



Are you Aware of the Short Haul Provisions in the FMCSA Hours of Service Regulation in CFR 395?

If you operate a commercial vehicle that does not require a CDL license, your drivers can utilize a provision to the regulations to allow them to keep time records in lieu of a grid log. This applies to drivers who operate within a 150 mile air radius (172 ground or statute miles) of the terminal location and meets the requirements of the regulations below. Drivers of units that require a CDL can also take advantage of a 100 air mile radius (115 ground or statute miles) provision that allows them to keep time records in lieu of a grid log.

So what is the advantage of using the short haul provisions?

To the driver, it allows them to complete the days work without keeping a log book current to the last change of duty status. For a driver that has numerous pick ups and drops, this can be tedious and subjects the driver to log book violations if supporting documentation such as delivery receipts, fuel receipts, and other supporting documentation does not match the log. The company benefits by not being subject to false log violations during a compliance review audit as long as the supporting documentation generated by the driver falls in between the time the driver starts their tour of duty and the end there is no false log violation.

LESS FUEL. LESS RISK. LESS TIME.

Idealease Mobile Maintenance service is provided by highly trained and skilled technicians with the equipment and parts needed to maintain your vehicle or fleet wherever you are located. The result is less fuel expense, reduced insurance risks, and an increase in the amount of time your drivers are on the road.

Call your local Idealease rep for more information.

Short-Haul Provision for **NON-CDL CMV Drivers**

Drivers of property-carrying commercial motor vehicles that do not require a CDL for operation and operate within a 150 air-mile radius of their normal work reporting location:

- Maximum of 11 hours driving, minimum 10 hours off-duty, 14 consecutive hour duty period, 60/70 hours in 7/8 days, and 34-hour restart all apply.
- On any 2 days of every 7 consecutive days, the driver may extend the 14-hour duty period to 16 hours.
- There is no requirement that the driver be released from duty at the end of the 14- or 16-hour duty periods. The driver may continue to perform non-driving duties, which would be counted against the 60/70 hour weekly limitation.
- Time records may be used in lieu of records of duty status.
- Drivers who use this short-haul provision are not eligible to use 100 air-mile provision [395.1\(e\)](#) or the current 16-hour exception in [395.1 \(o\)](#).

Short-Haul Provision for **CDL Required CMV Drivers**

Drivers of property-carrying commercial motor vehicles that require a CDL for operation and operate within a 100 air-mile radius of their normal work reporting location:

- The driver operates within a 100 air-mile (115 statute/ground miles) radius of the normal work reporting location, and;
- The driver returns to the work reporting location and be released from duty within 12 consecutive hours, and;
- The driver maintains time records as specified in the rule, and;
- The driver is not covered by the "non-CDL 150 air-mile radius" provision.

For both of these provisions the driver/carrier must maintain and retain for a period of 6 months accurate and true time records showing:

- The time the driver reports for duty each day;
- The total number of hours the driver is on duty each day;
- The time the driver is released from duty each day; and
- The total time for the preceding 7 days in accordance with §395.8(j)(2) for drivers used for the first time or intermittently.

CVSA Releases Results of the September 2008 Brake Safety Week Inspection Program

This year's event included 20,810 commercial vehicle roadside inspections completed by CVSA-certified inspectors—the largest number of inspections ever completed during this campaign.

A number of educational outreach activities were also conducted across North America including: Free brake inspections at several truck stops in Saskatchewan; safety presentations in Missouri; and, classroom learning and other educational activities conducted at inspection shops nationwide by Landstar Carrier Services in Florida. In addition, more than 40,000 pieces of educational literature on brake adjustment were distributed to drivers, technicians and motor carrier safety personnel.

This year's activities also included 697 vehicle inspections and 6,154 brakes assessed using performance-based brake testers (PBBTs) by five states in six locations across the U.S.

The roadside inspections resulted in:

- 2,339 vehicles (11.2 percent) being placed out-of-service for brake adjustment defects
- 1,873 vehicles placed out-of-service (9.0 percent) for brake component defects
- 3,835 vehicles placed out-of-service (18.4 percent) for brake defects.

These numbers represent an increase over most of last year's out-of-service rates during Brake Safety Week, which were 11.4 %, 8.6 %, and 17.8 % respectively.

Operation Air Brake strives to reduce the number of highway crashes caused by faulty braking systems on commercial vehicles by conducting roadside inspections and educating drivers, mechanics, and others on the importance of proper brake inspection, maintenance, and operation and is successful in large part due to industry participation. Brake Safety Week Inspection program was completed the week of September 21, 2008 throughout the US, Canada and Mexico.