

Takin' a Load Off Your Mind

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HOURS OF SERVICE – SHORT HAUL RULE (16-Hour Rule)

With constant changes in the DOT Regulations, some carriers are not yet aware of the “Short Haul” Rule. We have also found that this rule has been somewhat confusing for both motor carriers and drivers. We’ll try to clarify this for you.

1. **Non-CDL Drivers** who stay within a 150 air-mile radius can use this rule twice during a 7-day period of time.
2. **CDL Drivers** who stay within a 100 air-mile radius can use this rule once during a 7-day period of time.

Note: This does not necessarily mean that the 7-day period is a “payroll week”. This does mean that in any given day such as Tuesday through Monday; Wednesday through Tuesday, etc. Therefore, before using this rule you must check the previous seven days – regardless of what day of the week it may be.

All drivers using this rule must fill out a “logbook” for the day they are using this rule and cannot exceed any of the Hours of service rules –

- A. Cannot exceed 11 hours driving during the 16-Hour day.
- B. Cannot exceed the 60/70-Hour Rule during any day – including the day they are using the “Short Haul Rule”.
- C. The driver must have 10 consecutive hours “Off Duty” prior to utilizing the “Short Haul Rule”.

All of these drivers must leave and return to/from the same normal reporting terminal every day.

If you have any questions regarding the 16-Hour (Short Haul) Rule, please give us a call.

DRUG & ALCOHOL TESTING PROCEDURES

Random Testing – Don’t forget ...Random test notifications to drivers must be given to the driver “only” ...two hours prior to or following safety sensitive duties. The driver is to have “no” more notice than 2 hours.

Reasonable Cause Testing – Supervisors must have received the “Supervisor Reasonable Cause Training” **before** they can document and send a driver for a “Reasonable Cause Test”. Do not allow the driver to drive themselves to the collection site.

Post Accident Testing – A Post Accident test is not required unless the accident has occurred in a CDL Commercial Motor Vehicle.

The drug and alcohol test must be conducted **as soon as possible** following the accident, but **no later than** –

- 8 hours following the accident (Alcohol)
- 32 hours following the accident (Drug/Controlled Substances)

Should a fatality occur, “all” CDL drivers must submit to a “Post-Accident” test regardless of any other factors.

If there is not a fatality – follow this guideline:

Did (or will) the driver receive a citation?

If the answer is No – then, no “post-accident test is required.

If the answer is Yes, don’t send the driver for a test until you answer the following questions.

- A. Were “any” vehicles towed from the scene of the accident?
- B. Was “any” person transported (by ambulance or otherwise) to a medical facility for treatment due to the accident?

If the answer to either of these questions is “yes” – send the driver for a post-accident test.

Looking for a source in the Grand Rapids area for a Michigan CDL, Automobile or Motorcycle Skill Test?

Give us a call – 616-532-0704

CDL Rentals Available

Appointments typically available within 1-4 days

Just how does the English Language Work?

- We **polish** the **Polish** silver.
- The landfill was so full it had to **refuse refuse**.
- The **dove dove** into the trees.
- The man was too **close** to the door to **close** it.
- Following a **number** of Novocain shots, my mouth got **number**.
- I spent the **evening, evening** out the stack of papers.
- The buck **does** strange things when the **does** are close to him.
- The **sewer** was sent to stitch the **sewer** lines.
- The **present** is a great time to **present** the **present**.
- There was a soldier that decided to **desert** in the **desert**.
- She could actually **lead** if she got the **lead** out.

COMPLIANCE WORKSHOPS

For a very long time, we have been conducting monthly workshops and driver meetings to assist motor carriers with compliance issues (Logbook, DQ files, Load Securement, 3-Year required Haz Mat Training for drivers, Inspections, Winter Driving etc.). To make these classes more convenient for the motor carriers of Michigan, we are scheduling in various areas of the State and would like to hear from you. If you would like to attend a class – give us a call. If you would like a class in your area, please contact us and let us know what area you are located.

DAILY VEHICLE INSPECTIONS

One topic that is repeatedly questioned - the vehicle inspections that must be conducted by drivers on “all” CMV’s (anything over 10,000 GVWR).

- A. The beginning of the process is actually the “**Post-Trip Inspection**”. The person who operates the vehicle(s) during the shift, must “**write**” an inspection at the end of the shift.
- B. If there are any safety defects - the mechanic (mechanic in your garage, a driver serving as a mechanic, or a “commercial” garage mechanic) must then repair the “safety defect” and sign the Inspection Form.
- C. The person who operates the vehicle next must:
 - *** Review the previous day’s Inspection Sheet to verify that all “safety defects” previously written are repaired and that whoever repaired the “safety defect” has signed the Inspection Form.
 - *** Conduct a “**Pre-Trip Inspection**”
 - *** Sign the previous “Inspection Form”

As you can see - the “Pre-Trip Inspection” is “not” a written inspection. It is the “Post-Trip Inspection” that is a written document. A vehicle with **no** “safety defects” should reflect “two” signatures. A vehicle with “safety defects” should reflect “three” signatures.