are still present, and thus restrictions may be included on individual SPE certificates when a State Director for the FMCSA determines be included on individual SPE certificates when a State Director for the FMCSA determines

the included of minimulations are centificated with a fact place bleet on the rivisor determines they are necessary to be consistent with safety and public interest.

If the driver is found otherwise medically qualified (391.41(b)(3) through (13), the medical examiner must check on the medical certificate that the driver is qualified only if accompanied by an SPE certificate. The driver and the employing motor carrier are subject to appropriate penalty if the driver operates a motor vehicle in interstate or foreign commerce without a current SPE certificate for his/her physical disability.

§ 391.41(b)(3).

A person is physically qualified to drive a commercial motor vehicle if that person: Has no established medical history or clinical diagnosis of diabetes mellitus currently rec

Diabetes mellitus is a disease which, on occasion, can result in a loss of consciousness or disorientation in time and space. Individuals who require insulin for control have conditions which can get out of control by the use of too much or too little insulin, or food intake not consistent with the insulin dosage. Incapacitation may occur from symptoms of hyperglycemic or hypoglycemic reactions (drowsiness, semiconsciousness, diabetic coma or insulin shock)

The administration of insulin is, within itself, a complicated process requiring insulin, syringe, needle, alcohol sponge and a sterile technique. Factors related to long-haul commercial motor vehicle operations, such as fatigue, lack of sleep, poor diet, emotional conditions, stress, and concomitant illness, compound the diabetic problem. Because of these inherent at a diabetic who uses insulir not meet the minimum physical requirements of the FMCSRs

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(See Conference Report on Diabetic Disorders and Commercial Drivers and Insulin-Using

http://www.fmcsa.dot.gov/rulesregs/medreports.htm)

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The term "has no current clinical diagnosis of" is specifically designed to encompass; (1) a current cardiovascular condition: or (2) a cardiovascular condition which has not fully stabilized regardless of the time limit. The term "known to be accompanied by" is defined to include: a clinical diagnosis of a cardiovascular disease (1) which is accompanied by symptoms of syncope, dyspnea, collapse or congestive cardiac failure; and/or (2) which is likely to cause syncope, dyspnea, collapse or congestive cardiac failure.

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Coronary artery bypass surgery and pacemaker implantation are remedial procedures Coronary artery bypass surgery and pacemaker implantation are remedial procedures and thus, not unqualifying. Implantable cardioverter defibrillators are disqualifying due to risk of syncope. Coumadin is a medical treatment which can improve the health and safety of the driver and should not, by its use, medically disqualify the commercial driver. The emphasis should be on the underlying medical condition(s) which require treatment and the general health of the driver. The FMCSA should be contacted at (202) 366-1790 for additional recommendations regarding the physical qualification of drivers on coumadin. (See Conference on Cardiac Disorders and Commercial Drivers at:

http://www.fmcsa.dot.gov/rulesregs/medreports.htm)

Respiratory Dysfunction § 391.41(b)(5)

A person is physically qualified to drive a commercial motor vehicle if that person: Has no established medical history or clinical diagnosis of a respiratory dysfunction likely to interfere with the ability to control and drive a commercial motor vehicle safely.

Since a driver must be alert at all times, any change in his or her mental state is in direct conflict with highway safety. Even the slightest impairment in respiratory function under emergency conditions (when greater oxygen supply is necessary for performance) may be detrimental to safe driving.

There are many conditions that interfere with oxygen exchange and may result in incapacitation, including emphysema, chronic asthma, carcinoma, tuberculosis, chronic bronchitis and sleep apnea. If the medical examiner detects a respiratory dysfunction that in any way is likely to interfere with the driver's ability to safety control and drive a commercial motor vehicle, the driver must be referred to a specialist for further evaluation and therapy. Anticoagulation therapy for deep vein thrombosis and/or pulmonary thromboembolism is not unqualifying once optimum dose is achieved, provided lower extremity venous examinations remain normal and the treating physician gives a favorable recommendation.

(See Conference on Pulmonary/Respiratory Disorder and Commercial Drivers at http://www.fmcsa.dot.gov/rulesregs/medreports.htm)

Hypertension § 391.41(b)(6)

A person is physically qualified to drive a commercial motor vehicle if that person: Has no current clinical diagnosis of high blood pressure likely to interfere with the ability to

operate a commercial motor vehicle safely. Hypertension alone is unlikely to cause sudden collapse; however, the likelihood increases

when target organ damage, particularly cerebral vascular disease is present. This advisory criteria is based on FMCSA's Cardiovascular Advisory Guidelines for the Examination of CMV Drivers, which used the Sixth Report of the Joint National Committee on Prevention, Detection, Evaluation, and Treatment of High Blood Pressure (1997).

Stage 1 hypertension corresponds to a systolic BP of 140-159 mmHg and/or a diastolic BP of 90-99 mmHg. The driver with a BP in this range is at low risk for hypertension-related acute incapacitation and may be medically certified to drive for a six-month period. Provided treatment is well tolerated and the driver demonstrates a BP value of less than 140/90, he or she may be certified for six months from the date of second exam.

A blood pressure of 160-179 systolic and/or 100-109 diastolic is considered Stage 2 hypertension and the driver is not necessarily unqualified during evaluation and institution of freatment. The driver is given a one time certification of three months to reduce his or her blood pressure to less than 140/90. A blood pressure in this range is an absolute indication for antihypertensive drug therapy. Provided treatment is well tolerated and the driver demonstrates a BP value of less than 140/90, he or she may be certified for nine months from the date of the second

A blood pressure at or greater than 180 (systolic) and 110 (diastolic) is considered **Stage 3**, high risk for an acute BP-related event. The driver may **not** be qualified, even temporarily, until reduced to less than 140/90 and treatment is well tolerated. The driver may be certified for 6 months and biannually (every 6 months) thereafter if at recheck BP is less than 140/90.

An elevated blood pressure finding should be confirmed by at least two subsequent measurements on different days.

Treatment includes non-pharmacologic and pharmacologic modalities as well as counseling to reduce other risk factors. Most antihypertensive medications also have side effects, the importance of which must be judged on an individual basis. Individuals must be alerted to the hazards of these medications while driving. Side effects of somnolence or syncope are particularly undesirable in commercial drivers.

Secondary hypertension is based on the above stages.

Evaluation is warranted if patient is persistently hypertensive on maximal or near-maximal doses of 2-3 pharmacologic agents. Some causes of secondary hypertension may be amenable to surgical intervention or specific pharmacologic therapy. (See Cardiovascular Advisory Panel Guidelines for the Medical Examination of Commercial Motor Vehicle Drivers at: http://www.fmcsa.dot.gov/rulesregs/medreports.htm)

Rheumatic, Arthritic, Orthopedic, Muscular, Neuromuscular or Vascular Disease § 391.41(b)(7)

A person is physically qualified to drive a commercial motor vehicle if that person: Has no established medical history or clinical diagnosis of a rheumatic, arthritic, orthopedic, muscular, neuromuscular or vascular disease which interferes with the ability to control and operate a commercial motor vehicle safely.

Certain diseases are known to have acute episodes of transient muscle weakness, poor muscular coordination (ataxia), abnormal sensations (paresthesia), decreased muscular tone (hypotonia), visual disturbances and pain which may be suddenly incapacitating. With each recurring episode, these symptoms may become more pronounced and remain for longer periods of time. Other diseases have more insidious onsets and display symptoms of muscle wasting (atrophy), swelling and paresthesia which may not suddenly incapacitate a person but may restrict his/her movements and eventually interfere with the ability to safely operate a motor vehicle. In many instances these diseases are degenerative in nature or may result in deterioration of the involved area.

Once the individual has been diagnosed as having a rheumatic, arthritic orthopedic, muscular, neuromuscular or vascular disease, then he/she has an established history of that disease. The physician, when examining an individual, should consider the following: (1) the nature and severity of the individual's condition (such as sensory loss or loss of strength); (2) the degree of limitation present (such as range of motion); (3) the likelihood of progressive limitation (not always present initially but may manifest itself over time); and (4) the likelihood of sudden incapacitation. If severe functional impairment exists, the driver does not qualify. In cases where more frequent monitoring is required, a certificate for a shorter time period may be issued. (See Conference on Neurological Disorders and Commercial Drivers at: http://www.fmcsa.dot.gov/rulesregs/medreports.htm)

Epilepsy § 391.41(b)(8)

A person is physically qualified to drive a commercial motor vehicle if that person:

Has no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a motor

Epilepsy is a chronic functional disease characterized by seizures or episodes that occur without warning, resulting in loss of voluntary control which may lead to loss of consciousness and/or seizures. Therefore, the following drivers cannot be qualified: (1) a driver who has a medical history of epilepsy; (2) a driver who has a current clinical diagnosis of epilepsy; or (3) a driver who is taking antiseizure medication.

If an individual has had a sudden episode of a nonepileptic seizure or loss of consciousness of unknown cause which did not require antiseizure medication, the decision as to whether that person's condition will likely cause loss of consciousness or loss of ability to control a motor vehicle is made on an individual basis by the medical examiner in consultation with the treating physician. Before certification is considered, it is suggested that a 6-month waiting period elapse from the time of the episode. Following the waiting period, it is suggested that the individual have a complete neurological examination. If the results of the examination are negative and antiseizure medication is not required, then the driver may be qualified.

In those individual cases where a driver has a seizure or an episode of loss of consciousness that resulted from a known medical condition (e.g., drug reaction, high temperature, acute infectious disease, dehydration or acute metabolic disturbance), certification should be deferred until the driver has fully recovered from that condition, has no existing residual complications, and is not taking antiseizure medication. Drivers with a history of epilepsy/seizures off antiseizure medication and seizure-free for 10 years may be qualified to operate a CMV in interstate commerce. Interstate drivers with a history of a single unprovoked seizure may be qualified to drive a CMV in interstate commerce if seizure-free and off antiseizure medication for a 5-year period or more.

(See Conference on Neurological Disorders and Commercial Drivers at: http://www.fmcsa.dot.gov/rulesregs/medreports.htm)