

The Pull-Over Card

Front: before you roll (30 seconds)

READ-DO. Look at each line. Don't run them from memory. That's what the laminate is for. You'll do this hundreds of times, and the box that bites you is the one you've checked so often you stopped looking at it.

PAUSE POINT: the first time the wheels turn today. Engine on, brakes still set, before you leave the yard.

In this truck, always:

- ☐ Registration, plus proof of this unit's current annual inspection: **the decal on the door counts**, so you don't need to carry the report itself
- ☐ Insurance card: your proof of financial responsibility. If the company runs for-hire, the MCS-90 endorsement paperwork goes in with it
- ☐ Permit book (IFTA, IRP cab card, oversize if applicable)
- ☐ Your CDL, unexpired
- ☐ **If you don't hold a CDL:** your medical certificate, unexpired. The paper card is what proves it for you
- ☐ **If you do hold a CDL:** the card is worth having, but it isn't normally what proves it any more. Your medical status rides on your driving record. **Carry it anyway right after an exam:** FMCSA keeps extending a transition waiver under which a fresh paper card counts, so the newer your card, the more it's worth having in the envelope
- ☐ ELD instruction sheet + eight days of blank paper logs (required backup)
- ☐ Last vehicle inspection report (DVIR) signed

If any box is unchecked, tell dispatch before you roll. Nobody gets in trouble for the empty box, only for the surprise.

Back: if you're pulled in (your five minutes)

READ-DO. Six steps, in order, off the card rather than out of your head.

PAUSE POINT: you're stopped where he directed and he's still in his vehicle running your number. That's the minute this card is for. Read it now, then put it back in the door pocket.

None of this is about keeping anything from the officer. It's about there being nothing to keep and knowing where everything is. Cooperation is every document he asks for, a straight answer to every question, and telling him about a defect you already know about.

1. **Pull off where the officer directs: wheels straight, hazards on, window down, hands visible, engine off when asked.** Greet him. He runs dozens of these a day, and a driver who's calm and organized registers as one of the easy ones.
2. **Hand over exactly what he asks for, and say so if something takes a second to find** (*"that's in my permit book, one second"*) before you start digging. Fumbling is human. Not knowing where anything lives is

what forms his read on the whole company.

3. **Answer the question asked, honestly and completely.** "Where'd you start today?" gets a place. "When was your last break?" gets a time. And never guess: *"I'd have to check"* is a complete answer, and a guess that turns out wrong is worse than the admission it was meant to avoid.
4. **Don't argue at the roadside.** If something goes on the report you believe is wrong, sign it (a signature acknowledges that you received the report), then photograph the condition, note the time and the milepost, and call the office. Bad data has a formal remedy with evidence behind it (DataQs). Arguing produces neither a correction nor a shorter afternoon.
5. **Out of service means out of service.** You must not drive, and that truck must not move, not to the next exit, not home empty. Driving on an OOS order is how drivers lose CDLs and companies end up in federal court. Call the office. We will never ask you to run on an OOS, and we will never ask you to run out of hours.
6. **Before you pull away, get your copy of the inspection report** and send a photo to the office the same day. A clean inspection goes on your record and ours and stays there. They're worth money and we notice them.

The office has your back. When in doubt, call.

One thing that belongs in the envelope and isn't on this card: the post-accident testing card, with the office's after-hours number written on it. Ask the office for it. It rides in the same poly envelope as everything on the front of this one (Chapter 4).