

MARCH 2018

Pennsylvania Cutting Horse Association

**Think a
Commercial Vehicle
only looks like this?**

Think again:



Or even this:



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A WORD FROM OUR SECRETARY

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This newsletter's focus is on the **new trucking regulations**. The information contained in this newsletter is the result of interviews with PA State police officers, FMCSA investigators, webinars, and hours of work online researching the regulations and their applicability. The implications of the new regulations are vague at best, and even the officers monitoring our roadways can be unclear as to what constitutes an offence. **If you are pulled over so much may rely or be affected by the conversation you have with the officer and the answers you provide.** Most police departments have one or more officers who have specific training in these regulations and can answer questions as to your specific situation. They are there to help you understand these regulations.

A few pertinent items you should be aware of are:

1. There has been an **extension to the ELD exemption** for an additional 90 days **until June 18th 2018**. (You still need to keep a paper log of hours of service.) **And you need to carry a copy of the waiver with you.** <http://www.horsecouncil.org/wp-content/uploads/2018/03/90-day-Ag-extension.pdf> (link on PCHA website)
2. There is a difference in **Intra-State** hauling and **Inter-State** hauling regulations (See page 8) Also **take note of the "or" and "and" stipulations** in these regulations (& check your source! Many websites have paraphrased from these regulations and left out the important or/and stipulations).
3. We will put a link on the PCHA website to the government sites and other sites where this information can be found. The most helpful sites we found were the PA State Police Motor Carrier Safety Division, the Federal Motor Carrier Safety Administration (FMCSA) and the American Horse Council websites.

As we found information and answers we also raised more questions and areas of unclear information that due to time and space cannot all fit into this month's newsletter. We will continue to research these additional areas and questions (ie vehicle equipment compliance, fuel tax and IRP registration) and try to answer/address them in the next newsletter, or as quickly as we can get the answers.

Wishing you safe and simple hauling,
Joanne Thayer
and Pankey Nelson



Please email your newsletter submission to Joanne Thayer or Pankey Nelson

Original pictures and graphics only. Letters to the Editor must be signed, non-slanderous, and in good taste. PCHA reserves the right to edit submissions.

pankeysplace@gmail.com or joanne.thayer@gmail.com

NEXT PCHA MEETING MAY 14, 2018

2018 SHOW DATES

PCHA Shows *Shartlesville, PA*

Banquet May 4 & Show May 5 & 6

Reserve your banquet spot by April 25th

Call Jim 215-645-4285

June 9 & 10

Sept 8 & 9

NCHA Convention June 2 & 3

Other Shows

April 21 & 22 Doswell, VA

note: the April 28 WVa show was canceled

June 2 Challenger Boyertown, PA

June 16 & 17 Doswell, VA

June 30 & July 1 NCHA weekend at

Alfred College, NY

July 7 & 8 Elkin, WVa

July 14 Challenger Boyertown, PA

Sept 22 Challenger Boyertown, PA

Sept 22 & 23 Johnsons

Oct 20 & 21 Doswell, VA

Possibly: Nov 3 & 4 Johnsons

(same weekend as Shelbyville)

CLINIC Oct 27, 28 & 29

Barbra Schulte/Sandy Collier

at Harmony Hollow Run Farm, near

Lambertville, NJ. Max 20 Riders

NEW REGS AND YOUR TRUCK REGISTRATION

Please don't be deterred from utilizing a vehicle capable of not only towing your trailer, but also keeping it in line and correcting for any swaying or slippage on the road. Your registration may be based upon the actual load towed, rather than the capabilities of your truck.

If your vehicle is registered with a GVWR of 26,001 lbs or more, you may be subject to the new regulations. **Fortunately, you do not have to register the max capacity of your vehicle, only the maximum actual load you will have.**

Know how much your trailer actually weighs when you are using it. Add together:

- ◊ The actual weight of your truck (keep track of any changes, like different tires or a new bumper...)
- ◊ PLUS The maximum weight of any people, gear and supplies that will actually be in the truck
- ◊ PLUS the actual weight of the trailer (sometimes listed on the Certificate of Origin or the title, or take it to a scale to get an accurate weight)
- ◊ PLUS the weight of the horses, hay, grain, and/or any other equipment and tack you have on board.

Be sure to remember the registered capacity of your truck. If you are pulled over with a heavier load than the vehicle is registered for, you will be subject to fines.

See next month's newsletter
for more information about truck safety
and selecting the right truck for your needs



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AGRICULTURAL EXEMPTIONS TO THE NEW TRUCKING REGULATIONS

Agricultural Exceptions and Exemptions to the Federal Motor Carrier Safety Administration Hours of Service (HOS) and Commercial Driver's License (CDL) Rules

Generally, the jurisdiction of the Federal Motor Carrier Safety Administration (FMCSA) covers transportation in interstate commerce, in vehicles with a gross vehicle weight or gross vehicle weight rating, or gross combination weight or gross combination weight rating of 10,001 pounds or more. In addition, vehicles with a gross vehicle weight rating, or a gross combination weight or gross combination weight rating of 26,001 pounds or more may require a Commercial Driver's License (CDL). However, the Federal Motor Carrier Safety Regulations do provide an [exception for the transportation of horses](#) and other animals to shows and events, as well as cars, boats, and other similar items. In these cases, when the transportation in question is not business related (neither for compensation, nor where the driver is engaged in underlying business related to the move), none of the regulatory requirements apply, even if prize or scholarship money is offered. This includes the Hours-of-Service (HOS) regulations, requirements for Electronic Logging Devices (ELD) and CDL regulations, unless required by the driver's home state.

Availability of Agricultural Exemptions

Congress provided four statutory exemptions to the Federal Motor Carrier Safety Regulations that may apply to agricultural operations:

- Covered farm vehicles of 26,001 pounds or more operated by a farmer or an employee of the farmer are exempted from the HOS and CDL regulations if the vehicle is operated anywhere in the State of registration or across State lines within a 150-air mile radius of the farm or ranch with respect to which the vehicle is being operated. Covered farm vehicles of 26,001 pounds or less are exempt throughout the country.
- Drivers who transport agricultural commodities within a 150-air mile radius of the farm or ranch with respect to which the vehicle is being operated are exempted from the HOS regulations. FMCSA has recently published proposed guidance on the use of this exemption.
- Drivers who transport commercial bees in interstate commerce are exempted from the HOS regulations 30-minute break requirement if there are bees on the vehicle.
- Drivers who transport livestock in interstate commerce are exempted from the HOS regulations 30-minute break requirement if there is livestock on the vehicle.

In addition, for certain times during drivers' operations when they are not under dispatch or involved in the transportation of an agricultural commodity, hours driven may be considered personal conveyance and not counted against the daily and weekly limits. Further explanation can be found in the recently published proposed guidance on personal conveyance.

This section of the [FMCSA.dot.gov/hours-service/elds/agricultural-exceptions-and-exemptions-federal-motor-carrier-safety](https://www.fmcsa.dot.gov/hours-service/elds/agricultural-exceptions-and-exemptions-federal-motor-carrier-safety) continues with additional information on ELDs and HOS, including the excerpt below:

ELD Exceptions

There are several ELD exceptions that could apply to a carrier's operation, including, but not limited to the following:

- The exception for preparing a logbook found in 49 CFR 395.1(e) for those drivers who operate solely within a 100-air mile radius of their normal work reporting location and work no longer than 12 hours each day, also applies to ELDs
- Vehicles that are older than model year 2000
- Drivers who are only required to complete paper records of duty status for eight (8) days or fewer in a 30-day period.

BE IN THE KNOW ELD MANDATE

America's Horse, March-April 2018 (print edition page 9)

What Can You Do?

Currently there is language in the house appropriations bill that would give livestock haulers a one-year exemption to the mandate. To support the ELD one-year extension and exemptions, contact your federal lawmakers (their contact information can be found at www.usa.gov/elected-officials). Encourage your senators and representatives to support the appropriations bill with the ELD exemption.

We understand that many of our members feel like their voices aren't heard by their elected representatives. But, believe me, based on your AQHA leaderships' visits to our lawmakers in Washington, D.C., your letters get read. I cannot tell you how many times the lawmakers whom we have visited on Capitol Hill have quoted letters they receive from their constituents, many of them AQHA members.

Annual Raffle



The Annual Raffle is coming up, please **SELL** your tickets
\$10 a ticket
We have some fabulous items! See Facebook or the website
for a list of items.
FMI talk to Bill Stein or Robin McNichol



NON-BUSINESS RELATED TRANSPORTATION OF HORSES



FMCSA.DOT.GOV, under Hours of Service

Published Federal Motor Carrier Safety Administration (FMCSA) guidance provides an exception for the transportation of horses when the transportation in question is not business related (neither for compensation, nor where the driver is engaged in an underlying business related to the move). In these cases, the Federal Motor Carrier Safety Regulations (FMCSRs) do not apply, even if prize or scholarship money is offered. This includes the Hours-of-Service (HOS) regulations, requirements for Electronic Logging Devices (ELD) and Commercial Drivers Licenses (CDL) regulations, unless required by the driver's home state.

How to Determine if a Driver Transporting Horses is Required to use an ELD or Have a CDL While Operating a Commercial Motor Vehicle.

If a safety official stops a driver transporting horses for personal use, FMCSA recommends that the driver explain that the transportation of the horses is non-business related.

If, however, it is determined that a driver is engaged in an underlying business related to the transportation of the horses, the FMCSA recommends that the driver use the following questions to determine if they are required to have a CDL, use and ELD or use paper records of duty status (RODS) to record their HOS:

1. Is the vehicle being used for a non-commercial purpose, such as taking a personally owned animal to a show when the underlying business is unrelated?
If **YES**, a CDL is **NOT** required
2. Does the vehicle have a GVWR or GVW (whichever is greater) or is it a combination (truck and trailer) with a GCWR or GCW (whichever is greater) of 10,001 pounds or more?
If **No**, then the HOS and CDL regulations requirements **DO NOT** apply
3. Does the vehicle have a GVWR or GVW or a combination vehicle (truck and trailer) with a GCWR or GCW (whichever is greater) of 10,001 pounds or more, but less than 26,001 pounds?
If **YES**, the individual **MAY** need to have an ELD to complete the RODS. However, a CDL is **NOT** required.
4. Does the vehicle have a DVWR or GVW (whichever is greater) of 26,001 pounds or more, or a combination vehicle (truck and trailer) with a GCWR or GCW (whichever is greater) of 26,001 pounds or more, inclusive of a towed unit with a GVWR or GVW of 10,000 pounds or more?
If **YES**, the individual **MAY** need to have an ELD to complete RODS and a CDL **MAY** be required.

We note that there are several ELD exceptions that may apply. Those include, but are not limited to drivers who operate solely within a 100-air mile radius and work no longer than 12 hours each day, vehicles that are older than model year 2000, and drivers who are only required to complete RODS for eight (8) days or less in a 30-day period. Only days actually hauling livestock count in the 8 day requirement, if you are not hauling, you are on off time.

Please note that the FMCSR exception for the commercial transportation of horses and other animals to shows and events, as well as cars, boats and other similar items does not exempt the driver from the CDL requirement. Employers and drivers who [answer yes to number 4] must comply with CDL requirements. However, a State may, at its discretion, exempt operators of farm vehicles from the CDL requirements. The use of the farm vehicle waiver is limited to the driver's home State unless there is a reciprocity agreement with adjoining States.

Q: DOES PA WAIVE? ARE THERE RECIPROCATING STATES?: we will strive to answer these questions in the April Edition!

Are the New Trailer Hauling Regulations for You?

The information below is word-for-word from a brochure available on the PA State Police Commercial Vehicle Safety Division:

Take this simple compliance indicator quiz!

- Do you use a small truck (box van, step van) or a pickup truck towing a trailer or a small bus in your business?
- Is your vehicle used to transport a product?
- Is your vehicle used to transport passengers?
- Do you transport any amount of hazardous material? (gasoline, oxygen, propane, fertilizer, etc.)?
- Do you personally own, lease or use your employee's vehicles in your business?

If you answered yes to one or more of these questions, some or all of the federal and state safety regulations may apply to your company, your vehicles and the people who operate them.

State and local law enforcement agencies understand these regulations. So should you !

If your vehicle meets the criteria for a commercial motor vehicle, the following rules, regulations and laws may apply to the company, the vehicle and all its drivers:

- Commercial Drivers License
- Hours of Service
- Log Books
- Displaying a USDOT Number
- Vehicle Equipment Compliance (parts and accessories)
- Drug and Alcohol Testing
- Driver Qualifications (medical cards, driver files, driving records)
- Hazardous Materials Regulations
- Size & Weight Laws (all vehicles)
- Operating Authority
- Fuel Tax and IRP Registration

For more information about these rules and regulations, visit the Pennsylvania State Police Commercial Vehicle Safety Division website (link on PCHA website).

So, what does "Furtherance of a commercial enterprise" mean?

The information below is from the 2017 American Horse Council CDL brochure:

Commercial Drivers License How Do I Know If I Need One?

A question on the FMCSA website asks: Does the exemption in Section §390.3: General applicability for "the occasional transportation of personal property by individuals not for compensation nor in the furtherance of a commercial enterprise" apply to people who occasionally use CMV's to transport cars, boats, horses, etc., to races, tournaments, shows or similar events, even if prize money is offered at these events?

The FMCSA states that the exemption would apply to this type of transport, provided that the underlying activities were not being undertaken for profit. What does this mean? This means that prize money won would be declared as ordinary income for tax purposes and that the cost of the underlying activities is NOT deducted as a business expense for tax purposes. Additionally, corporate sponsorships should not be involved. The FMCSA recommends that the driver consult their state licensure to determine which licensing provisions they are subject to, as this does vary by state.



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INTERSTATE VS INTRASTATE



The new federal regulations only apply if you are traveling interstate (crossing into another state). Intrastate trips (where you remain in one state) are not affected by these federal regulations. Each state has its own intrastate regs. The info below is excerpted from a brochure on the PASPCSD website.

What is an Intrastate Commercial Motor Vehicle (CMV)?

You are operating an intrastate commercial motor vehicle if you have a vehicle that:

- Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight of 17,001 lbs. or more, whichever is greater **OR**
- Is designated or used to transport more than 8 passengers (driver included) for combination, **OR**
- Is designed or used to transport more than 15 passengers (driver included) and is not used to transport passengers for compensation **OR**
- Is used in transporting hazardous material in a quantity requiring placarding

AND is involved in intrastate commerce.

If you're operating a vehicle or combination just in PA and answered yes to any of the above then a USDOT number is required.

What is an Interstate Commercial Motor Vehicle?

You are operating a commercial motor vehicle if you have a vehicle that:

- Has a gross vehicle weight rating (GVWR) or gross combination weight rating, or gross vehicle weight or gross combination vehicle weight of 10,001 lbs. or more, whichever is greater, **OR**
- is designed or used to transport more than 8 passengers (driver included) for compensation, **OR**
- Is designed or used to transport more than 15 passengers (driver included) and is not used to transport passengers for compensation **OR**
- Is used in transporting hazardous material in quantity requiring placarding.

AND is involved in interstate commerce.

Trade, traffic, or transportation in the United States:

Between an place in a state and a place outside such state.

Between two places in a state through another state or place outside the United States.

If you're operating a vehicle or combination between states and answered yes to any of the above then a USDOT number is required.

PA STATE COMMERCIAL VEHICLE IDENTIFICATION

Intrastate operations occur when commercial vehicles transport goods or passengers from one point to another point within Pennsylvania. Vehicles primarily conducting intrastate operations are issued registration plates labeled as; "Bus," "Limousine," "Taxi," or "Truck" at the bottom.



HOW TO OBTAIN A USDOT NUMBER

Getting a USDOT Number is



Excerpted from PASP brochure

To register with the Federal Motor Carrier Safety Administration and obtain a USDOT number, visit the FMCSA website:

<http://www.fmcsa.dot.gov/>

Once obtained, the USDOT number and the legal name or single trade name of the motor carrier (business) must be displayed on both sides of every self-propelled CMV. For Example

**ACME DELIVERY LLC
USDOT 2345678**

If your vehicle meets the criteria for a USDOT number, other rules, regulations and laws may apply to the company, the vehicles, and all its drivers.

For more information about these rules and regulations, visit the PA State Police Commercial Vehicle Division website (link on PCHA website)

ELD What is it? Do I need one?

In its simplest form, an electronic logging device — or ELD — is a device used to electronically record a driver's Record of Duty Status (RODS), which replaces the paper logbook some drivers currently use to record their compliance with Hours of Service (HOS) requirements.

You need an ELD if you fall under the Commercial Driver rules (see CD article in this newsletter). The ELD rule is based on a series of previous rulemaking events, each building upon its predecessor. (That's one reason why it's so easy to be confused by what's available on the market right now.)

If requested by law enforcement, drivers must also be able to immediately present the required Automatic Onboard Recording Device (AOBRD, predecessor to ELD) display information for the previous seven days, plus the current day.

In today's truck and fleet applications, ELDs installed in Commercial motor vehicles can monitor and record a whole host of data about the vehicle and its driver that go beyond RODS — from Driver Vehicle Inspection Reports (DVIR) and IFTA automation to driver behavior reporting on speeding, idling, and hard braking.

Many systems integrate map and route solutions as well, which can help drivers navigate around construction and avoid high-traffic areas. ELD's reduce the hassle of keeping a paper log — something that e-log converts never want to return to

It's important to note that the FMCSA allows fleets that have installed AOBRDs at the time the final rule is enacted to continue to use those devices until late 2019.

Smartphones and tablets can also work – as long as they meet the FMCSA's requirements. In writing the ELD rule, the FMCSA is aware of the cost burden it could be putting on fleets. While it recognizes there's a net-benefit from the paperwork savings alone, it doesn't want to saddle drivers and fleets with trucking technology that isn't affordable. To address those ELD cost concerns, the FMCSA has provided that smartphones, tablets, and rugged handhelds can be used as long as the system as a whole meets ELD requirements, including a hardwired connection to the truck's engine (which is easier than it may sound!)

According to FMCSA's answer to technical FAQ #5, the ELD may be connected to the engine via a direct hardwire or wireless connection (ie: Bluetooth)

Compliance MUSTS for all devices/apps: (not all-inclusive, but this is what the FMCSA gives out)

- ◇ Separate accounts for drivers and administrative (non-driver) ELD users
- ◇ "integral synchronization" with engine control module, automatically records engine power status, vehicle motion status, etc
- ◇ Automatically records all driving time, at intervals of 60 minutes. Records date, time, location, engine hours, vehicle miles, driver identification.
- ◇ Records location with accuracy of one-mile radius during on-duty driving periods
- ◇ Reduces location accuracy to 10-mile radius when vehicle is used for authorized personal use
- ◇ ELD time is synchronized with UTC (coordinated universal time)
- ◇ Retains data for the current 24-hour period and the previous 7 consecutive days.
- ◇ Prevents tampering, no ability to alter or erase originally collected for driver ELD records
- ◇ Requires driver to review unidentified driver records & approve or indicate it wasn't him/her.
- ◇ Allows driver to obtain a copy of his/her ELD records on demand (print or electronic)
- ◇ Supports electronic data transfer via telematic type (wireless or email) or local transfer type (USB or Bluetooth)
- ◇ Displays all required standardized data to authorized safety officials on demand (onscreen or printout with daily header, duty status graph and detailed daily log, minimum 6 inches by 1.5 inches)
- ◇ Requires driver certification and annotate (explain) any edits to records made by driver or other ELD user (admin)
- ◇ Requires certification of driver records at end of each 24 hour period
- ◇ ELD provider furnishes user's manual, instructions for handling malfunctions and record-keeping during malfunctions, and instructions for transferring ELD hours of service records to safety officials (note: the manual is available in the online FMCSA approved devices list)
- ◇ Volume control or mute option for any audio feature

Hours of Service (HOS) related to ELD: You can only drive 10 hours in a 14 hour period, with a mandatory 30 minute rest break in the 10 hours driving (break exempted if hauling livestock or bees). For every 24 hours, there is a mandatory 10 hour rest break.

ELD Which ones are good? & Where do I get one?

Approved ELDs may be found just about anywhere you can shop: Amazon, Walmart, Best Buy, etc. A simple on-line search will find many sources, as well as reviews of the various devices. Reviews can be a little tricky, make sure you read them, since some pertain to large business use, and don't tell you what *you* want to know. The ELDs below have been researched for use by individuals and small companies, for simple ELD compliance.

CAUTION: Some companies are under the impression that newer models are automatically approved. We are awaiting a call back from the FMCSA to confirm or deny that status. In the interim, be sure not to purchase a device that is not on the approved list on the FMCSA website (link on PCHA website).

As of March 19, 2018, the below devices are rated among the top devices, and are on the approved list:

BIT ELD By Blue Ink Tech \$295 device, app free, NO monthly charges upgradeable plug & play
 Smartphone connection for Android/iOS OBDII, Adaptors available for 6 & 9 pin and a new one
 Cloud Storage bare bones, premium plan offers more options
 reviews show that you will love it or hate it. Support seems excellent, except a few reviews (be polite!)

eLog Compliant ELD By Garmin \$249.99 device, app free, NO monthly charge upgradeable plug & play
 Smartphone connection for Android/iOS 9 pin connection
 Local Storage on your phone
 reviews show that this can be unwieldy for some users

GO7 by Geotab No pricing info on the 7
 Smartphone connection for Android/iOS Compatible with OBDII port, adapter available
 Cloud storage engine diagnostics

****There is a Go8, but it is NOT yet on the approved list!****

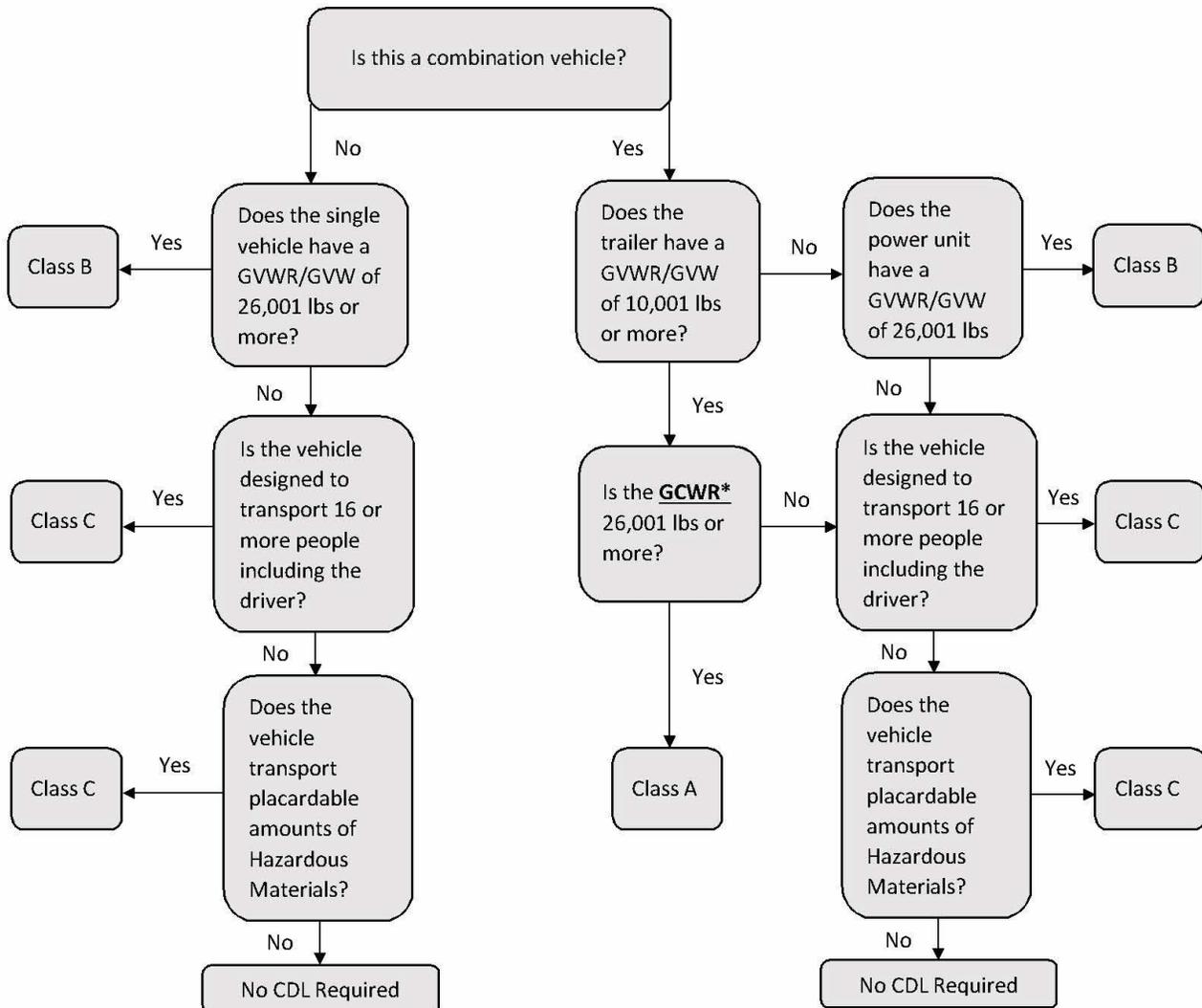
This handy chart was available by selecting ELDs to compare. One is self-contained, the other three connect via Bluetooth to your phone for viewing/management:

				
	DriveELD	EROAD Ehubo	Samsara	Blue Ink BIT ELD
Users Rating	★★★★★	★★★★★	★★★★☆	★★★★☆
Cost				
Up-front Cost	\$ 99*	\$ 0	\$ 99	\$ 295
Monthly Cost	\$ 0*	\$ 35	\$ 33	\$ 0
3-year Total Cost	\$ 297	\$ 1260	\$ 1287	\$ 295
Messaging	⊘	✓	✓	⊘
DVIR	✓	✓	✓	✓
Engine Info (MPG, fault codes, etc)	⊘	⊘	✓	⊘
Navigation	⊘	⊘	⊘	⊘
IFTA	⊘	✓	✓	⊘
Document Scanning	⊘	⊘	⊘	⊘
Driver can edit log	✓	✓	✓	✓
Time to Install	10 minutes	30 minutes	10 minutes	5 minutes

CDL: Do you need one?

We all dread the possibility of needing a CDL (Commercial Drivers License). It can be inconvenient to go through the process, and is definitely more expensive. Financial implications include insurance rates, as well as the increased licensing fees. This handy chart is found on the PA State Police website.

CDL FLOWCHART



***Gross combination weight rating (GCWR) is the greater of:**

- (1) A value specified by the manufacturer of the power unit, if such value is displayed on the Federal Motor Vehicle Safety Standard (FMVSS) certification label required by the National Highway Traffic Safety Administration, or
 - (2) The sum of the gross vehicle weight ratings (GVWRs) or the gross vehicle weights (GVWs) of the power unit and the towed unit(s), or any combination thereof, that produces the highest value.
- Exception: The GCWR of the power unit will not be used to define a commercial motor vehicle when the power unit is not towing another vehicle.



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GVWR

The information below is word-for-word from a brochure available on the PA State Police Commercial Vehicle Safety Division

What is a Gross Vehicle Weight Rating (GVWR)?

For a single vehicle, it is the value specified by the vehicle manufacturer as the maximum loaded weight of the vehicle.

For a combination of vehicles, it is the value specified by the manufacturer as the maximum loaded weight of the towing unit plus the GVWR of the towed unit or units.

Where do I find the GVWR?

The GVWR can be found in several places:

- Label on the inside of driver's door
 - In the engine compartment
 - In the owner's manual
 - On the front left side of a trailer
- In the example below, this vehicle has a GVWR of 19,500 pounds.



**See the April edition for comparison of
GVW, GVWR, GCW, and GCWR**

In This Issue:

Information on New Truck Hauling Regulations

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2017 Year End Standings

PCHA STANDINGS 2017				
OPEN				X SHOWN
GREAT CHIEF	JOEL COHEN	JOEL COHEN	\$ 2,241.89	6
SS BILLY BOON	ANDREW SUTLIFF	KARLENE SCHLEGEL	\$ 896.00	5
PEEK IFYA HAVETO	KENT STOUGH	RICHARD HOWELLS	\$ 881.74	4
\$25000 NOVICE HORSE				
MK SMOOTH TEXAS	ANDREW SUTLIFF	MICHELLE LAUGHLIN	\$ 478.08	3
PEDUALTOTHEMEDUAL	JOHN COSTA	JOANNE THAYER	\$ 318.72	4
\$5000 NOVICE HORSE				
MODIFIED CAT	KENT STOUGH	RICHARD HOWELLS	\$ 1,192.50	5
CHEX N SUGAR POPS	KENT STOUGH	DAVE PHILLIPS	\$ 863.21	6
TOUCHE N DUAL	ANDREW SUTLIFF	JENNIFER LYNCH	\$ 543.33	6
DUAL POWERED	CANDY MAHEU	RAY/CANDY MAHEU	\$ 154.20	3
NON PRO				
KASSIDY STOUGH	KATZIDY		\$ 2,399.37	6
MATTHEW MILLER	CATTY BO BADGER		\$ 1,690.66	4
ROBERT BAZIN	ROYAL BOONS SOLANO		\$ 1,442.09	6
JOEL COHEN	GREAT CHIEF		\$ 1,317.84	6
JACK WERNER	DASHER CAT		\$ 1,168.58	6
DAVE PHILLIPS	TARZAN BOON		\$ 1,044.27	6
AMARA HITTINGER	CD HEAVEN		\$ 634.08	4
GENE NAZZARO	JEWEL CAT		\$ 236.20	4
ERIC GOLDBERG	MR DOUBLEMAX		\$ 223.78	6
\$50000 AMATEUR				
ROBIN PHILLIPS	TARZAN BOON		\$ 1,065.67	6
ERIC POLANSKY	MISTER STANLEY		\$ 285.60	3
ERIC GOLDBERG	MR DOUBLEMAX		\$ 191.80	3
\$35000 NON PRO				
ROBIN PHILLIPS	TARZAN BOON		\$ 629.28	5
JOANNE THAYER	PEDUAL TO THE MEDUAL		\$ 253.92	5
\$15000 AMATEUR				
JOANNE THAYER	PEDUAL TO THE MEDUAL		\$ 276.00	5
\$2000 RIDER				
WILL THAYER	SPARKLINS COUGARKID		\$ 863.32	6
ALEXUS GARBER	STYLE N BLUE		\$ 592.30	4
CHARLES ARNOLD	LIL JEWEL BILL		\$ 163.94	3
JENNIFER LYNCH	TOUCHE N DUAL		\$ 121.44	5
MARISSA EVERETT	SS BILLY BOON		\$ 49.68	3
\$25000 NOVICE NON PRO				
CATTY BO BADGER	MATTHEW MILLER		\$ 1,021.00	4
DASHER CAT	JACK WERNER		\$ 745.30	4
\$5000 NOVICE NON PRO				
MISTER STANLEY	ERIC POLANSKY		\$ 1,751.04	4
PEPTOS FIRST MATE	DAVID PHILLIPS		\$ 1,230.71	6
CAT BO LOU	MARTY MILLER		\$ 1,088.45	4
IM JUSTA PUDDY CAT	BOB BAZIN		\$ 542.28	6
MODIFIED CAT	RICHARD HOWELLS		\$ 179.04	4
YOUTH				
ALEXUS GARBER	STYLE N BLUE		\$ 202.40	4
WILL THAYER	SPARKLINS COUGARKID		\$ 165.60	6
MORGAN MILLER	LIL JEWEL BILL		\$ 92.00	4
ANDREW MAYER	SANTA CRUZ SANDMAN		\$ 55.20	6
HAILEY GOODWIN	LENAS BO BADGER		\$ 36.80	1
ANY QUESTIONS CONCERNING THESE STANDINGS CONTACT KARLENE 610-703-1693				
REMEMBER TO QUALIFY YOU MUST SHOW IN 40% OF THE CLASSES OFFERED (3 CLASSES), ALSO				
MUST HAVE BEEN A MEMBER AND NOMINATED PRIOR TO THE SHOW FOR YOUR EARNINGS TO COUNT				



PCHA

Pennsylvania Cutting Horse Association

2018
Membership &
Nomination
Application

To help ensure we have accurate information, please complete the entire contact section.

Name:				Date:	
Address:					
Primary Phone:			Alt. Phone:		
Email:					

Membership Applications \$25 per adult \$15 per youth*

NCHA # Adult 1		NCHA # Youth 1	
NCHA # Adult 2		NCHA # Youth 2	

All nominations include rider and all horses shown by PCHA member. Award recipients must participate in 40% of the PCHA approved classes. The rider and owner of any horse must be a PCHA member for points to count for year end awards. Only money won after paid nominations will count toward year-end awards.

NOTE: Youth are required to be PCHA members for points to count towards year-end awards, but the owners of horses they ride may be non-members.

Nominations \$75 per adult \$25 per youth

Adult 1:		Youth 1:	
Adult 2:		Youth 2:	
Adult 3:		Youth 3:	

My signature below confirms above membership information, nominations for year-end awards, and my donation to the PCHA.

Signature: _____

Please send completed forms to Karla Maynes:
karla@buckscountysaddlery.com
or PO Box 917, Buckingham, PA 18912

Qty	MEMBERSHIP:	Amt
	Adult(s) @ \$25 each	\$
	Youth(s) @ \$15 each	\$
	NOMINATIONS	
	Adult(s) @ \$75 each:	\$
	Youth(s) @ \$25 each:	\$
	Donation to PCHA:	\$
	Total Enclosed:	\$

Thank You!

Office Use Only:	Payment received: ___ On Settlement ___ Cash ___ Credit Card ___ Check # _____
	Received by: _____ Date: _____