



DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2020-0191]

Parts and Accessories Necessary for Safe Operation; Application for Exemption Renewal from Loomis Armored US, LLC

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of final disposition; grant of application for renewal of exemption.

SUMMARY: FMCSA announces its decision to grant an exemption renewal to Loomis Armored US, LLC (USDOT 252201) (Loomis) to allow the company to continue operating armored vehicles with welded-shut cab doors and the addition of two doors behind the cab. FMCSA has analyzed the exemption renewal application and the public comments and determined that the exemption, subject to the terms and conditions set forth below, is likely to achieve a level of safety that is equivalent to, or greater than the level that would be achieved absent such exemption.

DATES: The exemption is effective October 14, 2026 and expires October 13, 2031.

FOR FURTHER INFORMATION CONTACT: Mr. Jose Moreno, Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety, FMCSA; by e-mail at MCPSV@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2020-0191/document> and choose the document to review. To view comments, click this notice, then click “Document Comments.” If you do not have access to the internet, you may view the docket online by

visiting Dockets Operations in the DOT West Building, 1200 New Jersey Avenue SE, W58-213, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from the Federal Motor Carrier Safety Regulations (FMCSRs). FMCSA must publish a notice of each exemption request in the Federal Register (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including the applicant's safety analysis. The Agency must provide an opportunity for public comment on the request.

The Agency reviews the application, safety analyses, and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved absent such exemption, pursuant to the standard set forth in 49 U.S.C. 31315(b)(1). The Agency must publish its decision in the Federal Register (49 CFR 381.315(b)). If granted, the notice will identify the regulatory provision(s) from which the exempted party will be exempt, the effective period, and all terms and conditions of the exemption (49 CFR 381.315(c)(1)). If the exemption is denied, the notice will explain the reason for the denial (49 CFR 381.315(c)(2)). The exemption may be renewed (49 CFR 381.300(b)).

III. Background

Current Regulatory Requirements

Section 393.203(a) of the FMCSRs requires that (1) cab compartment doors or door parts used as an entrance or exit shall not be missing or broken; (2) doors shall not sag so that they cannot be properly opened or closed; and (3) no door shall be wired shut or otherwise secured in the closed position so that it cannot be readily opened. Section

393.203(a) includes an exception when the vehicle is loaded with pipe or bar stock that blocks the door and the cab has a roof exit.

Applicant's Request

On October 18, 2021, FMCSA granted Loomis a 5-year exemption to allow the company to operate armored vehicles with welded-shut cab doors and the addition of two doors behind the cab. Loomis's application for renewal of exemption was described in detail in a Federal Register notice published on April 2, 2026 (91 FR 16808) and will not be repeated as the facts have not changed.

IV. Public Comments

The Agency received 2 comments, one supporting and one opposing renewal of the exemption.

Apex Transportation, Inc. commented, "This exemption should be renewed."

AWM Associates stated that FMCSA should deny the exemption because Loomis did not clarify that the vehicles in question are involved in interstate commerce and therefore subject to the FMCSRs. AWM Associates questioned whether the vehicles meet the glazing requirements in 49 CFR 393.60 and noted the vehicles may not meet applicable State requirements. AWM Associates suggested that FMCSA explicitly state that the exemption only applies to vehicles engaged in interstate commerce and does not apply to vehicles operating in intrastate commerce. Finally, AWM attached a summary of vehicle violations of 49 CFR parts 393 and 396 from Loomis's inspection history.

V. FMCSA Decision

FMCSA has evaluated Loomis's application and the comments received. The Agency believes that granting the exemption renewal to allow Loomis to weld shut the cab doors and add two new doors behind the cab is likely to achieve a level of safety that is equivalent to, or greater than, the level of safety that would be achieved absent such exemption.

In response to the comment from AWM Associates, Loomis is registered with FMCSA as an interstate motor carrier and stated in its initial application that it operates nationwide, which is sufficient to establish the interstate nature of its operations. FMCSA notes that its exemption decisions include preemption language stating that “States may, but are not required to, adopt the same exemption with respect to operations in intrastate commerce.” FMCSA reviewed the violation data attached to AWM’s comment and determined that none of the violations related to the exemption. In addition, AWM’s questions about whether Loomis’s vehicles meet glazing and other State requirements are outside the scope of the exemption application.

By welding the original driver and passenger cab doors and relocating the entry point to the vehicle through two high-security biometric enabled doors behind the cab and an emergency escape hatch, Loomis has reduced the possibility of unauthorized persons entering the vehicle. Loomis personnel are trained in the use of armored vehicle systems, including the use of the new doors and their operation in the event of a rollover. The new doors are also equipped with an override system in case of a loss of power which can only be accessed by personnel from the inside.

Since granting the original 5-year exemption in October 2021, FMCSA has not become aware of any safety concerns involving the armored vehicles operating under the exemption.

VI. Exemption

A. Applicability of Exemption

The Agency hereby grants the exemption from 49 CFR 393.203(a) for a renewed 5-year period, beginning October 14, 2026 and ending October 13, 2031. During the exemption period, Loomis armored vehicles may weld shut the original equipment manufacturer doors given the addition of the emergency escape hatch to the rear of the driver’s seat, and the messenger exterior door to the rear of the front passenger’s seat.

Specifically, the exemption allows Loomis to weld shut the cab doors and install two new high security doors behind the cab.

B. Terms and Conditions

1. This exemption is limited to commercial motor vehicles operated by Loomis and does not apply to any other operators of armored vehicles.

2. Loomis may weld shut the cab doors and add two new doors behind the cab of its armored vehicles. No further vehicle modifications are covered under this exemption.

3. Loomis must comply with all other applicable Federal Motor Carrier Safety Regulations (49 CFR parts 350–399).

C. Preemption

In accordance with 49 U.S.C. 31315(d), as implemented by 49 CFR 381.600, during the period this exemption is in effect, no State shall enforce any law or regulation applicable to interstate commerce that conflicts with or is inconsistent with this exemption with respect to a firm or person operating under the exemption. States may, but are not required to, adopt the same exemption with respect to operations in intrastate commerce.

VII. Termination

The exemption will be revoked if: (1) Loomis fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of Title 49, chapter 313 or section 31136.

Derek D. Barrs,
Administrator.

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