

# DHT Press Express

Danny Herman Trucking, Inc.



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## Maintenance, Safety and Security Brief

### Hours of Service

Steve Frantz, Director of Safety

#### CURRENT VIOLATION RATE

##### Run Safe and Legal

##### DOT - Hours of Service, October 1, 2005

Table summarizes three rules:

Rule	Description
11 Hour Rule	A driver may not drive more than 11 hours following <u>the equivalent of at least 10 consecutive hours off duty.</u>
14 Hour Rule	A driver may not drive after the 14th hour after coming on duty following <u>the equivalent of at least 10 consecutive hours off duty.</u>
70 Hour Rule	A driver may not drive after being on duty 70 hours in any 8 consecutive days.

##### DOT - Hours of Service

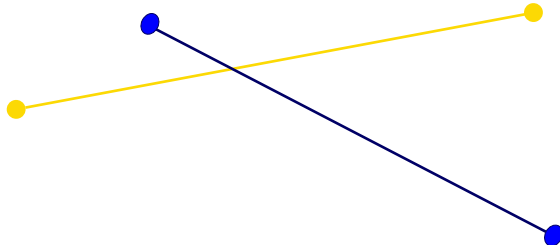
##### October 1, 2005

Option 1	Off Duty Time 385.1(g)(1)(iv)	At least 10 consecutive and <u>uninterrupted</u> hrs. off duty
Option 2	Continuous sleeper Berth Provision 385.1(g)(1)(iv)	At least 10 consecutive and <u>uninterrupted</u> hrs. off duty

##### DOT - Hours of Service

##### October 1, 2005

Option 3	Sleeper Berth Provision 395.1(g)(1)(i),(ii),(iii)	The equivalent of at least 10 consecutive hours off duty (equivalent means at least 8 hours but less than 10 consecutive hours in a sleeper berth and a separate period of at least 2 but less than 10 consecutive hours either in the sleeper berth or off duty, or any combination of both).
Option 4	Continuous Off Duty and Sleeper Berth Provision 395.1(g)(1)(iv)	At least 10 consecutive hours sleeper berth and off duty time combined and <u>uninterrupted.</u>



# Hours of Service Cont'd

## DOT - Hours of Service October 1, 2005

Important phrase.....

Compliance with the 11 – hour and 14 – hour rules is recalculated from the end of the first of the two periods used to obtain 10 hours off duty.

## DOT - Hours of Service October 1, 2005

- 34 consecutive hours off will restart the 70 hour calculation.
- All sleeper berth periods less than 8 consecutive hours are included in the 14 hour calculation (unless part of the sleeper berth / off duty time combination of 10 or more consecutive hours ).
- Compliance
- Hours of Service Reports
- Violation Summary
- 11 Hour Violations
- 14 Hours Violations
- 70 Hours Violations
- Pre & Post Trip Inspections
- Speeding
- Fueling

# Maintenance Best Practices In Today's Market

Bobby Allen, Director of Maintenance

In today's economic atmosphere the states are looking for anyway that they can improve their revenue. This would include cars as well as trucks and trailers. The easiest way for them to do that is to pull over the vehicles for any violation and then, check everything over.

We have seen many write ups that were the direct cause of you, the driver, stopped for traffic violations. Once they have your attention then it is time for them to check over both vehicles to see what they can find wrong. In the past, things that they maybe would just write a warning for, they are now writing a ticket that has a fine attached. Many of the things that they are writing up may have been caught in a good pre or post trip of the truck and trailer every time.

We have received tickets for mud flaps loose, fire extinguishers not secured, lights out, and some things that we have no control over. Our friends out in the western states have seemed to have zeroed in on mud flaps and kinked airlines on the tractors. Both of these two items could be caught in pre/post trip. They are looking for the bolts on the flaps being loose and for any kind of kink in the airline. They line does not to be leaking just a kink for a previous time is enough for them to detain you until the line is repaired. The same for the mud flaps. In both instances,

they will still write a ticket with a fine attached.

The things that you can do to help this situation is to be aware of your surroundings and maintain good safe driving practices and do not give them a reason to stop you. The next thing is the pre/post trip every time. The shops do everything they can to make sure that you are legal. There are times when you may pick up a trailer that had something repaired on the road, it is not correct but needs to be before you are stopped, get the a ticket and fined.

Let's all work together to make sure that we keep as much of the money here at DHT and not sharing with the individuals states. Help all of us with good pre/post trips, maintaining good driving practices and getting repairs done in a DHT shop instead of on the road. Be safe and courteous out there and make a good impression.

Remember... Safety is EVERYONE'S job!