

Rested and alert:

Hours of service

Use this guide to help lead a discussion with employees to raise awareness about the importance of the hours of service regulations. Use the form on Page 2 to record meeting details.

Under the Federal Motor Carrier Safety Administration (FMCSA) hours of service (HOS) regulations, drivers must log their work hours and track off-duty time to ensure sufficient rest. However, simply meeting the legal off-duty time doesn't guarantee a well-rested driver. If signs of fatigue appear, even with available hours, operating a commercial motor vehicle becomes unlawful.

Understanding the intricate HOS regulations can be challenging. If you are operating under interstate HOS rules, drivers should consider reviewing the following key points. These regulations have several exceptions and exemptions that warrant examination.

1 Work shift and driving hours:

Drivers can have a maximum of a 14-hour work shift, during which they cannot drive the commercial motor vehicle for more than 11 total hours. After 14 hours of on-duty time or 11 hours of driving, they must be off duty for at least 10 consecutive hours.

2 Rest breaks:

Drivers must take a 30-minute rest break after a cumulative 8 hours of driving. This break helps them stay alert, especially during heavy traffic or severe weather conditions.

3 Logging rest breaks:

The 30-minute rest break can be taken during off-duty time or while on-duty in not driving status and should be properly logged. On-duty time includes work (not just driving) for the same employer or other employers, and it must be documented on the driver's record of duty status, whether using a logbook or an electronic logging device. Most drivers, unless exempted, should use an electronic logging device (ELD).

4 Sleeper Berth:

If equipped, drivers can use the sleeper berth in various ways. However, they still need to accumulate 10 hours of off-duty rest. Split sleeper berth time (e.g., 8/2 or 7/3) can extend the 14-hour window. If drivers are unsure how to use split sleeper berth time correctly, they should seek guidance before attempting to use it.

5 Weekly Limits:

Depending on the organization's schedule (60 hours/7 days or 70 hours/8 days), drivers cannot drive after reaching the maximum time. They can work, but additional time off is needed to reset their weekly clock before significant driving.

For additional information related to driver safety, visit MyNSightOnline.com/DriveThe5

For further guidance, refer to Federal Motor Carrier Safety Administration Hours of Service (fmcsa.dot.gov/regulations/hours-of-service).



For assistance with risk management services or safety resources, contact us at RMSolutions@nationwide.com or 1-800-260-1356.

NationwideAgribusiness.com

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Toolbox Talk

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Discussion notes:
