



Minnesota Trucking Driving Championships Basic Rules and Regulations

CELL PHONES

Cell phones and/or smart watches will NOT be allowed when a driver is actively competing: Written Exam, Pre-Trip Inspection, or on the Driving Course.

TIMING

1. Time starts when the front of the vehicle crosses the starting line and ends when the contestant stops at the end of the course and sounds his/her horn. The time limit is 8 minutes for the straight truck and step van classes and 10 minutes for all tractor semi-trailer classes.
2. A contestant exceeding the time limit is allowed an additional two minutes of overtime to complete his/her run on the Field Test Course. The contestant will be given demerits progressively for each 15 seconds of the first minute of overtime up to a maximum of 50 points. At the end of the second minute of overtime, the timekeeper shall stop the contestant's scoring, and the contestant may be advised verbally to remove the vehicle from the course. Specific directions to accomplish this shall be given if necessary.
3. If the contestant runs out of time, he/she will retain the score earned for problems completed prior to the end of the overtime period.
4. The timekeeper shall follow the contestant being timed throughout the course for the following reasons:
 - a. To promptly flag the contestant off of the course if necessary.
 - b. To stop the contestant's time if he/she catches up to a contestant ahead on the field test course. (In this instance, the second contestant shall be stopped in a safe place to wait until the course is clear. This will be considered a time-out without any penalty.)
 - c. To stop the contestant's time in case of vehicle malfunction. (The contestant will sound the horn continuously in this situation until the timekeeper has acknowledged the time-out request).

- d. To record if the contestant has fastened the seat belt, at start and/or at finish.

DRIVING RULES

1. Driver must maintain a normal driving position behind the wheel while in a continuous forward movement.
2. A penalty will be assessed for stopping during a continuous motion problem.
3. A penalty will be assessed for stopping more than once on a one stop problem.
4. No penalty will be assessed for stops required to permit a change of direction in accordance with the operating procedures of specific problems.
5. No penalty will be assessed for a "second stop" made by a contestant to resume the prescribed direction of travel in a problem after repositioning.
6. Contestants are required to fasten safety belts at all times during the driving and skills test. Judges at the start line and stop line (as well as problem judges) will be checking all contestants to ensure they are wearing their safety belt. Instructions on use of safety belts will be given to contestants during the mandatory course review. The contestants will incur a 25 point demerit for failing to wear their safety belt during the driving skills test.
7. Contestant must use the three-point mount and dismount method when entering and exiting vehicle. The contestants will incur a 25 point demerit for failing to do so.

SIGNALS

1. One long whistle blast means stop and two short whistle blasts means proceed.
2. The judge shall blow one long whistle blast if the contestant is causing damage to the vehicle(s) being driven or to any part of the structure of the field test site (excluding course fixtures). The contestant shall be held stationary and a member of the Committee shall be summoned.
3. The judges shall blow one long whistle blast for each instance of touching a boundary line or striking a course fixture. The driver is required to stop and reposition the unit as necessary to get back within the confines of the course. The contestants will incur a 15 point demerit for each such instance (10 for the hit and 5 for the reposition).
4. Judges must be ready to give the stop signal when a contestant hits a course fixture or touches a boundary line. Judges should wait until the contestant hits before giving the whistle signal.

5. In the event that a contestant is required to leave a problem for any other reason, the appropriate official shall give one long whistle blast as a stop signal, followed immediately by two short whistle blasts to notify the contestant that he/she shall leave the problem. Judges should be prepared to go to the contestant and verbally confirm instruction to leave if necessary.
6. The contestant will give one long blast on the horn if he/she is having difficulties with the vehicle such as engine not running properly, inability to shift gears, mechanical defects, etc.
7. When a contestant must stop at a problem to be measured for a score, the contestant shall blow two short horn blasts to indicate readiness for measurement. When the measurement is completed, the judge shall blow two short whistle blasts to notify the contestant he/she is free to leave. If the contestant leaves before receiving the proper signal, the contestant will receive a zero score.

DEFINITIONS

1. **One Stop Problem** – The contestant is allowed only one stop at the measuring point. Wherever the contestant's vehicle stops, its position shall be measured and scored appropriately. If the contestant stops then moves the vehicle or allows it to move, before measurement, in any direction, the contestant shall receive a zero score.
2. **Continuous Motion Problem** – The contestant is to negotiate the problem without stopping unless a judge instructs driver to stop with one long whistle blast. If the contestant stops on their own without the judge's authority, then the contestant is penalized 25 points for the stop.
3. **Change of Direction Problem** – In certain problems, one or more changes of direction may be required for successful completion. Each such authorized change of direction, and the portion of the problem in which it is permitted, shall be explained as appropriate for the problem. For any other change of direction, a 5-point penalty shall be assessed.
4. **Free Pull-up or Reposition** – In certain problems, one or more pull-ups may be permitted without penalty. The circumstances under which a free pull-up may be taken shall be covered in the explanation of the problem.
5. **Authorized Intermittent Stop** – In certain problems, usually during backing, the contestant may be permitted to make brief stops, without penalty, so long as the contestant does not change direction. This shall be explained as appropriate to the problem, during the walk-thru.

6. **Normal Driving Position** – The contestant is required to maintain a normal driving position, which means the body must remain on the seat and within the confines of the steering wheel while negotiating the field test course and vehicle doors must be closed when in forward motion. While BACKING the contestant is permitted to open the left hand door and the contestant may lean out of the cab as far as he/she desires provided that he/she remains seated, keeps both feet in the cab and one hand on the steering wheel and the seat belt on. During the RIGHT TURN problem, it is permissible for the driver to place the right hand on the passenger seat and look out the rear window provided the driver remains seated. For each instance of failure to follow these instructions, a penalty of 25 points shall be assessed. In the event, that the open door or the contestant's body strikes any of the fixtures of the field test course, 15 points shall be assessed for each instance (10 for the hit and 5 for the reposition).

7. **Out of Bounds** – When any tire touches a boundary line or any part of the vehicle makes contact with a course fixture marking a boundary, the contestant shall be considered out of bounds and be required to stop and reposition the vehicle within the confines of the problem or course, EXCEPT on NON-STOP and ONE STOP problems. **When a contestant must change direction to reposition, the vehicle may be moved as far as the driver deems necessary so long as the vehicle does not again go out of bounds.

** NON-STOP and ONE STOP problems the contestant SHALL NOT be stopped, however shall receive a zero for going out of bounds.

8. **Apex** – That point where two streets meet. Usually used as the curb line to form a 90-degree angle for a right or left turn.

9. **Scoring Zone** – Where the measurement fixtures are placed to determine score.

10. **Course Fixture** – Items used on course(s) such as barrel, barricades, cones, etc.

11. **Course Boundary** – The extreme perimeter of the course.

12. **Problem Boundary** – The space allotted for the problem as explained during the walk-through or orientation

13. **Penalty Points** – Points that are deducted from problem score. Failure to follow instruction penalties are deducted from the score of the problem at which they occur with the exception of the seat belt violation which is deducted from overall score.