



DOT Medical Clearance Request

Pulmonary Valve Stenosis (PVS)

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 **Pulmonary Valve Stenosis (PVS)**. The medical examiner will use your clinical input to determine whether this driver's condition and treatment are unlikely to interfere with the ability to safely operate a commercial motor vehicle.

PATIENT NAME	DATE OF BIRTH

FMCSA Guidelines — Pulmonary Valve Stenosis (PVS)

Note: Per the 2024 FMCSA Handbook, pulmonary valve stenosis is usually a well-tolerated condition with gradual progression. However, sudden death may occur if stenosis is severe. The medical examiner will assess the nature and severity of the condition to determine whether the driver meets the cardiovascular standard.

For certification, please confirm:

- **Severity classification:** mild, moderate, or severe based on peak gradient and valve area on echocardiogram
- Driver is currently asymptomatic — no exertional dyspnea, syncope, chest pain, or fatigue
- Right ventricular function is normal or preserved with no right ventricular hypertrophy or dilatation sufficient to impair cardiac output
- Treatment has been shown to be adequate, effective, safe, and stable
- If post-balloon valvuloplasty or surgical repair: minimum 3-month waiting period completed, asymptomatic, and no residual obstruction requiring re-intervention

The following are disqualifying:

- Any symptoms likely to cause syncope, dyspnea, or collapse
- Severe pulmonary valve stenosis — peak gradient **greater than 80 mmHg** regardless of symptoms
- Significant right ventricular hypertrophy, dilatation, or dysfunction
- Moderate PVS with peak gradient **greater than 50 mmHg** and exertional symptoms or RV dysfunction
- Associated congenital cardiac defects that are independently disqualifying

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.



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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):

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](https://www.RoadReadyMed.com)