RoadReadyMed

DOT Medical Clearance Request

Spontaneous Pneumothorax

In accordance with Federal Motor Carrier Safety Administration (FMCSA) guidelines, we respectfully request your professional opinion regarding this driver's ability to safely operate a commercial vehicle given their history of **Spontaneous Pneumothorax**. The medical examiner requires specialist documentation prior to making a certification determination.

PATIENT NAME	DATE OF BIRTH

FMCSA Guidelines — Spontaneous Pneumothorax

Note: Per the 2024 FMCSA Handbook, spontaneous pneumothorax is evaluated based on recurrence risk and residual pulmonary function. Primary spontaneous pneumothorax (PSP) in a tall, young male carries a recurrence rate of approximately 30%. Secondary spontaneous pneumothorax (SSP) carries a higher recurrence risk due to underlying pulmonary disease. The medical examiner must determine whether the driver is at acceptable risk for recurrence during CMV operation.

For certification, please confirm:

- Confirmed classification: primary (PSP) or secondary (SSP); date of most recent pneumothorax event and side affected
- Treatment received: observation, aspiration, chest tube, pleurodesis, or surgical intervention (VATS/thoracotomy) — specify which and date
- For surgical or pleurodesis treatment: minimum 4-week post-procedure recovery completed with full lung re-expansion confirmed on chest imaging
- Most recent chest X-ray or CT confirming complete lung re-expansion with no residual pneumothorax, blebs, or bullae requiring further intervention
- For SSP: underlying pulmonary condition (e.g., COPD, ILD, cystic fibrosis) is documented and separately addressed per applicable FMCSA respiratory standards
- Current spirometry results — FVC and FEV1 meeting FMCSA minimum respiratory thresholds (FVC ≥60% predicted, FEV1 ≥65% predicted)

The following are disqualifying:

- Untreated or incompletely resolved pneumothorax — any residual pneumothorax on most recent chest imaging
- Second or subsequent ipsilateral spontaneous pneumothorax without surgical or definitive pleurodesis treatment
- Contralateral pneumothorax history with **bilateral recurrence risk** in the absence of bilateral surgical treatment
- Underlying secondary cause (SSP etiology) that is independently disqualifying under FMCSA respiratory standards
- Post-procedure recovery period not yet completed — minimum 4 weeks required following thoracic surgery or pleurodesis

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Commercial Driver Physical Demands

Commercial motor vehicle operation places substantial physical demands on drivers that extend well beyond the act of driving. Drivers are routinely required to load and unload cargo, couple and uncouple trailers requiring full range of motion to climb, grip, and pull, lift and install tire chains weighing between 35 and 90 pounds, and tarp open trailers requiring lifting motions of 50 to 100 pounds — often after extended periods of sitting without a stretching period. In addition to these labor demands, drivers must maintain sustained perceptual alertness, control an oversized steering wheel, operate manual transmissions, maneuver large vehicles in confined spaces, and safely enter and exit the cab, which is physically comparable to climbing a ladder. These combined physical and cognitive demands should be carefully considered when determining this driver's fitness for commercial driving duties.

Provider Certification

- ☐ **CLEARED** — The driver meets the above requirements and in my clinical opinion is medically cleared to safely operate a commercial motor vehicle.
- ☐ **NOT CLEARED** — The driver does not meet the above requirements and in my clinical opinion cannot safely operate a commercial motor vehicle at this time.
- ☐ **CLEARED WITH DISCRETION** — The driver does not meet one or more guidelines; however, in my clinical opinion the driver is safe to operate a commercial motor vehicle for the following reason(s):

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PROVIDER NAME (PRINT)	SPECIALTY / TITLE	DATE
PROVIDER SIGNATURE	ADDRESS (CITY, STATE, ZIP)	PHONE / FAX

This form must be completed and signed prior to the scheduled examination date. A physician office stamp is strongly recommended to validate the authenticity of this document. Incomplete or unstamped forms may delay the certification process. Thank you for your cooperation in supporting the safe operation of commercial motor vehicles on our nation's roadways. **RoadReadyMed.com**