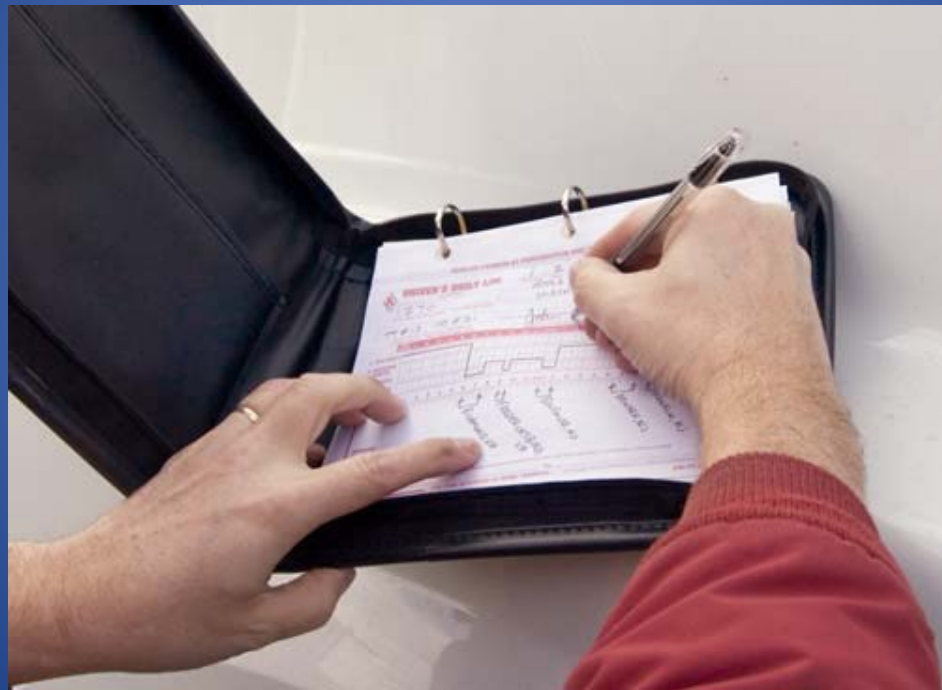


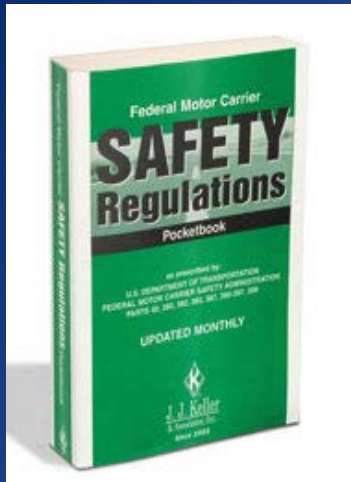
Hours of Service Training

CFR49

Part 395

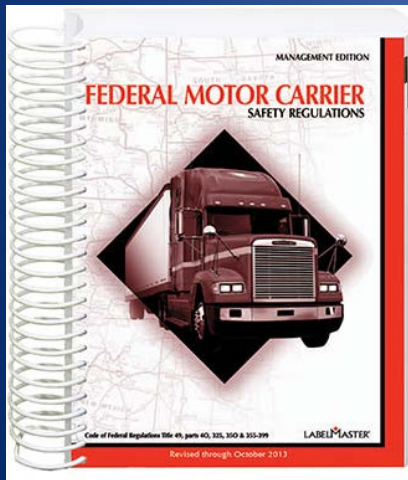


Presented by
Joseph A. Zito



F M C S A
Federal Motor Carrier Safety Administration

www.fmcsa.dot.gov





View Regulations, Rules, & Notices

Regulations

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Federal Register Notices

Enforcement

Adjudication Decisions

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Topics

Medical

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Hazardous Materials

Hours of Service

ADA Guidelines for Over-the-Road Bus Companies

Cargo Securement

U.S. DOT Eliminates Burdensome Paperwork for Trucking Industry

This final rule saves the trucking industry \$1.7 billion annually.



DRIVERS



Information and requirements for truck and bus drivers

CARRIERS



Information resources for carrier companies operating in the U.S.

CONSUMERS



Tools and resources for passengers and consumers.

TRUCK

BUS

CONSUMER PROTECTION

Get a DOT number

Driver Medical Requirements

Hours of Service for Truck Drivers (Updated)

SEARCH USDOT # OR COMPANY NAME ?

TOP REQUESTED LINKS




Part 395

HOURS OF SERVICE OF DRIVERS



Section [Guidance](#)

§ 395.1: Scope of rules in this part.

- (a) General. (1) The rules in this part apply to all motor carriers and drivers, except as provided in paragraphs (b) through (r) of this section.
- (2) The exceptions from Federal requirements contained in paragraphs (l) and (m) of this section do not preempt State laws and regulations governing the safe operation of commercial motor vehicles.
- (b) Driving conditions—(1) Adverse driving conditions. Except as provided in paragraph (h)(2) of this section, a driver who encounters adverse driving conditions, as defined in § 395.2, and cannot, because of those conditions, safely **COMPLETE**  the run within the maximum driving time permitted by §§ 395.3(a) or 395.5(a) may drive and be permitted or required to drive a commercial motor vehicle for not more than 2 additional hours beyond the maximum time allowed under §§ 395.3(a) or 395.5(a) to **COMPLETE**  that run or to reach a place offering safety for the occupants of the commercial motor vehicle and **SECURITY**  for the commercial motor vehicle and its cargo.
- (2) Emergency conditions. In case of any emergency, a driver may complete his/her run without being in violation of the provisions of the regulations in this part, if such run reasonably could have been completed absent the emergency.
- (c) Driver-salesperson. The provisions of § 395.3(b) shall not apply to any driver-salesperson whose total driving time does not exceed 40 hours in any period of 7 consecutive days.
- (d) Oilfield operations. (1) In the instance of drivers of commercial motor vehicles used exclusively in the transportation of oilfield equipment, including the stringing and picking up of pipe used in pipelines, and servicing of the field operations of the natural gas and oil industry, any period of 8 consecutive days may end with the beginning of any off-duty period of 24 or more successive hours.
- (2) In the case of specially trained drivers of commercial motor vehicles that are specially constructed to service oil wells, on-duty time shall not include waiting time at a natural gas or oil well site. Such waiting time shall be recorded as “off duty” for purposes of §§ 395.8 and 395.15, with remarks or annotations to

§ 395.1
Scope of rules in this part.

§ 395.2
Definitions.

§ 395.3
Maximum driving time for property-carrying vehicles.

§ 395.5
Maximum driving time for passenger-carrying vehicles.

§ 395.7
[RESERVED]

§ 395.8



§ 395.1

Scope of rules in this part.

§ 395.2

Definitions.

§ 395.3

Maximum driving time for property-carrying vehicles.

§ 395.5

Maximum driving time for passenger-carrying vehicles.

§ 395.7

[RESERVED]

§ 395.8

Guidance:

The “mandatory information” referred to is the time records specified by §395.1(e)(5) which must show: (1) the time the driver reports for duty each day; (2) the total number of hours the driver is on duty each day; (3) the time the driver is released from duty each day; and (4) the total time for the preceding 7 days in accordance with §395.8(j)(2) for drivers used for the first time or intermittently.

Using the RODS to comply with §395.1(e)(5) is not prohibited as long as the RODS contains driver identification, the date, the time the driver began work, the time the driver ended work, and the total hours on duty.

Question 18: Must the driver’s name and each date worked appear on the time record prepared to comply with §395.1(e), 100-air-mile radius driver?

Guidance: Yes. The driver’s name or other identification and date worked must be shown on the time record.

Question 19: May drivers who work split shifts take advantage of the 100-air-mile radius exemption found at §395.1(e)?

Guidance: Yes. Drivers who work split shifts may take advantage of the 100-air-mile radius exemption if: 1. The drivers operate within a 100-air-mile radius of their normal work-reporting locations; 2. The drivers return to their work-reporting locations and are released from work at the end of each shift and each shift is less than 12 consecutive hours; 3. The drivers are off-duty for more than 8 consecutive hours before reporting for their first shift of the day and spend less than 12 hours, in the aggregate, on-duty each day; 4. The drivers do not exceed a total of 10 hours driving time and are **AFFORDED** 8 or more consecutive hours off-duty prior to their first shift of the day; and 5. The employing motor carriers maintain and retain the time records required by 395.1(e)(5) .

Question 20: May a driver who is taking advantage of the 100-air-mile radius exemption in §395.1(e) be intermittently off-duty during the period away from the work-reporting location?

Guidance: Yes, a driver may be intermittently off-duty during the period away from the work-reporting location provided the driver meets all requirements for being off-duty. If the driver’s period away from the work-reporting location includes periods of off-duty time, the time record must show both total on-duty time and total off-duty time during his/her tour of duty. In any event, the driver must return to the work-



Who must comply?



INTERSTATE COMMERCE

Who must comply?



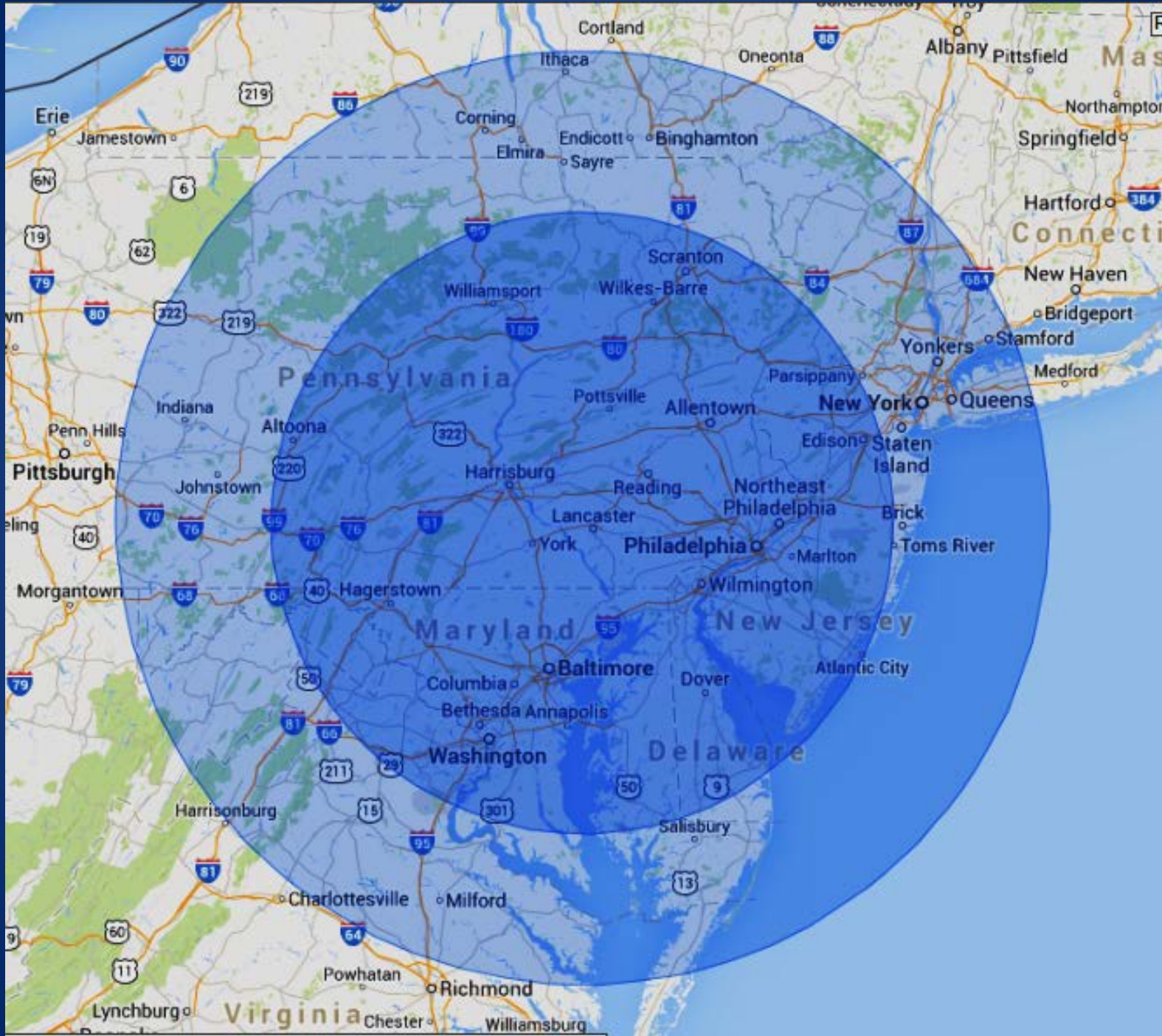
INTRASTATE COMMERCE

Who must comply?

- In general it is a driver of a truck, or truck-tractor with a trailer, that:
- Is involved in interstate commerce and weighs (including any load) 10,001 pounds or more.
- Is involved in interstate commerce and has a gross vehicle weight rating or gross combination weight rating of 10,001 pounds or more.
- Is involved in interstate or intrastate commerce and is transporting hazardous materials in a quantity requiring placards.

Air Mile Exemptions (start/stop same location)

- 100 Air Mile
- CDL Vehicle
- 12 hour day
- Log needed
 - After 12 hours
 - Overnight stay
 - Travel outside 100 air mile radius
- 10 hours off duty resets
- 150 Air Mile
- Non CDL Vehicle
- 5 - 14 hour days
- 2 - 16 hour days
- Never need a log book unless
 - Overnight stay
 - Travel outside 150 air mile radius
- 10 hours off duty resets



Property-Carrying HOS Rules

Duty Status Categories

Off Duty

Sleeper
Berth

Driving

On
Duty, Not
Driving

On Duty Time

- On-duty time means all time from the time a driver begins to work or is required to be in readiness to work until the time the driver is relieved from work and all responsibility for performing work. On-duty time shall include:
 - (1) All time at a plant, terminal, facility, or other property of a motor carrier or shipper, or on any public property, waiting to be dispatched, unless the driver has been relieved from duty by the motor carrier;
 - (2) All time inspecting, servicing, or conditioning any commercial motor vehicle at any time;
 - (3) All driving time as defined in the term driving time;
 - (4) All time in or on a commercial motor vehicle, other than:
 - (i) Time spent resting in or on a parked vehicle, except as otherwise provided in §397.5 of this subchapter;
 - (ii) Time spent resting in a sleeper berth; or
 - (iii) Up to 2 hours riding in the passenger seat of a property-carrying vehicle moving on the highway immediately before or after a period of at least 8 consecutive hours in the sleeper berth;

On Duty Time

- (5) All time loading or unloading a commercial motor vehicle, supervising, or assisting in the loading or unloading, attending a commercial motor vehicle being loaded or unloaded, remaining in readiness to operate the commercial motor vehicle, or in giving or receiving receipts for shipments loaded or unloaded;
- (6) All time repairing, obtaining assistance, or remaining in attendance upon a disabled commercial motor vehicle;
- (7) All time spent providing a breath sample or urine specimen, including travel time to and from the collection site, to comply with the random, reasonable suspicion, post-crash, or follow-up testing required by [part 382](#) of this subchapter when directed by a motor carrier;
- (8) Performing any other work in the capacity, employ, or service of, a motor carrier; and
- (9) Performing any compensated work for a person who is not a motor carrier.

What are the HOS limits?

Property-Carrying

- 11 Hour Rule: 395.3(a)(3)
- 14 Hour Rule: 395.3(a)(2)
- 30 Minute Rest Break: 395.3(a)(3)(ii)
- 60 Hour Rule/70 Hour Rule: 395.3(b)(1) and (b)(2)

Knowledge Check

Identify the Duty Status Category	Answer
Broken down on the highway awaiting help.	
Supervising loading of trailer.	
Sleeping in the sleeper berth.	
On vacation.	
Doing a pre-trip inspection on the CMV	
Driving to work (in general).	
Stopped at a weigh station for a vehicle inspection.	
Time spent at the scene of an accident collecting necessary information.	
Driving a truck-tractor across town to pick up a trailer.	
Working part-time for a non-motor carrier.	

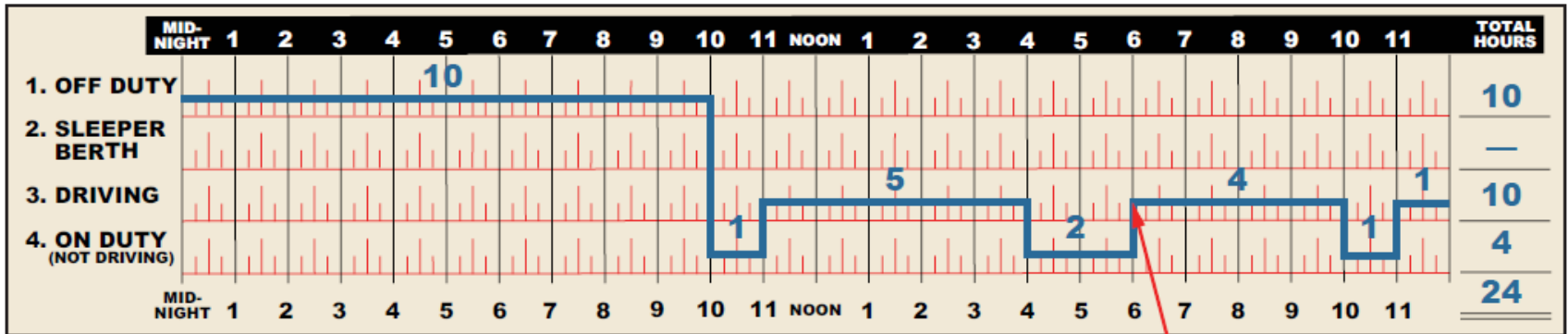


30 Minute Rest Break (MRB)

- Driving is not permitted if more than 8 hours have passed since the end of the driver's last off-duty or sleeper-berth period of at least 30 minutes
- Applies to property-carrying drivers only

30 Minute Rest Break - Violation

Day 1



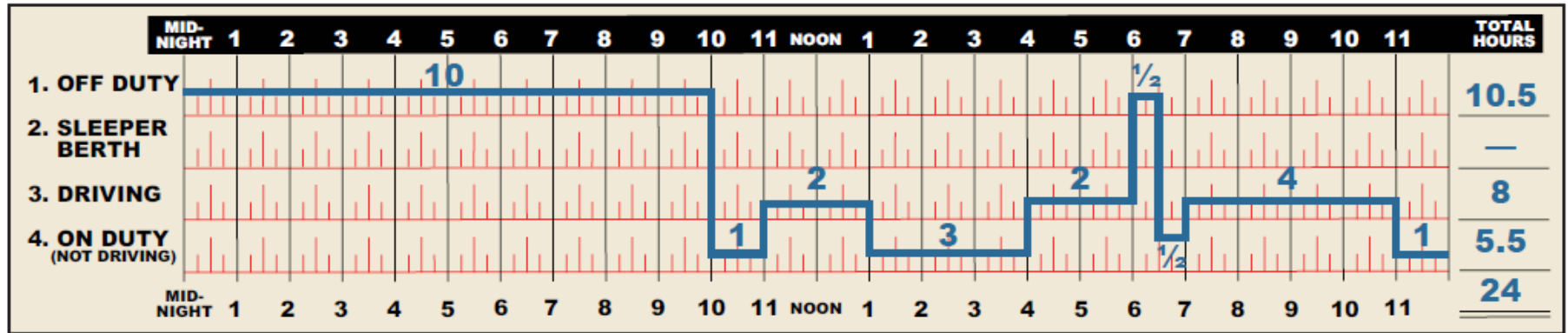
VIOLATION
30-minute break provision

Day 2

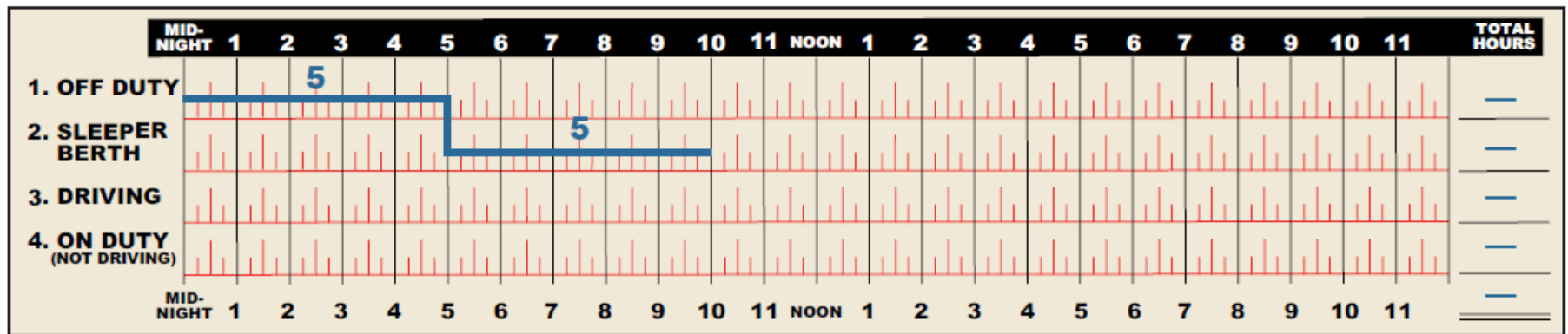


30 Minute Rest Break – No Violation

Day 1



Day 2



August 2, 2013

- The Federal Appeals Court ruled on Friday August 2, 2013 on the petitions challenging the July 1, 2013 hours of service regulations. The court decided to vacate the application of that rule for short-haul drivers, stating that the Federal Motor Carrier Safety Administration failed to justify it. The Court allowed all the other July 1, 2013 regulations to stand.
- The Court stated - "The Final Rule contains not one word justifying the agency's (FMCSA) decision to apply the new requirement to the unique context of short-haul operations."
- Effective immediately, drivers which operate under the "short-haul" regulations are NOT REQUIRED to take the half hour break within the first 8 hours of coming on duty.

14 hour rule

(6am -----8pm)

- Can not drive after being on duty 14 hours
- Can WORK after being on duty 14 hours
- Can drive a NON CMV after being on duty 14 hours
- You need 10 hours off duty to reset the 14 hour clock

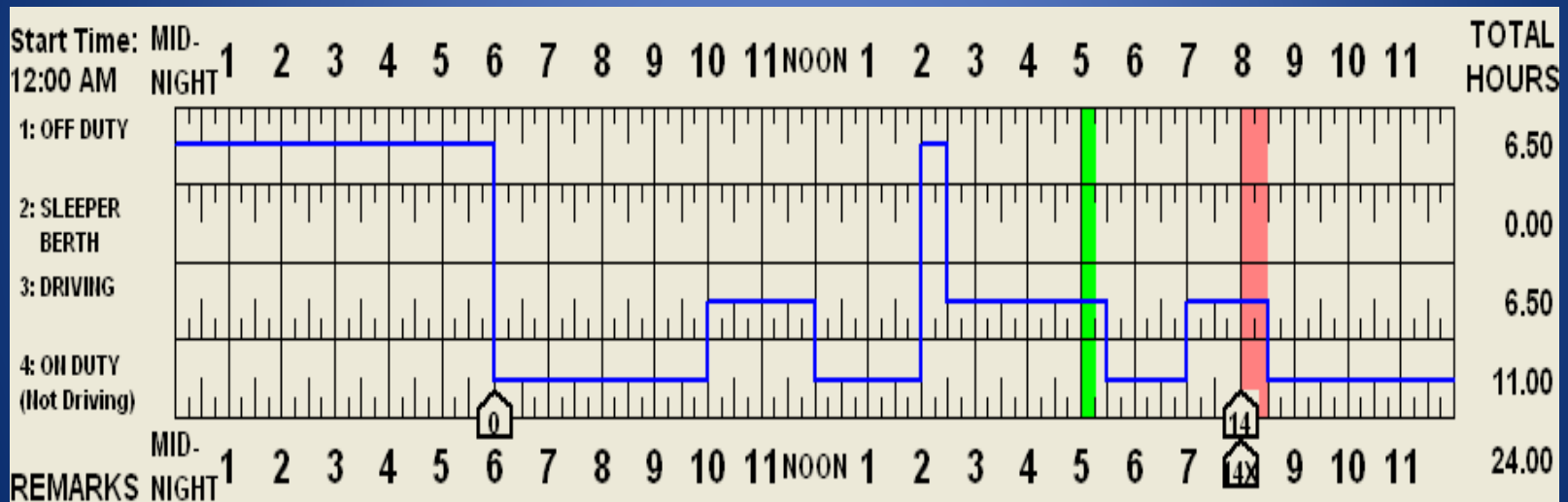
11 hour rule

(6am-----8pm)

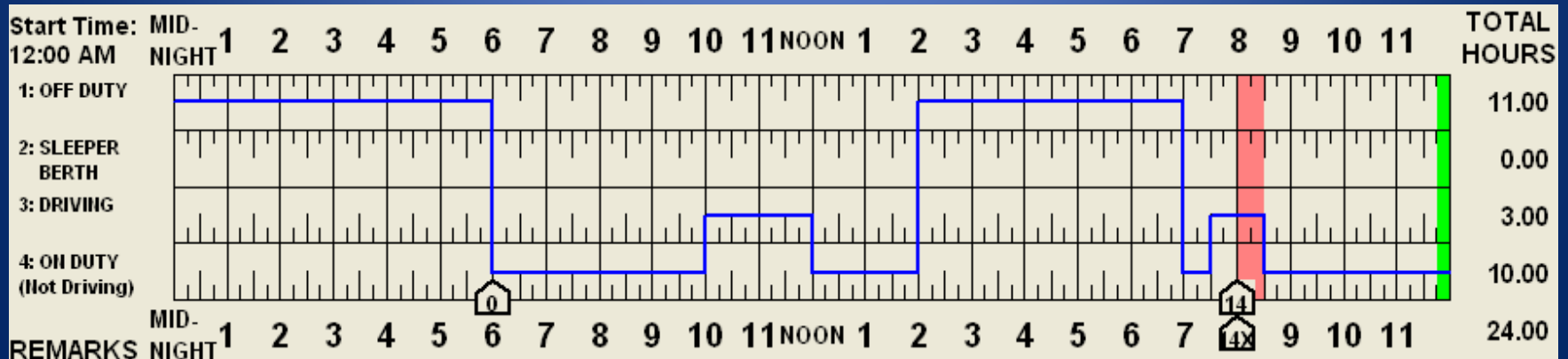
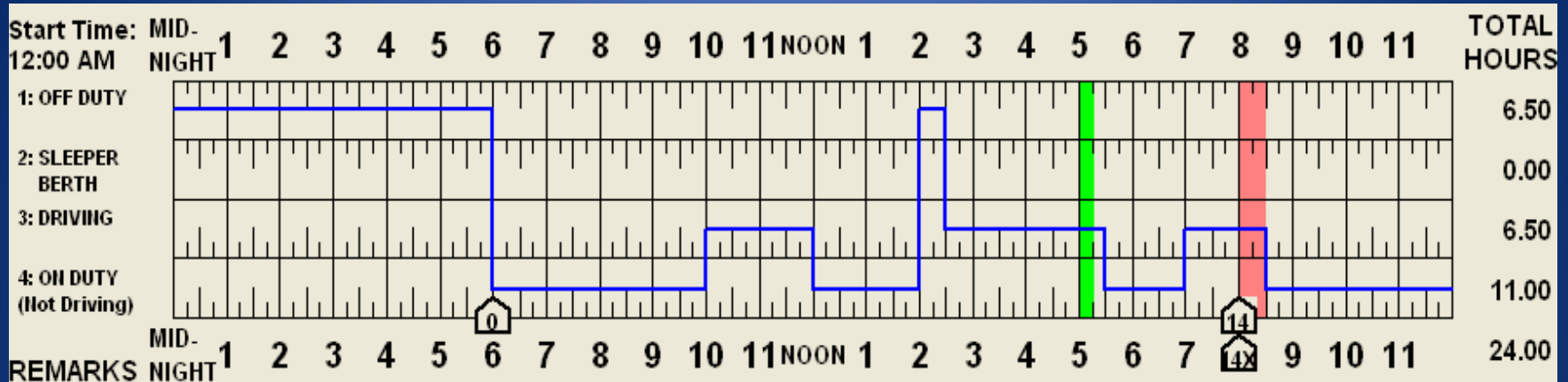
← Can drive 11 hours →

- You have 11 hours to drive between the 14 hour work day window
- You can NOT drive past the 14 hour window even if you have not driven 11 hours

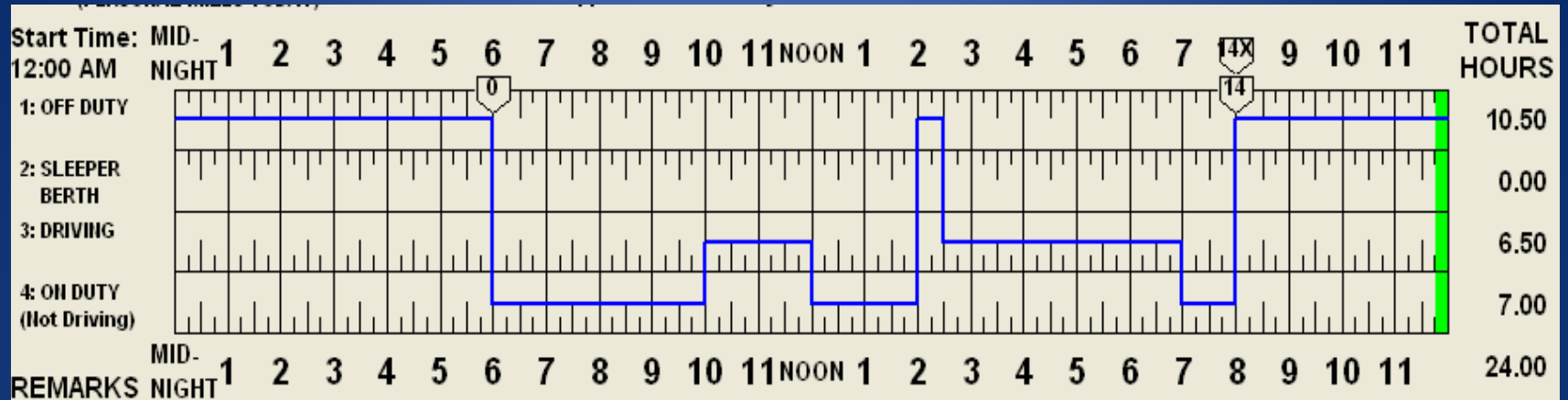
11 Hour Rule Example



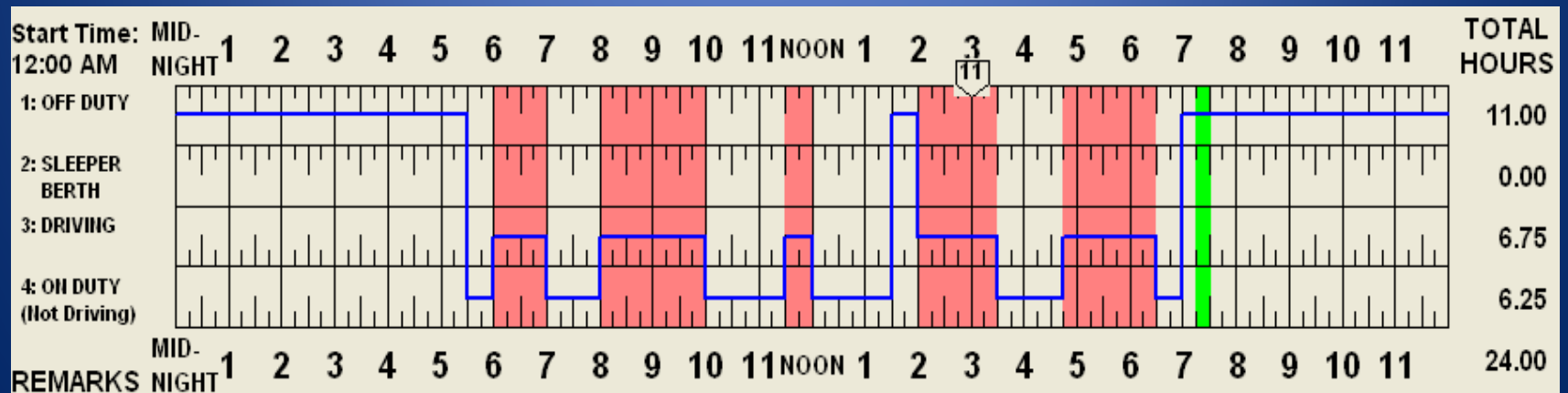
14 Hour Rule Examples



14 Rule Examples- Multiple Days

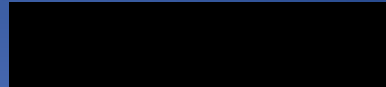


Day #1



Day #2

11/14 & 30 MRB HOS Violations



DRIVER'S DAILY LOG
(One Calendar Day - 24 Hours)

09-10
(Month)(Day)(Year)

I Certify these entries are true and correct

(Vehicle Miles Today) _____ Vehicle Numbers / (Show Each Unit) _____

	Mid	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	12	Hours
Off Duty																										
Sleeper																										
Driving																										
On Duty (Not Driving)																										

DRIVER'S DAILY LOG
(One Calendar Day - 24 Hours)

09-11
(Month)(Day)(Year)

I Certify these entries are true and correct

(Vehicle Miles Today) _____ Vehicle Numbers / (Show Each Unit) _____

	Mid	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	12	Hours
Off Duty																										
Sleeper																										
Driving																										
On Duty (Not Driving)																										



11/14 & 30 MRB HOS Violations

DRIVER'S DAILY LOG
(One Calendar Day - 24 Hours)

09-10
(Month)(Day)(Year)

I Certify these entries are true and correct

(Vehicle Miles Today) _____ Vehicle Numbers / (Show Each Unit) _____

	Mid	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	12	Hours
Off Duty																										
Sleeper																										
Driving																										
On Duty (Not Driving)																										

DRIVER'S DAILY LOG
(One Calendar Day - 24 Hours)

09-11
(Month)(Day)(Year)

I Certify these entries are true and correct

(Vehicle Miles Today) _____ Vehicle Numbers / (Show Each Unit) _____

	Mid	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	12	Hours
Off Duty																										
Sleeper																										
Driving																										
On Duty (Not Driving)																										



Adverse Driving Exemption

In Case of emergency, a driver may complete their run without being in violation of the 11 hour rule

If the following conditions apply, then you can drive 2 additional hours (13 total), but not to exceed your 14 hour rule.

- Unexpected weather or traffic condition
- You or your dispatch was not aware of those conditions prior
- The run is one that could have normally been completed in 11 hours
- and not to exceed the 14 or 60/70 hour limits



December 16, 2014



U.S. Department
of Transportation


Memorandum

Federal Motor Carrier
Safety Administration

MC-ECS-2014-0002

Subject: **ACTION:** Enforcement Suspension
Hours of Service of Drivers

Date: DEC 17 2014

From: William A. Quade 
Associate Administrator for Enforcement

Reply to MC-ECS
Attn. of:

To: FMCSA Staff

PURPOSE

The purpose of this policy memo is to provide direction on the suspension of enforcement of certain sections of the Hours of Service (HOS) regulations, effective December 16, 2014. These changes result from specific language in the Consolidated and Further Continuing Appropriations Act, 2015.

BACKGROUND

On December 16, 2014, the Consolidated and Further Continuing Appropriations Act, 2015 (Act) was signed. The Act includes provisions that suspend certain provisions of the "Hours-of-Service of Drivers" final rule for utilizing the 34-hour restart period that went into effect on July 1, 2013. Specifically, the language suspends enforcement of the following requirements of the current 34-hour restart regulations:

- Must include two periods from 1:00 a.m. – 5:00 a.m. (home terminal time). (49 CFR 395.3(c))
- May only be used once per week (once every 168 hours), calculated from the beginning of the previous restart period. (49 CFR 395.3(d))

The restrictions in the Act prohibit the expenditure of Federal funds, including Motor Carrier Safety Assistance Program (MCSAP) funds, to enforce the two provisions above relating to the 34-hour restart. Additionally, in order to maintain enforcement activities and regulations compatible with Federal law and regulation, agencies that receive Federal MCSAP funding should adopt enforcement standards and orders compatible with this Federal law.

New HOS Changes

Summary of Changes of HOS Final Rule Published in December 2011

The table below [[Download PDF Version](#)] summarizes the differences between the prior HOS Rule and the new HOS Final Rule published in December 2011:

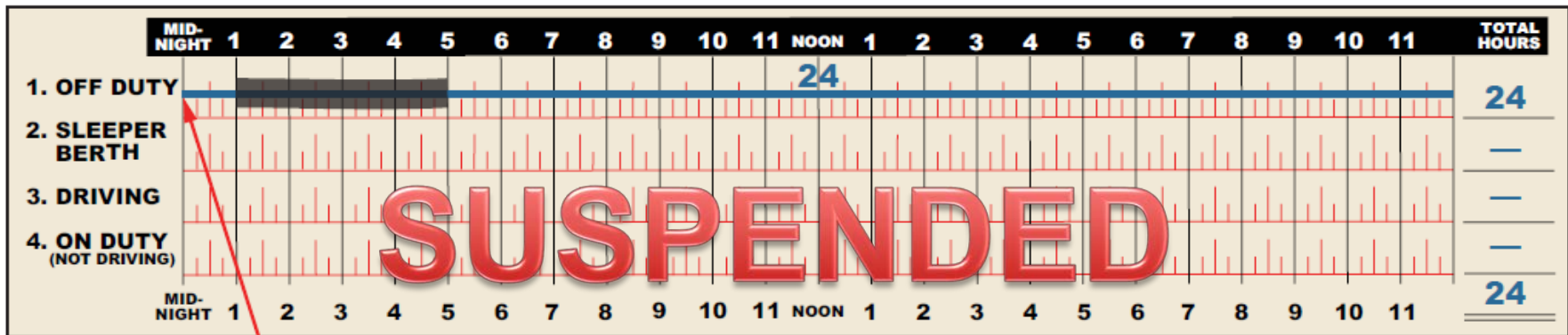
PROVISION	PRIOR RULE	FINAL RULE - COMPLIANCE DATE JULY 1, 2013
Limitations on minimum "34-hour restarts"	None	(1) Must include two periods between 1 a.m.- 5 a.m. home terminal time. (2) May only be used once per week.
Rest breaks	None except as limited by other rule provisions	May drive only if 8 hours or less have passed since end of driver's last off-duty period of at least 30 minutes. [HM 397.5 mandatory "in attendance" time may be included in break if no other duties performed]
PROVISION	PRIOR RULE	FINAL RULE - COMPLIANCE DATE FEBRUARY 27, 2012
On-duty time	Includes any time in CMV except sleeper-berth.	Does not include any time resting in a <u>parked</u> vehicle (also applies to passenger-carrying drivers). In a moving property-carrying CMV, does not include up to 2 hours in passenger seat immediately before or after 8 consecutive hours in sleeper-berth.
Penalties	"Egregious" hours of service violations not specifically defined.	Driving (or allowing a driver to drive) 3 or more hours beyond the driving-time limit may be considered an egregious violation and subject to the maximum civil penalties. Also applies to passenger-carrying drivers.

Suspended



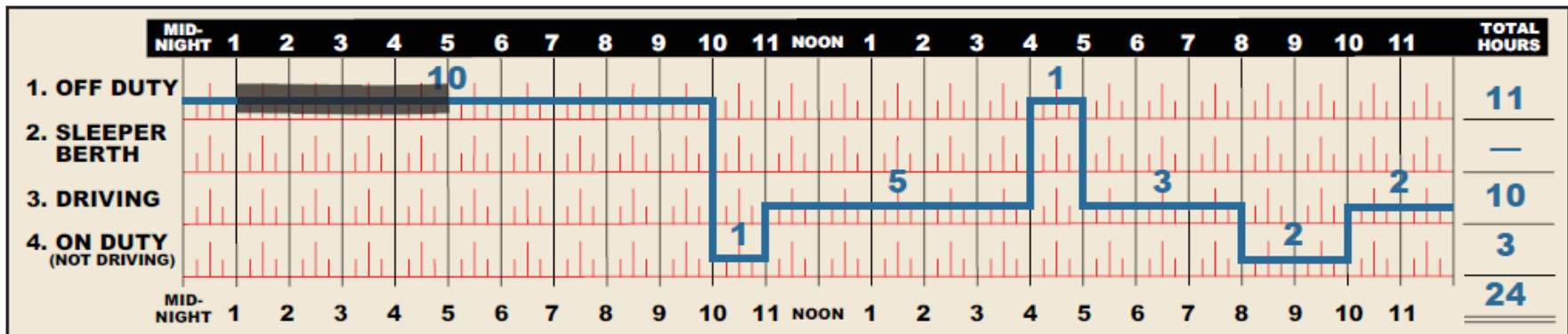
34 Hour Restart – 1am to 5am SUSPENDED

Day 1



Beginning of restart period

Day 2



168 Hour Restart – Violation Suspended

1/1 SAT	1/2 SUN	1/3 MON	1/4 TUE	1/5 WED	1/6 THU	1/7 FRI	1/8 SAT	1/9 SUN
48 hours consecutive off duty starting on 1/1.		From Monday (1/3) through Thursday (1/6), driver accumulates a total of 60 hours (on duty and driving) for that period.				Driver "claims" new 34-hour restart period <u>beginning</u> on Friday (1/7).		Driver begins driving CMV on Sunday (1/9).

SUSPENDED

Violation: There is a violation in this example beginning Sunday (1/9)

Explanation: This is another example of the new restart provision. After June 30, 2013, a driver may not take an off-duty period to restart the calculation of 60 hours in 7 consecutive days or 70 hours in 8 consecutive days until 168 or more consecutive hours have passed since the beginning of the last such off-duty period. In this example, the driver reaches his/her maximum 60 hours (on duty and driving) in 7 days on Thursday (1/6). The driver begins his/her next "claimed" 34-hour restart on Friday (1/7), which goes through Saturday (1/8) (48 total hours). The driver then begins to drive the commercial motor vehicle on Sunday (1/9) and is in violation at this point, as the "claimed" restart beginning on Friday (1/7) did not meet the hours of service rule conditions. This is because the 168-hour period is counted from the beginning of the last prior restart, which in this example was on Saturday (1/1), and the next restart cannot start until Saturday (1/8). The restart must include two periods between 1:00 a.m. and 5:00 a.m. as well.



Comply with 60 or 70 Hour Rule

DAY	HOURS
1. Sunday	0
2. Monday	10
3. Tuesday	8.5
4. Wednesday	12.5
5. Thursday	9
6. Friday	10
7. Saturday	12
8. Sunday	5
TOTAL	67 hours

- 60 Hours Maximum in 7 consecutive days
- 70 Hours Maximum of 8 consecutive days
- 34 consecutive hours off duty restarts the clock
- Remember – HOS violations only occur when you DRIVE after running out of hours

60/70 Hour Rule Procedure

1


Count the number of driving and on-duty hours each day (lines 3 and 4)


2

Add hours together

Use 7 Days (Current + 6 Previous) for 60 Hour Rule
Use 8 Days (Current + 7 Previous) for 70 Hour Rule

Drop & Add – 60 Hrs./7 Days

- 1 – 8
 - 2 – 8
 - 3 – 8
 - 4 – 8
 - 5 – 8
 - 6 – 8
 - 7 – 8
 - 8 – 8
 - 9 – 8
- 
- 56

- 1 – 8
 - 2 – 0
 - 3 – 10
 - 4 – 10
 - 5 – 10
 - 6 – 10
 - 7 – 10
 - 8 – 10
 - 9 – ?
- 
- 60

Drop & Add – 70 Hrs./8 Days

- 1 – 8
 - 2 – 8
 - 3 – 8
 - 4 – 8
 - 5 – 8
 - 6 – 8
 - 7 – 8
 - 8 – 8
 - 9 – 8
- 64

- 1 – 8
 - 2 – 0
 - 3 – 10
 - 4 – 10
 - 5 – 10
 - 6 – 10
 - 7 – 10
 - 8 – 10
 - 9 – 10
 - 10 - ?
- 70

70 Hour Rule Example

Date

Hours

Date	Hours
------	-------

Form & Manner

Total miles driving today

Truck or tractor and trailer number

U.S. DEPARTMENT OF TRANSPORTATION **DRIVER'S DAILY LOG** ORIGINAL - Submit to carrier within 10 days
(CALL 1-800-425-3911 FOR MORE INFORMATION) (TOTAL MILES DRIVEN TODAY) (DRIVER'S SIGNATURE IN FULL)
(MONTH) (DAY) (YEAR) (TOTAL MILES DRIVEN TODAY) (VEHICLE NUMBER - (STATE) (LIC) (VIN))

Locality State and zip code

Name of carrier **Driver's signature/certification**

Main office address **Name of co-driver**

24-hour period starting time

	Main office address											Name of co-driver											TOTAL HOURS
	1	2	3	4	5	6	7	8	9	10	11	1	2	3	4	5	6	7	8	9	10	11	
1: OFF DUTY																							
2: SLEEPER BERTH																							
3: DRIVING																							
4: ON DUTY (NOT DRIVING)																							
REMARKS																							

Shipping document number(s), or name of shipper and commodity **Remarks**

Total hours

Completed Log Book

U.S. DEPARTMENT OF TRANSPORTATION **DRIVER'S DAILY LOG** (ONE CALENDAR DAY - 24 HOURS) ORIGINAL - Submit to carrier within 13 days
 DUPLICATE - Driver retains possession for eight days

04 09 08 (MONTH) (DAY) (YEAR) 350 (TOTAL MILES DRIVING TODAY) 123, 20544 (VEHICLE NUMBERS - (SHOW EACH UNIT))

I certify these entries are true and correct:

John Doe's Transportation (NAME OF CARRIER OR CARRIERS) John E. Doe (DRIVER'S SIGNATURE IN FULL)
Washington, D.C. (MAIN OFFICE ADDRESS) _____ (NAME OF CO-DRIVER)

	MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	TOTAL HOURS
1: OFF DUTY	[Bar chart showing OFF DUTY periods from 6:00 AM to 11:00 AM and 11:00 PM to 6:00 PM]																							10	
2: SLEEPER BERTH	[Bar chart showing SLEEPER BERTH periods from 6:00 AM to 7:00 AM, 9:00 AM to 9:30 AM, 11:00 AM to 11:30 AM, 3:00 PM to 3:30 PM, 5:00 PM to 6:00 PM, and 7:00 PM to 9:00 PM]																							1.75	
3: DRIVING	[Bar chart showing DRIVING periods from 7:00 AM to 8:00 AM, 9:30 AM to 10:00 AM, 11:30 AM to 12:00 PM, 11:30 PM to 12:00 PM, 3:30 PM to 4:00 PM, 6:00 PM to 7:00 PM, and 9:00 PM to 11:00 PM]																							7.75	
4: ON DUTY (NOT DRIVING)	[Bar chart showing ON DUTY (NOT DRIVING) periods from 6:00 AM to 7:00 AM, 8:00 AM to 9:00 AM, 10:00 AM to 11:00 AM, 12:00 PM to 11:00 PM, 12:00 PM to 3:00 PM, 4:00 PM to 5:00 PM, 7:00 PM to 8:00 PM, and 9:00 PM to 11:00 PM]																							4.5	
REMARKS	[Timeline with arrows pointing to locations: Richmond, VA; Fredericksburg, VA; Baltimore, MD; Philadelphia, PA; Cherry Hill, NJ; Newark, NJ]																							24	

Pro or Shipping No. 101601

Log Book Current

	MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	
1. OFF DUTY	[Handwritten: OFF DUTY from 12:00 AM to 12:00 PM]																		
2. SLEEPER BERTH	[Handwritten: SLEEPER BERTH from 12:00 AM to 12:00 PM]																		
3. DRIVING	[Handwritten: DRIVING from 12:00 AM to 12:00 PM]																		
4. ON DUTY (NOT DRIVING)	[Handwritten: ON DUTY (NOT DRIVING) from 12:00 PM to 12:00 AM]																		
REMARKS	<p>VESA-224823 VESA-224824 VESA-224825 VESA-224826 SHIPPING DOCUMENTS: B/L or Manifest No. _____ or _____ Shipper & Commodity _____</p>																		
	<p>Enter name of place you reported and where released from work and when and when</p>																		

- Current to the time shown for the last change of duty status
- Last change is not limited to time etc.

False Log

- Philadelphia to Salisbury MD – 135 miles one way
- Logged 2 hour trip, or a 67.5 mph average!
 - Camden, DE
 - Felton, DE
 - Harrington, DE
 - Greenwood, DE
- At the time of the inspection he driving!
- Was placed Out of Service, Time for repair?

Report Number: MD00FY014258
Inspection Date: 07/10/2009
Start Time: 09:45 AM End Time: 10:08 AM
Inspection Level: II - Walk-Around
HM Inspection Type: None

	MD NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2
1. OFF DUTY															
2. SLEEPER BERTH															
3. DRIVING															
4. ON DUTY (NOT DRIVING)															
REMARKS															
SHIPPING DOCUMENTS:															
B/L or Manifest No.															
Shipper & Commodity															

PHILA PA
SALISBURY MD
PHILA PA

Enter name of place you reported and where released from work as

Out of Service Violations

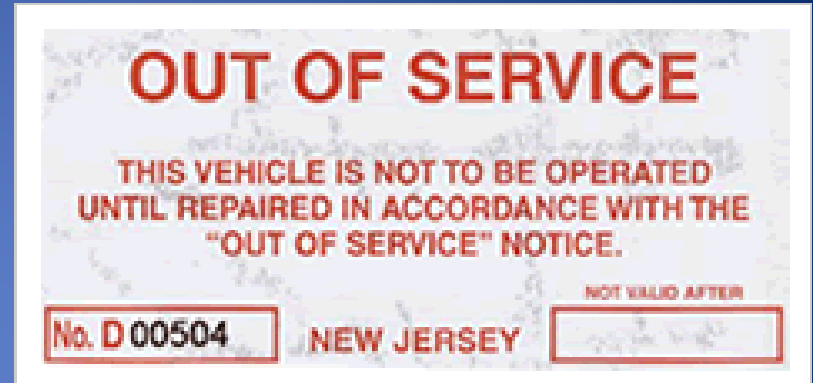
- DRIVING past either of the following
 - 14 hour rule
 - 11 hour rule
 - 60/70 hour rule
- Other OOS Violations
 - Not having the prior 7 days logs
 - False Log – Hiding hours
 - No record when required

Out Of Service

If violations are discovered, the driver shall not drive until one of the following:

- Eligibility to drive has been re-established, or
- A valid restart period of 34 or more consecutive hours off duty/sleeper berth has occurred

Whichever returns the driver to service the earliest



CSA 2010 Points



395.8	Driver's record of duty status (general/form and manner)	Other Log/Form & Manner	1	Y
395.8(a)	No driver's record of duty status	Incomplete/Wrong Log	5	Y
395.8(e)	False report of driver's record of duty status	False Log	7	Y
395.8(f)(1)	Driver's record of duty status not current	Incomplete/Wrong Log	5	Y
395.8(k)(2)	Driver failing to retain previous 7 days' logs	Incomplete/Wrong Log	5	Y
395.13(d)	Driving after being declared out-of-service	Jumping OOS/Driving Fatigued	10	Y

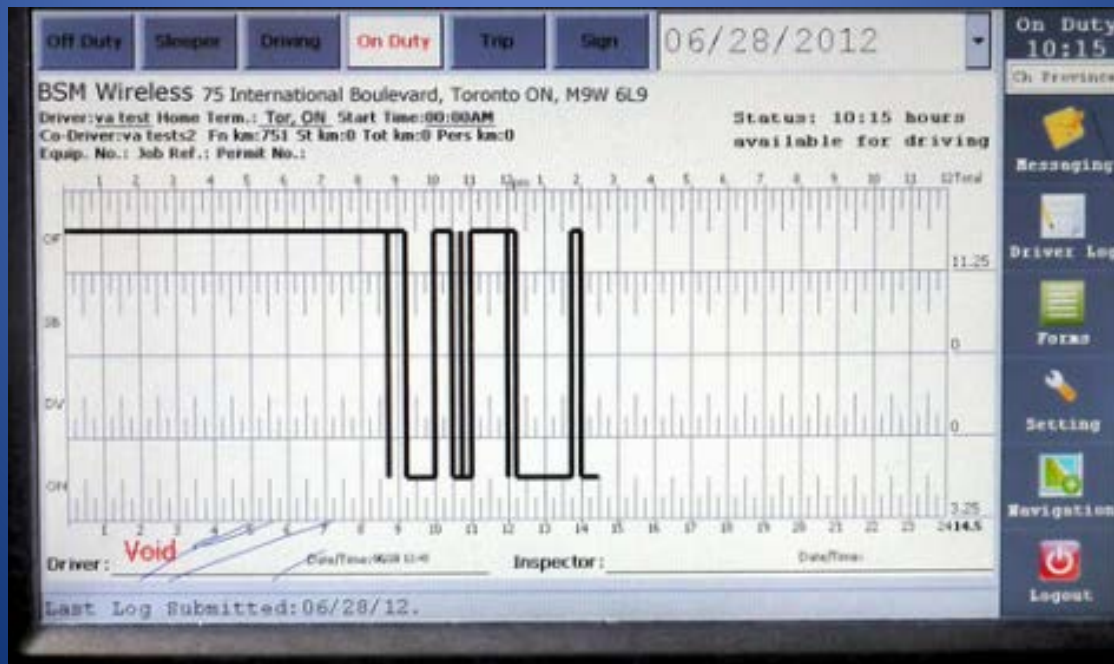
395.3(a)(3)(ii)	Driving beyond 8-hour limit since the end of the last off-duty or sleeper period of at least 30 minutes (Note: Does not apply to short haul drivers)	Hours	7	Y
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Rule of Thumb

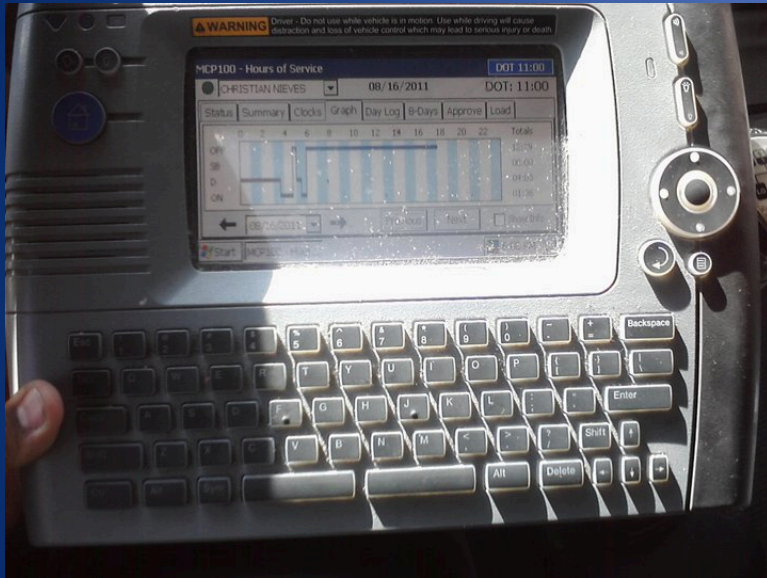
- Better to do a log book and not need it, then not to do one and need it!
- Fines
- US DOT \$2750.00
- PA - \$500.00 per OOS Violation
- MD - \$1000.00 per OOS Violation



Proposed final rule – SOON! Implementation - October 2015



AOBRDs vs. EOBRs vs. ELD's



<http://www.gpo.gov/fdsys/pkg/FR-2014-07-10/pdf/2014-15951.pdf>

Question 28: May a driver use a computer, tablet, or smartphone (that is not an Automatic On-Board Recording Device) to create, electronically sign, and store the record of duty status (RODS)?

Guidance: Yes. A driver may make manual duty-status entries to a computer, tablet, or smartphone program that is used to generate the graph grid and entries for the record of duty status (RODS) or log book, provided the electronically-generated display (if any) and output includes the minimum information required by § 395.8 and is formatted in accordance with that section. The driver must sign the RODS (manually or electronically) at the end of each 24-hour period to certify that all required entries are true and correct.

A.If electronic signatures are not used:

- The driver must print and manually sign the RODS daily.
- The driver must have in his or her possession the printed and signed RODS for the prior seven consecutive days (if required on those days).
- The driver should be given an opportunity to print and manually sign the current day's RODS at the time of the inspection.

B.If RODS have been electronically signed:

- At the time of an inspection of records by an enforcement official, the driver may display the current and prior seven days RODS to the official on the device's screen.
- If the enforcement official requests printed copies of the RODS, the driver must be given an opportunity to print the current and prior seven days RODS (if required on those days) at the time of inspection.



Your Feedback Matters!

Since the Compliance, Safety, Accountability (CSA) program rolled out in December 2010, we have received nearly 7,000 questions and comments through the CSA Feedback System. Provide your feedback by phone at 877-254-5365 or submit feedback through the website.

[Submit Feedback](#)



Did You Know? ...CSA is building a culture of safety, reaching out to more motor carriers earlier in order to improve safety compliance.

A Change to Save Lives:

With **Compliance, Safety, Accountability (CSA)**, the Federal Motor Carrier Safety Administration (FMCSA), together with State Partners and industry, is working to prevent commercial motor vehicle (CMV) crashes, fatalities, and injuries on our nation's highways.

Safety Measurement System (SMS)
 Results Available

WHAT'S **NEW?**



Stay Connected



SMS Results

December 9, 2013 - The November 29, 2013 carrier safety measurement results are now available on

Thursday, December 12, 2013

Industry Webinar Presentation on Proposed SMS Website Display Changes Now



RSS Feed

Receive up-to-the-minute CSA updates



Email Updates



Hours of Service

On-road Performance Overview



MEASURE: 1.97
PERCENTILE: 73.5%
 (Threshold: 65%)

Safety Event Grouping
 ● ○ ○ ○ ○
 11-20

Relevant Inspections: 17
 Total Inspections with HOS Compliance Violations: 7
 Total HOS Compliance Violations: 8

Information Center

Select a topic below to view information:

- What is a percentile?
- How is a carrier's Behavior Analysis and Safety Improvement Category (BASIC) Overall Status determined?
- What can a motor carrier do to improve?
- How can a carrier improve in the Hours-of-Service (HOS) Compliance Behavior Analysis and Safety Improvement Category (BASIC)?

[View all possible HOS Compliance violations](#)

[Request a data correction review](#)

HOS COMPLIANCE

Violation	Description	# Total Violations	# OOS Violations	Violation Weight
395.3A3-PROP	Driving beyond 11 hour driving limit in a 14 hour period. (Property Carrying Vehicle)	1	0	7
395.8	Driver's record of duty status (general/form and manner)	4	0	1
395.8(a)	No driver's record of duty status	1	1	5
395.8(e)	False report of driver's record of duty status	1	1	7
395.8(f)(1)	Driver's record of duty status not current	1	0	5

Select a BASIC below to view details

BASICs Overview

[What Does This Mean?](#)

(Based on a 24-month record ending February 21, 2014)

PERFORMANCE

	On-Road	Investigation	BASICs Status
Unsafe Driving	< 3 insp. w/ viol.		
Hours-of-Service (HOS) Compliance	0%		
Driver Fitness	< 5 insp. w/ viol.		
Controlled Substances and Alcohol	0%		
Vehicle Maintenance	16%		
Hazardous Materials (HM) Compliance	No HM Veh. insp.		
Crash Indicator	< 2 crashes	Not Applicable	
Insurance and Other	Not Applicable		

USE OF SMS DATA/INFORMATION

History

Driver Information

For more information on the BASICs Overview please visit our [Information Center](#)

ICON LEGEND



Serious violation cited within last 12 months from an investigation.



Denotes this carrier exceeds the FMCSA [intervention threshold](#) relative to its safety event grouping based upon roadside data and/or has been cited with one or more serious violations within the past 12 months during an investigation. Therefore, this carrier may be prioritized for an intervention action and roadside inspection.

Carrier Registration Information as of February 21, 2014

USDOT#	1601088	Power Units:	14
DBA	Sustainable Waste	Vehicle Miles Traveled:	293,044
Name:	Solutions	VMT Year:	2012
Address:	684 Forman Road	Drivers:	14
	Souderton, PA 18964	Carrier Operation:	Interstate
Telephone:	(215) 723-7723	Passenger:	No
Fax:	(215) 723-7753	Subject to Placardable HM Threshold:	No
Email:	joez@landfillfree.com	Household Goods:	No
		New Entrant:	No

Carrier Registration

Registration Updated:
10/03/2013

Controlled Substances/ Alcohol Supplemental Review

Update Registration Information

MAP

View Carrier Registration Details

Print-Ready Measurement Profile

SUMMARY OF ACTIVITIES

	Number	OOS Rate
Total Inspections:	41	
Driver Inspections:	41	2 %
Vehicle Inspections:	19	11 %
Placardable HM Inspections:	0	0 %
% Placardable HM Inspections:	0 %	
Total Crashes*:	1	
Fatal Crashes:	0	
Injury Crashes:	0	
Towaway Crashes:	1	

*Crashes listed represent a motor carrier's involvement in **reportable crashes**, without any determination as to responsibility. [Continue for details.](#)

RECENT INVESTIGATIONS

There are no recent investigations.

DATA CENTER

Scope:

File Type:

PRINT

DOWNLOAD

Information Center

Need more information about what SMS is or how to improve safety in a BASIC?

Learn more



Thank you and be safe!!

Questions ??????

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856-364-0780

