

Vehicle Maintenance Bulletin

UNITED STATES POSTAL SERVICE VEHICLE MAINTENANCE

MULTI-ITEM

I. Policy on Insulin-Dependent Diabetics

Thil item **is** intended to clarify existing Postal **policy, consistent** with Department of Transportation (DOT) **regulations** and relevant Code of Federal Regulations (CFR), **concerning prohibiting insulin-dependent** diabetic **employees** from **operating** a motor **vehicle exceeding** 10.000 **lbs.** gross vehicle weight **rating** (GWVR). The **following** information Comes from the **DOT**, through USPS Headquarters *Labor* **Relations**.

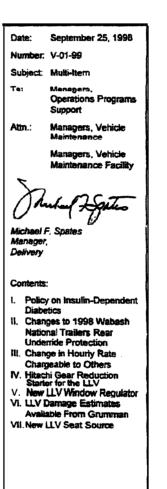
The inquiries focus on the **confusion** about **definitions regarding** the **commercial** driver's **license** (CDL) and what **constitutes** a commercial motor vehicle (CMV). Confusion exists because there are different definitions of CMVs depending on whether **they relate** to a **physical qualifications** (Part **390.6(a)**) or **to** a CDL (Part 363.5).

The **regulations** concerning the physical **qualifications to Operate** a CMV are contained in 49 CFR, Parts 390 and 391. In Section 390.5(a), the definition of a CMV includes vehicles with a GVWR or gross combination weight rating of 4,537 kilograms or more (10,001 pounds or more). The physical **qualifications** for drivers am **described** in Section 391 .41, and Section 391 41(b)(3) disqualifies an insulindependent diabetic driver from **operating** a CMV.

Section 390.3(b) refers to Part 363, "Commercial Driver's License Standards; Requirements and Penalties," and specifically to Section 383.5, which defines a CMV as a vehicle with a GVVVR of 11,794 kilograms or more (26,001 pounds or more).

The regulation for physical **qualifications** of drivers of **CMVs takes precedence** over the **CDL's definition of** a **CMV. Consequently,** me Postal Service **is** correct in its **policy of prohibiting insulin-dependent diabetic** employees from operating a **CMV**.

Some offices might incorrectly be allowing insulin-dependent employees to operate 2-ton vehicles in the mistaken belief that these vehicles have a GVWR under 10.000 pounds. However, the GVWR of the 2-ton vehicles exceeds 10,001 pounds. Vehii maintenance managers are to share this information with their managerial counterparts in other functions to make them aware of **the policy** and its implications.



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