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Affiliate Registration Form

U.S. Coachways is illustrious for its rapid and uninterrupted expansion nationwide.

There are numerous explications to represent this company's admirable and favorable accomplishments.

1. The enthusiastic, committed, and conscientious staff that strives to provide "safe" and "incomparable" service to each client.
2. Moreover, the costly and diligent marketing techniques utilized via the internet, email, direct mail, etc.
3. Furthermore, the unbeatable packages that are offered to our current bus operators, along with swift payments and unperturbed booking

Please Print or Type		
Date of Application _____	For Office Use: Date Rec'd _____	Member ID _____

Company Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone #: _____ Fax #: _____

Contact Person: _____

Areas of Service: _____

How many years in Business? _____

DOT #: _____

Insurance Carrier and Policy Amount: _____

Have you worked with US Coachways Yes No

Inventory (please check) (how many)

Mini Coaches/Coaches

22 _____ 24 _____ 28 _____ 47 _____ 49 _____

56 _____ 57 _____ 59 _____ 60 _____ 61 _____

Year Range: _____

Party Buses / Limousine Buses

18 _____ 20 _____ 22 _____ 24 _____ 28 _____ 30 _____ 32 _____ 40 _____

Year Range: _____

Limousines

Lincoln _____ Navigator _____ Other: _____

Cadillac _____ Hummer _____ Other: _____

Jaguar _____ Escalade _____ Other: _____

Mercedes _____ Excursion _____ Other: _____

Chrysler _____

Comments: _____

Affiliates Signature: _____

I have read the terms and conditions on reverse side

Licensing and Insurance Requirements for For-Hire Motor Carriers of Passengers

PART 387-FINANCIAL RESPONSIBILITY APPLICABILITY:

For-hire motor carriers of passengers operating commercial motor vehicles in interstate or foreign commerce must have at least the minimum amount of insurance required by law.

THESE REGULATIONS DO NOT APPLY TO:

A motor vehicle transporting only school children and school personnel to and from school.

A motor vehicle providing taxicab service and having a seat capacity of less than 7 passengers and not operated on a regular route or between specified points;

A motor vehicle carrying less than 16 people in a single daily round trip commuting to and from work;

A motor vehicle operated by a motor carrier under contract providing transportation of pre-primary, primary and secondary students for extracurricular trips organized sponsored, and paid by a school district; and,

A motor vehicle designed and used to transport 8 or less passengers (including the driver)

FOR-HIRE CARRIERS SCHEDULE OF LIMITS OF PUBLIC LIABILITY

VEHICLE THAT IS DESIGNED OR USED TO TRANSPORT MORE THAN 15 PASSENGERS (including the driver) \$5,000.00 Insurance required VEHICLE THAT IS DESIGNED OR USED TO TRANSPORT 9 TO 15 PASSENGERS (including the driver) \$1,500.00 Insurance required.

Minimum levels of financial responsibility are determined by highest seating capacity or highest number of transported passengers of a vehicle within a fleet operated by an interstate for-hire motor carrier of passengers.

QUESTIONS THE CARRIERS SHOULD ASK THEMSELVES

1. Do I offer interstate transportation to passengers for a commercial purpose?

2. Am I compensated, either directly or indirectly, for the transportation service provided?

3. Is the transportation generally available to the public at large.

If you answered yes to the above questions, you are for-hire.

PART 365 - INTERSTATE OPERATING AUTHORITY RULES

A for-hire passenger carrier is a person or company that provides transportation of passengers for compensation. You can be a for-hire passenger carrier regardless of whether: (1) you are compensated directly or indirectly for the transportation service provided; (2) the compensation is paid or not paid by the passengers; or (3) you have a non-profit status. If you are operating commercial motor vehicles in interstate commerce as a for-hire motor carrier of passengers, you must obtain interstate operating authority unless you operate within a commercial zone.

Authorized for-hire motor carriers are issued an MC number by the Federal Motor Carrier Safety Administration (FMCSA). Information about commercial zone exemptions and other types of exemptions can be found at 49 CFR Part 372. If you are transporting only school children and teachers to or from school, you are not required to obtain interstate operating authority. Form OP-1(P), Application for Motor Passenger Carrier Authority, must be completed, filed, and approved before you can transport passengers by commercial motor vehicle in interstate commerce. You must (1) complete and file Form OP-1(P) along with the filing fee (\$300 for each type of authority you are requesting); (2) have your insurance company file with FMCSA appropriate insurance forms for the type of authority you are requesting; and (3) submit or have a process agent service submit Form BOC-3, Designation of Process Agent.

Passenger carriers that are Federal Transit Administration Grant Recipients (Transit Benefit Operators) under 49 U.S.C. §§ 5307, 5310, or 5311 are required to maintain liability insurance at the highest level required for any of the States in which they operate. These passenger carriers must complete and file Form OP-1(P), but the \$300 filing fee is waived.

Parts 390 & 391 - Guidelines and Driver Qualifications for Motor Carriers of Passengers

PART 390 - GENERAL APPLICABILITY AND REGULATIONS

General Applicability: The rules in 49 CFR Parts 390 - 399 are applicable to all employers, employees, and commercial motor vehicles (CMVs) which transport passengers in interstate commerce.

Exceptions - Unless otherwise specifically provided, the operational safety regulations (physical qualification standards for drivers; driver's hours of service; vehicle inspection; repair, and maintenance; etc) do not apply to - (1) All school bus operations as defined below. (2) The operation of CMVs designed or used to transport between 9 and 15 passengers (including the driver) not for compensation

Refer to § 390.3(f) for a complete listing of motor carrier operations that are not subject to the operations safety regulations. Definitions - § 390.5

Commercial motor vehicle means any self-propelled or towed motor vehicle used on a highway in interstate commerce to transport passengers or property when the vehicle - 1. Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of 4,536 kg (10,001 pounds) or more, whichever is greater; or 2. Is designed or used to transport more than 8 passengers (including the driver) for compensation; or 3. Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or 4. Is used in transporting hazardous material and transported in a quantity requiring placarding.

Interstate commerce means trade, traffic, or transportation in the United States: (1) Between a place in a State and a place outside of such state; (2) Between two places in a State through another State or a place outside of the United States; or (3) Between two places in a State as part of trade, traffic or transportation originating or terminating outside the State or the United States.

School bus operation means the use of a school bus to transport only school children and/or school personnel from home to school and from school to home.

Accident Registers - 390.15

Motor carriers of passengers must maintain, for three years after the date an accident occurs, an accident register containing information required in 390.15 (b).

Marking of CMVs - 390.21

Every CMV operated in interstate commerce is subject to the marking requirements as specified 390.21.

PART 391 - QUALIFICATIONS OF DRIVERS

Scope of the Rules in this part 391.1

The rules in this part establish minimum qualifications for persons who drive CMVs.

General qualifications of drivers - 391.11

A person must not drive a CMV unless he or she is qualified to drive a CMV. These qualifications are outlined in 391.11.

Disqualification of drivers - 391.15

A driver who is disqualified shall not drive a CMV. The types of disqualifications are:

Disqualification for loss of driving privileges

Disqualification for certain criminal and other offenses.

Disqualification for violation of out-of-service orders.

Driver Qualification Files

Every motor carrier must maintain a driver qualification file for each driver it employs. The file must include:

Driver's application for employment. Inquiry to previous employers - driving record for last 3 years. Annual inquiry and review of driving record; Annual driver's certification if violations and annual review; Driver's road test; Medical examiner's certificate; and if granted, a waiver of physical disqualification for a person with a loss or impairment of limbs as specified in 391.49.

Refer to 391.51 for a complete list of required driver qualification file documents.

Multiple-Employer Drivers 391.63

If a motor carrier employs a driver, who in any period of 7 consecutive days, is employed or used as a driver by more than one motor carrier, the carrier need not:

- (1) Require an application for employment. (2) Make investigations and inquiries; (3) Perform the annual review of the person's driving record; or (4) Perform the annual driving record inquiry; (4) Perform the annual review of the person's driving record; or (5) Require the person to furnish a record of violations or certificate.

A part-time driver who does not work for another motor carrier is considered a single-employer driver and cannot use the limited exemption in 391.63.

General - 396.3 (a) Every motor carrier shall systematically inspect, repair, and maintain, or cause to be systematically inspected, repaired, and maintained, all motor vehicles subject to its control. Parts and accessories must be in safe and proper condition at all times. Pushout windows, emergency doors, and emergency door marking lights must be inspected at least every 90 days.

Required Records - 396.3(b) For vehicles controlled for 30 consecutive days or more, except for a non-business private motor carrier of passengers (PMCP), the motor carrier shall maintain, or cause to be maintained, the following record for each vehicle:

An identification of the vehicle including company number (if so marked), make, serial number, year and tire size. If the motor vehicle is not owned by the motor

carrier of passengers, the record must identify the party providing or leasing the vehicle. A means to show the nature and due date of the various inspection and maintenance operations to be performed. A record of inspection, repairs, and maintenance showing their date and type. A record of tests conducted on pushout windows, emergency doors, and emergency door marking lights on buses.

Unsafe Operations - 396.7

Commercial motor vehicles (CMVs) must not operated in such a condition as to likely cause an accident or a breakdown of the vehicle.

Roadside Inspection Reports - 396.9

Any driver who receives a roadside inspection report must deliver it to his/her employing motor carrier. The motor carrier official must examine the roadside inspection report.

Within 15 days, after the inspection, the motor carrier must sign the report to certify that all violations have been corrected, and return it to the address indicated. A copy must be retained on file by the motor carrier for 12 months from the date of the inspection.

Driver Vehicle Inspection Reports - 396.11

Drivers are required to complete a daily written post-trip inspection report at the end of each driving day. The inspection report must identify the vehicle and list any defects or deficiencies discovered by or reported to the driver, which could affect the safety of operation of the vehicle or result in a mechanical breakdown. The motor carrier or its agent must certify that any listed defect or deficiency has been repaired or that immediate repair is unnecessary. The motor carrier must maintain the original copy for 3 months. Section 396.11 does not apply to a non-business PMCP or to a motor carrier operating only one vehicle. Prior to requiring or permitting a driver to operate a vehicle, every motor carrier or its agent shall repair any defect or deficiency listed on the driver vehicle inspection report which would be likely to affect the safe operation of the vehicle.

ANNUAL INSPECTION - 396.17

Every commercial vehicle, including each segment of a combination vehicle requires periodic inspection that must be performed at least once every 12 months. At a minimum, inspections must include all items enumerated in the Minimum Periodic Inspection Standards, Appendix G to Subchapter B of the Federal Motor Carrier Safety Regulations. Motor carriers may perform required annual inspection themselves. The original or a copy of the periodic inspection report must be retained by the motor carrier for 14 months from the report date.

INSPECTOR QUALIFICATIONS

Inspectors Must Understand Part 393 and Appendix G

Motor Carriers must ensure that persons performing annual inspections are qualified. Inspectors must understand the inspection standards of Part 393 and Appendix G and be able to identify defective components, and have knowledge and proficiency in methods, procedures and tools.

Brake Inspector Qualification

The motor carrier is responsible for ensuring that all inspections, maintenance, repairs, and service to brakes of commercial motor vehicles comply with these regulations. The carrier must ensure that the employees responsible for brake inspection, maintenance, service or repairs meet minimum brake inspector qualifications.

Qualifying Brake Training or Experience

Qualifying brake training or experience includes successful completion of a State, Canadian province, Federal agency, or union training program, a State-approved training program, training that led to attainment of a State or Canadian Province qualifying certificate to perform assigned brake service or inspection tasks, including passage of CDL air brake test in the case of a brake inspection, or one year of brake-related training, experience, or combination of both.

Maintaining Evidence of Brake Inspector Qualifications

Motor carriers must maintain evidence of brake inspector qualification at the principal place of business or the location where the inspector works. Evidence must be retained for the period during which the brake inspector is employed in that capacity, and for one year thereafter.