



2020 Hours of Service – Rules and Impacts

➤ The HOS rule changes, which take effect on September 29, 2020, offer fleets flexibility and without additional requirements.

In fact, drivers who continue to follow the “old” rules will remain in compliance after the new regulations are in effect. The new rules simply create additional flexibility for drivers, giving them and their employers options they never had before. Carriers should train drivers on any exemptions they use.

The Changes

30-Minute Break 49 CFR §395.3(a)(3)(ii)

Current Rule	New Rule
A 30-minute rest break is required after 8 consecutive hours <i>on-duty</i> time if the driver will continue to drive a CMV.	A 30-minute break from driving is required after accumulating 8 hours of <i>driving</i> time if the driver will continue to drive a CMV.
Drivers must be off duty and/or in a sleeper berth for their breaks.	Drivers may remain on duty (not driving) for their breaks.

Short-Haul Exception 49 CFR §395.1(e)(1)

Current Rule	New Rule
Drivers must be done working within 12 consecutive hours.	Drivers must be done working within 14 consecutive hours.
Drivers must remain within a 100 air-mile radius.	Drivers must remain within a 150 air-mile radius.

Sleeper-Berth Provision 49 CFR §395.1(g)(1)

Current Rule	New Rule
To get a “split” break, drivers must spend at least 8 consecutive hours in a sleeper berth, plus another rest break of at least 2 hours, to reach 10 hours total.	To get a “split” break, drivers must spend at least 7 consecutive hours in a sleeper berth, plus another rest break of at least 2 hours, to reach 10 hours total.
The shorter break counts against the 14-hour limit.	Neither rest period counts against the 14-hour limit.
To get 10 consecutive hours of rest in a moving vehicle, a driver may ride in the passenger seat for up to 2 hours after spending at least 8 hours in the sleeper.	To get 10 consecutive hours of rest in a moving vehicle, a driver may ride in the passenger seat for up to 3 hours after spending at least 7 hours in the sleeper.

Adverse Conditions Exception 49 CFR §395.1(b)(1), §395.2

Current Rule	New Rule
Drivers may extend their driving limit, but not their on-duty limit, by 2 hours.	Drivers may extend both their driving and on-duty limits by 2 hours.

Understanding The Top Impacts of the New Rule

Understanding the impacts of each change on the hours of service will help you take advantage of the new rules' flexibility. Here are the top effects that each change will have on drivers, carriers, and the industry.

30-Minute Break

- Anything a driver does for 30 consecutive minutes besides driving a CMV will count as a valid break.
- A break will be needed only by those who drive a CMV more than 8 hours per workday.
- Many drivers will have the flexibility to shift their breaks to a later point in the workday (after 8 driving hours rather than 8 consecutive hours after starting the workday).



Short-Haul Exception

- Almost 58 statute miles will be added to the distance (radius) that trucks and bus drivers can service when using the exception.
- Drivers should have more flexibility to spend time with customers and respond to changes in market demand, given the increase to a 14-hour workday.
- Enforcement officers may spend more time carefully scrutinizing drivers who claim the exception since these drivers are not required to carry any HOS records.



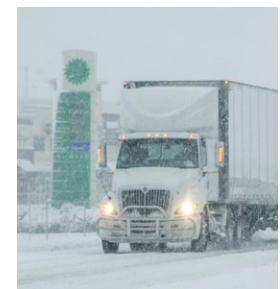
Sleeper-Berth Provision

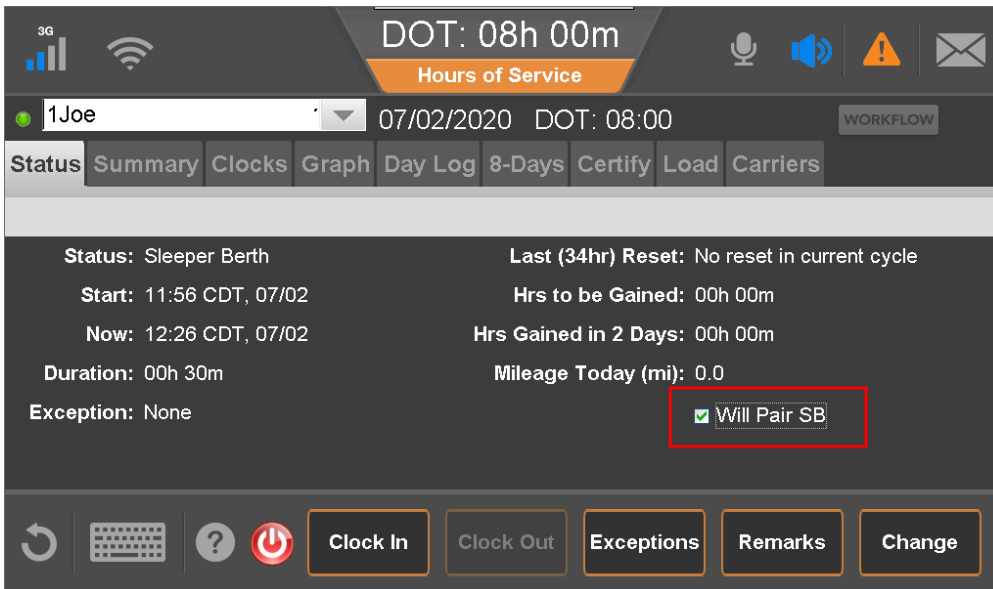
- Individual and team drivers who "split" their 10-hour break into two qualifying breaks will have more flexibility in deciding how long their rest breaks will be since a 7/3 split will be a new option.
- More drivers will take an interest in trying the split-break option if they discover it can be used to pause the 14-hour clock, especially if they use ELDs, which will automatically calculate their hours.
- More drivers may choose to go off duty for 2 or more hours when they encounter delays – so they can pause the 14-hour clock – as long as they will be able to go into a sleeper for at least 7 hours later in the day. However, drivers who fail to complete all 10 hours of "split" rest may easily go into violation, so they should plan to ensure they achieve the entire 10-hour break when they take the shorter of the two breaks.



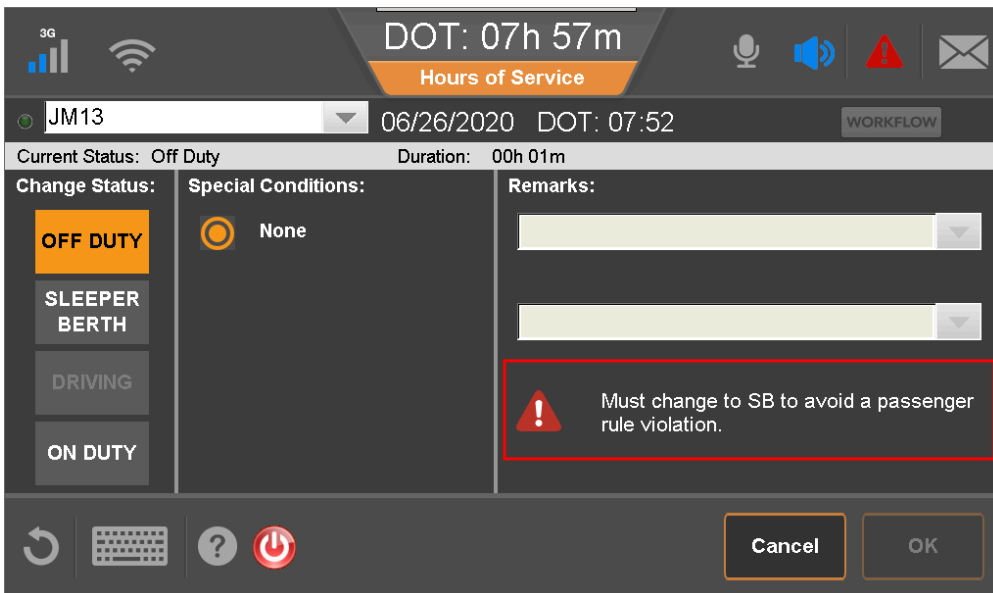
Adverse Conditions Exception

- Drivers will have an added cushion of on-duty time when using the exception. All driving (up to 13 hours for truck drivers or 12 hours for bus drivers) will need to be done within 16 consecutive hours for truck drivers or 17 on-duty hours for bus drivers.
- With the expanded hours, more drivers will be eligible to use the exception to wait out unexpected weather or traffic conditions, rather than "race the clock" to complete the run.
- The use of this exception is rare today and will continue to be limited under the new rules.





- The Passenger Rule will allow a co-driver to take a combination of Sleeper Berth time of at least seven consecutive hours and up to three hours riding in the passenger seat of a moving vehicle, either immediately before or after the Sleeper Berth time, amounting to at least 10 consecutive hours.
- While the co-driver is still off-duty, the **Change Status** screen will remind the driver that the sleeper berth is required.



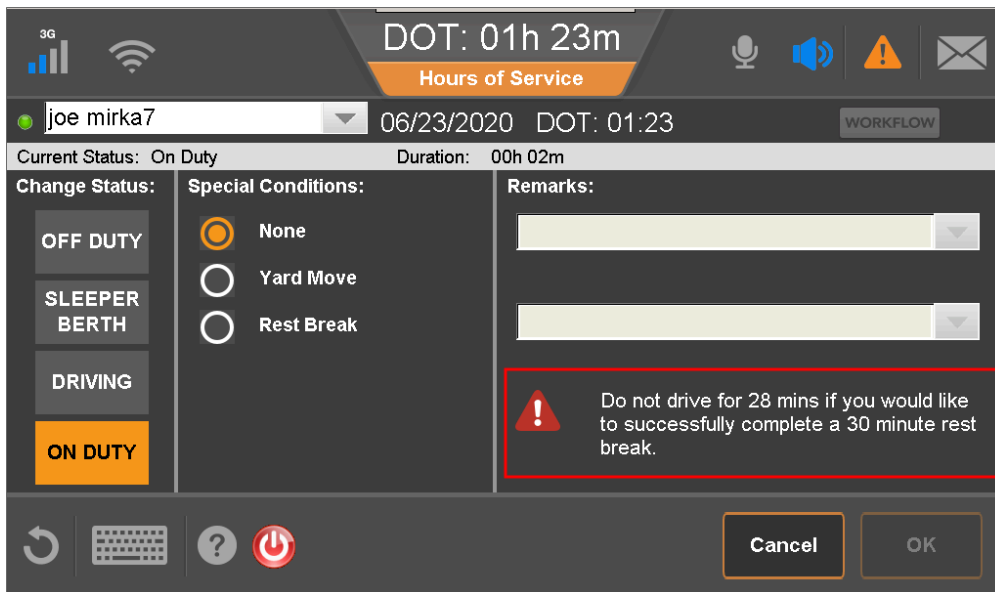
For drivers in Canada, the system will continue to calculate sleeper berth time based on Canadian sleeper berth regulations.

Rest Break Changes

OHOS-1140, OHOS-2255

Drivers using U.S. Federal rules will be able to take their 30-minute rest break while they are in any duty status other than Drive. In addition, they will only be required to take the rest break after eight cumulative hours of driving.

The qualifying 30-minute rest break can be a combination of any duty status other than Drive. Personal Conveyance and Yard Move will also qualify toward the rest break. On the **Change Status** screen, when the rest break clock has two hours or less remaining and the driver is not in a Driving status, a warning message will tell drivers how many minutes they have left before they complete their 30-minute rest break.



Note: The modified warning message will not appear until the new FMCSA rules take effect on September 29, 2020. Until then, drivers will see the current message.

Updated Mobile Alerts

OHOS-2252

The mobile now alerts drivers when they are running out of Drive time due to the rest break requirement. The alerts are based on the new rest break requirements. The alert will be repeated as necessary at one hour, 30 minutes, and 15 minutes before violation occurs.

Note: This alert will appear both before and after September 29, 2020.

Additional HOS Features

Location Column on Certify Tab

The **Certify** tab now includes a **Location** column that shows the driver where the duty status occurred.

The screenshot shows the 'Certify' tab in a mobile application. At the top, it displays 'DOT: 08h 00m' and 'Hours of Service'. Below this, the driver's name 'Chris D' and the date '04/20/2020' are shown, along with 'DOT: 08:00'. The 'Certify' tab is selected, and a warning message reads: 'Log update in progress. These are not your current logs. Editing and Certifying are disabled.' The date '04/16/2020' is also visible. The main part of the screen is a table with the following columns: Start, Status, Duration, Location, and Origin. The table contains several rows of log data, including 'Sleeper Berth' and 'Driving' statuses with various durations and locations. At the bottom, there are icons for a keyboard, a question mark, and a power button, along with 'Edit' and 'Certify' buttons.

Start	Status	Duration	Location	Origin
	Sleeper Berth	16h 24m 49s		
16:24:49	Sleeper Berth	00h 00m 47s	1 mi NE Dallas, TX	Driver
16:25:36	Driving	00h 00m 22s	2 mi NE Dallas	Driver
16:25:58	Off Duty	00h 25m 35s	Unknown position	Driver
16:51:33	Driving	00h 00m 22s	54 MI SW of a a very very very long location name, Arizona	Driver
16:51:55	Off Duty	00h 25m 40s	Unknown position	Driver
17:17:35	Driving	00h 01m 54s	Unknown position	Driver

Drivers Can Edit Yard Move and Personal Conveyance

To ensure accurate logs, drivers can now edit Yard Move and Personal Conveyance statuses as long as those statuses are enabled for the fleet and driver. They can change YM or PC to a non-driving status or change YM to PC and vice versa.