



Tribal Benchcard

Included in this packet is the Tribal CDL Benchcard, a concise reference to support Tribal justice system stakeholders in applying federal disqualification and suspension requirements. It outlines key offenses, applicable disqualification and suspension periods, and reporting obligations to promote accurate decision-making, prevent masking, and enhance public safety on Indian reservations.

Continuing Education

Explore Tribal CDL/CMV continuing education offerings on Judges.org by scanning the QR codes included in this packet. These programs offer CLE credit and practical guidance on CDL and CMV cases, ethics, and emerging issues to support informed decision-making and public safety on Indian reservations.

Safeguarding the Reservation: CDL Resources for Tribal Courts

Dear Tribal Justice Stakeholder,

Enclosed are resources designed to support your work in Tribal courts, including a Tribal Commercial Driver's License (CDL) and Commercial Motor Vehicle (CMV) Disqualification Benchcard. You will also find postcards with QR codes linking to additional continuing education opportunities through The National Judicial College (NJC) at Judges.org.

These tools offer practical guidance on commercial driver requirements, licensing, penalties, and emerging roadway safety issues to support informed judicial decision-making in Indian Country. We hope this resource packet serves as a valuable reference in the adjudication of CDL and CMV cases.

Message from President Aviva Abramovsky



A Dear Tribal Court Judges & Justice Partners,

It is an honor to serve as President of The National Judicial College and to support a shared commitment to strengthening justice across all jurisdictions, including Tribal courts.

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Commercial Motor Vehicle Safety Act (CMVSA) of 1986

The [Commercial Motor Vehicle Safety Act of 1986 \(CMVSA\)](#), Pub. L. No. 99-570, Title XII, was enacted to improve highway safety by establishing uniform standards for commercial driver licensing across all states. The Act created the foundation for the CDL system, including minimum testing and qualification requirements for drivers of commercial motor vehicles. It also introduced the “one driver, one license, one record” principle to prevent drivers from holding multiple licenses or concealing violations across jurisdictions. Under the CMVSA, states are required to report convictions and disqualifications to ensure complete and accurate driver records through systems like CDLIS (Commercial Driver’s License Information System). Overall, the Act strengthens accountability and promotes consistent enforcement of commercial driving laws nationwide.

CDL Class Overview

A **CMV** is defined as a vehicle that:

- Has a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) of 10,001 pounds or more; or
- Is designed or used to transport more than 8 passengers (including the driver) for compensation; or
- Is designed or used to transport more than 15 passengers, including the driver, regardless of compensation.

CDL Classifications

- **Class A:** Combination vehicles (e.g., tractor-trailers) with a GCWR of 26,001 pounds or more, where the towed unit exceeds 10,000 pounds.
- **Class B:** Single vehicles with a GVWR of 26,001 pounds or more, or towing a vehicle not exceeding 10,000 pounds (e.g., buses, straight trucks).
- **Class C:** Vehicles not meeting Class A or B thresholds but designed to transport 16 or more passengers (including the driver) or carry hazardous materials requiring placards.

Common CDL Endorsements

In Tribal communities, CDL endorsements help identify specialized driving qualifications that may impact safety, enforcement, and court proceedings on Tribal lands.

- **T – Double/Triple Trailers:** Allows operation of multiple trailers
- **P – Passenger:** Required to transport passengers (e.g., buses)
- **N – Tank Vehicles:** For driving tank trucks carrying liquids or gases
- **H – Hazardous Materials (HazMat):** For transporting hazardous materials (requires background check)
- **X – Tanker + HazMat:** Combination of tank and hazardous materials
- **S – School Bus:** Required to operate a school bus (includes passenger endorsement).

Masking: 49 CFR 384.226

Masking occurs when a court disposition prevents a commercial driver’s conviction from appearing on the driver’s official record or in the Commercial Driver’s License Information System (CDLIS). This often happens through plea agreements, charge reductions, deferred judgments, or diversion programs. Under federal law, specifically [49 CFR § 384.226](#), masking is prohibited for CDL holders, whether the violation occurs in a commercial motor vehicle or a personal vehicle.

For Tribal judges and justice system stakeholders, accurate adjudication and reporting are essential to protecting public safety across reservations and Tribal communities. The Commercial Motor Vehicle Safety Act of 1986 established the principle of “one driver, one license, one record,” ensuring serious traffic violations follow the driver and remain visible to licensing agencies nationwide.

When convictions are masked, unsafe driving patterns can be hidden, required disqualification actions may not occur, and federal compliance can be compromised. Accurate court records and timely coordination with State Driver Licensing Agencies (SDLAs) help ensure convictions are properly reflected in CDLIS, supporting roadway safety, accountability, and trust throughout Indian Country.

The “Rule of One”

CDLIS

The “Rule of One” ensures commercial drivers have one license and one complete driving record, with all violations, convictions, and disqualifications reported through one system, such as CDLIS. For Tribal courts, accurate reporting to SDLAs helps prevent concealed violations and protects public safety across reservations and Indian Country.

CDLIS serves as the national database that tracks CDL driver records across all states. For Tribal lands, it helps ensure that convictions are visible nationwide, preventing drivers from avoiding penalties by crossing jurisdictions and promoting safer roadways within and beyond Tribal communities.

SDLAs (DMV/BMV)

DataQs

SDLAs help ensure that CDL-related convictions are properly recorded and that required disqualifications are applied. For Tribal lands, this supports accountability for commercial drivers traveling through or across reservations and strengthens coordination between Tribal courts, justice system stakeholders and state licensing agencies.

DataQs is an FMCSA system that allows drivers and carriers to request a review of potentially incorrect inspection or violation data. For Tribal courts, accurate records support coordination with SDLAs, strengthen fair enforcement decisions, and help protect public safety across reservations and Indian Country.

Serious vs. Major Disqualifications

In Tribal courts, understanding the distinction between serious and major CDL disqualifications supports consistent decision-making and helps ensure that violations are properly recognized and addressed in coordination with state licensing systems.

- **Serious Disqualifications:** Apply to offenses such as excessive speeding, reckless driving, or improper lane changes. These typically result in disqualification only after multiple convictions within a specified timeframe.
- **Major Disqualifications:** Apply to high-risk offenses such as DUI, refusal to test, leaving the scene of an accident, or using a CMV to commit a felony. These result in immediate disqualification, often for longer periods or even lifetime bans.

Offense Distinction: *Serious* = pattern-based consequences; *Major* = immediate, high-severity consequences.

Convictions Related to CDLs

Disqualifications

A conviction under federal CDL regulations includes a guilty plea, bond forfeiture, payment of a fine, or a court or administrative finding of guilt. For Tribal courts, accurate reporting to SDLAs ensures convictions are reflected in CDLIS and supports public safety across reservations.

A disqualification, also called a revocation or suspension, removes a CDL holder’s privilege to operate a commercial motor vehicle for a period of time based on certain convictions or offenses. For Tribal courts, timely reporting supports lawful CDL enforcement and accountability.

Additional Resources

American Association of Motor Vehicle Administrators: <https://www.aamva.org/>
American Bar Associations: <https://www.americanbar.org/>
American Trucking Associations: <http://www.trucking.org>
Commercial Vehicle Safety Alliance: <http://www.cvsa.org/home.php>
Federal Motor Carrier Safety Administration: <http://www.fmcsa.dot.gov>
Governors Highway Safety Association: <http://www.ghsa.org>
International Association of Chiefs of Police: <http://www.theiacp.org>
Murdered & Missing Indigenous Women (MMIW): <https://www.nativewomenswilderness.org/mmiw>
National Center for State Courts: <http://www.ncsc.org>
National Highway Traffic Safety Administration: <http://www.nhtsa.gov>
National Traffic Law Center: http://www.ndaa.org/traffic_home.html
Truckers Against Trafficking: <https://tatnonprofit.org>

Message from Madam President Aviva Abramovsky

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Tribal courts play a vital role in protecting communities and preserving sovereignty. Through the National Tribal Judicial Center, NJC provides education and resources tailored to support Tribal judges and court personnel.

Cases involving Commercial Driver's License (CDL) holders and commercial motor vehicles carry significant public safety implications. NJC supports accurate CDL adjudication, the prevention of improper masking, and compliance with Federal Motor Carrier Safety Administration (FMCSA) requirements to ensure violations are properly recorded and reported.

These efforts strengthen accountability for commercial drivers and help keep Tribal communities and reservations safe. NJC looks forward to continuing its partnership with Tribal courts and justice system stakeholders.

With respect and appreciation,
Aviva Abramovsky
President and Chief Executive Officer
The National Judicial College

National Tribal Judicial Center

The National Tribal Judicial Center (NTJC) provides education and resources to strengthen the skills and effectiveness of Tribal court judges and personnel. Established in 2002, the NTJC delivers specialized training designed to meet the unique needs of Tribal courts.

These resources offer practical guidance on complex legal issues, support consistent and informed decision-making, and help judges navigate the intersection of Tribal, federal, and state law. NTJC also promotes fairness, accountability, and public safety by equipping judges to address emerging challenges, including those involving commercial motor vehicles and human trafficking.

The Center also encourages continued professional development through additional courses offered by The National Judicial College.

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Scan the QR code or visit us at:
CDLTribalJustice.org



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CDL/CMV
Disqualification
Tribal Benchcard



Commonly Used CDL Related Terms & Definitions

BAC	Blood Alcohol Concentration	GVWR	Gross Vehicle Weight Rating
CDL	Commercial Driver's License	HazMat	Hazardous Materials
CDL Downgrade	Loss of CDL privileges due to disqualification or noncompliance	HOS	Hours of Service
CDLIS	Commercial Driver's License Information System	Inspection Levels I-VI	Standard roadside inspection categories
CLP	Commercial Learner's Permit	Interstate Commerce	Commercial Learner's Permit
CMV	Commercial Motor Vehicle	Intrastate Commerce	Operating only within one state
DOT	U.S. Department of Transportation	MC Number	Motor Carrier operating authority number
Drug & Alcohol Clearinghouse	Federal database for CDL drug/alcohol violations	Medical Examiner's Certificate	DOT physical certification
DUI/DWI	Driving Under the Influence / Driving While Intoxicated	MVR	Motor Vehicle Records
Endorsement	Additional authorization such as HazMat, Tanker, Passenger	OOS	Out of Service
FMCSA	Federal Motor Carrier Safety Administration	Restriction	Limitation placed on CDL privileges
GCW	Gross Combination Weight	Return-to- Duty Process	Required steps after drug/alcohol violations
GCWR	Gross Combination Weight Rating	SAP	Substance Abuse Professional
GVW	Gross Vehicle Weight	USDOT	U.S. Department of Transportation identification number

49 CFR §383.51

- (1) A person required to have a CLP or CDL who is disqualified must not drive a CMV.
- (2) An employer must not knowingly allow, require, permit, or authorize a driver who is disqualified to drive a CMV.
- (3) A holder of a CLP or CDL is subject to disqualification sanctions designated in paragraphs (b) and (c) of this section, if the holder drives a CMV or non-CMV and is convicted of the violations listed in those paragraphs.
- (4) Determining first and subsequent violations. For purposes of determining first and subsequent violations of the offenses specified in this subpart, each conviction for any offense listed in Tables 1 through 4 to this section resulting from a separate incident, whether committed in a CMV or non-CMV, must be counted.
- (5) The disqualification period must be in addition to any other previous periods of disqualification.
- (6) Reinstatement after lifetime disqualification. A State may reinstate any driver disqualified for life for offenses described in paragraphs (b)(1) through (8) of this section (Table 1 to § 383.51) after 10 years, if that person has voluntarily entered and successfully completed an appropriate rehabilitation program approved by the State. Any person who has been reinstated in accordance with this provision and who is subsequently convicted of a disqualifying offense described in paragraphs (b)(1) through (8) of this section (Table 1 to § 383.51) must not be reinstated.
- (7) A foreign commercial driver is subject to disqualification under this subpart.

Tribal Court Considerations

These benchcard guidelines reflect federal Commercial Driver's License (CDL) requirements intended to promote uniform safety standards across all jurisdictions. For courts in Indian Country, accurate application of these requirements supports public safety, strengthens intergovernmental coordination, and ensures proper reporting to State Driver Licensing Agencies and CDLIS.

At the same time, Tribal courts operate under their own sovereign authority. Judges should consult their Tribal constitution, codes, and applicable statutes when applying these principles to ensure alignment with Tribal law, jurisdictional authority, and local practices.

Table 1 to § 383.51 DISQUALIFICATIONS FOR MAJOR OFFENSES

Table 1 to §383.51 contains a list of the offenses and periods for which a person who is required to have a CLP or CDL is disqualified, depending upon the type of vehicle the driver is operating at the time of the violation, as follows:

If a driver operates any motor vehicle and is convicted of:	For a first conviction or refusal to be tested while operating a CMV, a person required to have a CLP or CDL and a CLP or CDL holder must be disqualified from operating a CMV for...	For a first conviction or refusal to be tested while operating a non-CMV, a CLP or CDL holder must be disqualified from operating a CMV for...	For a first conviction or refusal to be tested while operating a CMV transporting hazardous materials required to be placarded under the Hazardous Materials Regulations (49 CFR part 172, subpart F), a person required to have a CLP or CDL and a CLP or CDL holder must be disqualified from operating a CMV for...	For a second conviction or refusal to be tested in a separate incident of any combination of offenses in this Table while operating a CMV, a person required to have a CLP or CDL and a CLP or CDL holder must be disqualified from operating a CMV for...	For a second conviction or refusal to be tested in a separate incident of any combination of offenses in this Table while operating a non-CMV, a CLP or CDL holder must be disqualified from operating a CMV for...
(1) Being under the influence of alcohol as prescribed by State law	1 year	1 year	3 year	Life	Life
(2) Being under the influence of a controlled substance	1 year	1 year	3 year	Life	Life
(3) Having an alcohol concentration of 0.04 or greater while operating a CMV	1 year	Not applicable	3 year	Life	Not applicable
(4) Refusing to take an alcohol test as required by a State or jurisdiction under its implied consent laws or regulations as defined in §383.72 of this part	1 year	1 year	3 year	Life	Life
(5) Leaving the scene of an accident	1 year	1 year	3 year	Life	Life
(6) Using the vehicle to commit a felony, other than a felony described in paragraph (b)(9) of this table	1 year	1 year	3 year	Life	Life
(7) Driving a CMV when, as a result of prior violations committed operating a CMV, the driver's CDL is revoked, suspended, or canceled, or the driver is disqualified from operating a CMV	1 year	Not applicable	3 year	Life	Not applicable
(8) Causing a fatality through the negligent operation of a CMV, including but not limited to the crimes of motor vehicle manslaughter, homicide by motor vehicle and negligent homicide	1 year	Not applicable	3 year	Life	Not applicable
(9) Using the vehicle in the commission of a felony involving manufacturing, distributing, or dispensing a controlled substance	Life-not eligible for 10-year reinstatement	Life-not eligible for 10-year reinstatement	Life-not eligible for 10-year reinstatement	Life-not eligible for 10-year reinstatement	Life-not eligible for 10-year reinstatement
(10) Using a CMV in the commission of a felony involving an act or practice of severe forms of trafficking in persons, as defined and described in 22 U.S.C. 7102(11)	Life-not eligible for 10-year reinstatement	Not applicable	Life-not eligible for 10-year reinstatement	Not applicable	Life-not eligible for 10-year reinstatement

Table 2 to § 383.51 DISQUALIFICATIONS FOR SERIOUS TRAFFIC VIOLATIONS

Table 2 to §383.51 contains a list of the offenses and the periods for which a person who is required to have a CLP or CDL is disqualified, depending upon the type of vehicle the driver is operating at the time of the violation, as follows:

If a driver operates any motor vehicle and is convicted of:	For a second conviction of any combination of offenses in this Table in a separate incident within a 3-year period while operating a CMV, a person required to have a CLP or CDL and a CLP or CDL holder must be disqualified from operating a CMV for...	For a second conviction of any combination of offenses in this Table in a separate incident within a 3-year period while operating a non-CMV, a CLP or CDL holder must be disqualified from operating a CMV, if the conviction results in the revocation, cancellation, or suspension of the CLP or CDL holder's license or non-CMV driving privileges, for...	For a third or subsequent conviction of any combination of offenses in this Table in a separate incident within a 3-year period while operating a CMV, a person required to have a CLP or CDL and a CLP or CDL holder must be disqualified from operating a CMV for...	For a third or subsequent conviction of any combination of offenses in this Table in a separate incident within a 3-year period while operating a non-CMV, a CLP or CDL holder must be disqualified from operating a CMV, if the conviction results in the revocation, cancellation, or suspension of the CLP or CDL holder's license or non-CMV driving privileges, for...
(1) Speeding excessively, involving any speed of 24.1 kmph (15 mph) or more above the posted speed limit	60 days	60 days	120 days	120 days
(2) Driving recklessly, as defined by State or local law or regulation, including but, not limited to, offenses of driving a motor vehicle in willful or wanton disregard for the safety of persons or property	60 days	60 days	120 days	120 days
(3) Making improper or erratic traffic lane changes	60 days	60 days	120 days	120 days
(4) Following the vehicle ahead too closely	60 days	60 days	120 days	120 days
(5) Violating State or local law relating to motor vehicle traffic control (other than a parking violation) arising in connection with a fatal accident	60 days	60 days	120 days	120 days
(6) Driving a CMV without obtaining a CDL	60 days	Not applicable	120 days	Not applicable
(7) Driving a CMV without a CDL in the driver's possession	60 days	Not applicable	120 days	Not applicable
(8) Driving a CMV without the proper class of CDL and/or endorsements for the specific vehicle group being operated or for the passengers or type of cargo being transported	60 days	Not applicable	120 days	Not applicable
(9) Violating a State or local law or ordinance on motor vehicle traffic control prohibiting texting while driving. ²	60 days	Not applicable	120 days	Not applicable
(10) Violating a State or local law or ordinance on motor vehicle traffic control restricting or prohibiting the use of a hand-held mobile telephone while driving a CMV. ²	60 days	Not applicable	120 days	Not applicable

¹Any individual who provides proof to the enforcement authority that issued the citation, by the date the individual must appear in court or pay any fine for such a violation, that the individual held a valid CDL on the date the citation was issued, shall not be guilty of this offense.

² Driving, for the purpose of this disqualification, means operating a commercial motor vehicle on a highway, including while temporarily stationary because of traffic, a traffic control device, or other momentary delays. Driving does not include operating a commercial motor vehicle when the driver has moved the vehicle to the side of, or off, a highway and has halted in a location where the vehicle can safely remain stationary.

Table 3 to § 383.51 DISQUALIFICATION FOR RAILROAD-HIGHWAY GRADE CROSSING OFFENSES

If the driver is convicted of operating a CMV in violation of a Federal, State or local law because:	For a first conviction a person required to have a CLP or CDL and a CLP or CDL holder must be disqualified from operating a CMV for...	For a second conviction of any combination of offenses in this Table in a separate incident within a 3-year period, a person required to have a CLP or CDL and a CLP or CDL holder must be disqualified from operating a CMV for...	For a third or subsequent conviction of any combination of offenses in this Table in a separate incident within a 3-year period, a person required to have a CLP or CDL and a CLP or CDL holder must be disqualified from operating a CMV for...
(1) The driver is not required to always stop, but fails to slow down and check that tracks are clear of an approaching train	No less than 60 days	No less than 120 days	No less than 1 year
(2) The driver is not required to always stop, but fails to stop before reaching the crossing, if the tracks are not clear	No less than 60 days	No less than 120 days	No less than 1 year
(3) The driver is always required to stop, but fails to stop before driving onto the crossing	No less than 60 days	No less than 120 days	No less than 1 year
(4) The driver fails to have sufficient space to drive completely through the crossing without stopping	No less than 60 days	No less than 120 days	No less than 1 year
(5) The driver fails to obey a traffic control device or the directions of an enforcement official at the crossing	No less than 60 days	No less than 120 days	No less than 1 year
(6) The driver fails to negotiate a crossing because of insufficient undercarriage clearance	No less than 60 days	No less than 120 days	No less than 1 year

Table 4 to § 383.51 DISQUALIFICATION FOR VIOLATING OUT-OF-SERVICE ORDERS

Disqualification for violating out-of-service orders. Table 4 to §383.51 contains a list of the offenses and periods for which a person who is required to have a CLP or CDL is disqualified when the driver is operating a CMV at the time of the violation, as follows:

If the driver operates a CMV and is convicted of...	For a first conviction while operating a CMV, a person required to have a CLP or CDL and a CLP or CDL holder must be disqualified from operating a CMV for...	For a second conviction in a separate incident within a 10-year period while operating a CMV, a person required to have a CLP or CDL and a CLP or CDL holder must be disqualified from operating a CMV for...	For a third or subsequent conviction in a separate incident within a 10-year period while operating a CMV, a person required to have a CLP or CDL and a CLP or CDL holder must be disqualified from operating a CMV for...
(1) (1) Violating a driver or vehicle out-of-service order while transporting nonhazardous materials	No less than 180 days or more than 1 year	No less than 2 years or more than 5 years	No less than 3 years or more than 5 years
(2) (2) Violating a driver or vehicle out-of-service order while transporting hazardous materials required to be placarded under part 172, subpart F of this title, or while operating a vehicle designed to transport 16 or more passengers, including the driver	No less than 180 days or more than 2 year	No less than 3 years or more than 5 years	No less than 3 years or more than 5 years



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From Roadside to Docket:

The Life Cycle of a CDL Case

For Additional Resources Please Visit

<https://cdltribajustice.org/>
www.judges.org

Stop 1: Roadside Encounter
Stop 2: Filing Formal Charges
Stop 3: Clerk Citation Review
Stop 4: Court Docketing
Stop 5: Pretrial Negotiations
Stop 6: Judicial Adjudication
Stop 7: Post-Adjudication Reporting



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The Life Cycle of a CDL Case

1

Roadside Encounter

Law enforcement encounters CDL holder



2

Filing Formal Charges

Police file formal complaint/charges with court

3

Clerk Citation Review

Clerks review the complaint/charges filed by law enforcement to identify errors or omissions



4

Court Docketing

Clerks assign case number and docket and schedule case for arraignment, pretrial and resolution

5

Pretrial Negotiations

Pretrial discussions between defendant and/or defense counsel and prosecutor to prevent "masking"



6

Judicial Adjudication

Case adjudicated by Judge, which could include a plea, trial or dismissal of charge(s). Upon conviction, defendant is sentenced

7

Post-Adjudication Reporting

Case returns to the clerk's office for post-adjudication reporting and notice of CDL sanction(s)/suspension to the SDLA or state DMV/BMV



For additional resources scan the QR code using the camera on your mobile device



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Continuing Education

Scan the QR codes to access digital continuing education materials and courses, or visit the websites below

<https://cdltribaljustice.org/>
www.judges.org

- Adjudicating CDL/CMV Cases in Indian Country: Self-Study Course
- Tribal Nations and an Ethical Approach to Commercial Motor Vehicle Trends
- Tribal Judge Course Catalog



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Adjudicating CDL/CMV Cases in Indian Country: Self-Study Course

This self-study course provides Tribal Court judges with a practical overview of Commercial Driver's License (CDL) and Commercial Motor Vehicle (CMV) laws. Learn how federal CDL requirements apply in tribal court, who must hold a CDL, and the court's role in properly processing CDL and CMV violations to support public safety and avoid masking. Scan the QR code to access this **FREE** course.



Tribal Nations and an Ethical Approach to Commercial Motor Vehicle Trends: Self Study

This course helps Tribal Court judges navigate how tribal, state, and federal CDL and CMV laws intersect in tribal court. Learn how certain case dispositions can result in masking, the court's ethical responsibilities to prevent it, and how proper adjudication supports public safety, addresses human trafficking cases involving CMVs, and prepares courts for emerging issues related to autonomous commercial vehicles. Scan the QR code to access this **FREE** course.



The National Judicial College: Tribal Judge Course Catalog

Access the National Judicial College Tribal Judge Course Catalog to view in-person and online learning opportunities designed for Tribal Court judges. Browse self-study courses, live webinars, and in-person programs covering key judicial topics relevant to Tribal courts.

Scan the QR Code to Explore the Tribal Judge Course Catalog.



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Tribal Resources

Scan the QR Codes to access digital Tribal resources, or visit the websites below

<https://cdltribaljustice.org/>
www.judges.org

- CDL Tribal Toolkit
- Human Trafficking Primer
- Tribal CDL Benchcard



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CDL Tribal Toolkit

The CDL Tribal Toolkit provides practical guidance for Tribal Courts handling CDL and CMV cases. It includes data collection tools, disqualification guidance, jurisdiction considerations, and strategies to prevent “masking.” The toolkit supports informed judicial decision-making while promoting roadway safety and regulatory compliance.



Human Trafficking Primer

The Human Trafficking Primer reinforces that enforcing lifetime CDL disqualification for convictions representing severe forms of human trafficking, protects victims and preserves transportation integrity. This multi-organization effort funded by FMCSA includes collaboration between NJC, NCSC, NDAA, AAMVA and CVSA. It provides practical guidance to ensure offenders are properly reported, sanctioned, and removed from operating Commercial Motor Vehicles (CMVs)



Tribal CDL Benchcard

The Tribal CDL Benchcard provides Tribal Courts with a clear reference guide to federal CDL disqualification rules. It outlines major offenses, serious traffic violations, railroad crossing violations, and out-of-service orders, including mandatory lifetime disqualification for drug and human trafficking offenses. Designed for quick courtroom use, it supports consistent, safety-focused judicial decision-making.



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