**Part 4 – Hours of Service**

1. Motor Carriers operating CMV’s over 10,001lbs or greater in interstate commerce must maintain some form of hours-of-service records?
   1. True
   2. False

Answer: **(a) True** Operations in the furtherance of a commercial enterprise in a vehicle with a GVWR, GVW, or actual weight over 10,001lbs must obtain comply with the hours of service requirements which still requires some form of documentation.

1. The Federal Motor Carrier Safety Regulations (FMCSR’s) require the use of an Electronic Logging Device (ELD) in all CMV’s no exceptions exist.
   1. True
   2. False

Answer: **(b)** False – exception exist such as the model/engine year 2000 or older or operating under short haul provisions.

1. Under the short haul provision, a CDL driver must meet which of the below requirements to use it.
   1. Must operate within 150amr of the normal work reporting location.
   2. Must return to the normal work reporting location and be released from work within 14hrs.
   3. Must have 10 consecutive hours off between the 14hr work periods.
   4. Must maintain time records/cards showing the start time, total hours on duty, and time released.
   5. All the above

Answer: **(e) All the above**

1. Motor carrier operations utilizing the short haul provision in **non**-cdl vehicles, have options to extend the 14hr days if needed and may still utilize the timecard allowance.
   1. True
   2. False

Answer: **(a) True** In a non-cdl operation a driver may extend their day past the 14th hour up to the 16th hour two times in a 7 consecutive day period.

1. If a driver works on their CMV while at home, it’s considered “off-duty” time.
   1. True
   2. False

Answer: **(b) False -** Anytime a driver is servicing the commercial motor vehicle it is considered on-duty time.

1. A driver who has a second job outside of the motor carrier operations, they are exempt from notifying the motor carrier employer, as those compensated hours worked is not related to “trucking operations”.
   1. True
   2. False

Answer: **(b) False** – All compensated work conducted outside of motor carrier operations is considered “on-duty” and must be included in the motor carriers’ hours of service records.

1. Drivers are subject to various hours of service limitations to reduce fatigue and ensure safe operations. One of these rules is the rest break requirement after **driving** for 8 hours. That minimum time:
   1. A rest period of 15 mins
   2. A rest period of 30 mins which can be split in two separate periods
   3. A rest period of 30 mins which must be consecutive with no split in time.
   4. None of the above

Answer: **(c) True** – The period is 30mins after 8 hours of driving and it cannot be split.

1. Drivers are subject to various hours of service limitations to reduce fatigue and ensure safe operations. The hours for property carriers prohibit driving after which of the below hours of service limitations have been met.
   1. 10 hours of driving or 16 hours of on-duty time. (10hr/16hr)
   2. 11 hours of driving or 14 hours of on-duty time (11hr/14hr)
   3. 8 hours of driving or 12 hours of on-duty time (8hr/12hr)
   4. None of the above

Answer: **(b)** A driver cannot drive once they reached the 11 hours of driving time or 14 hours of on-duty time. They could still work for the carrier but must not drive again until they have obtained a new 10 hour rest period.

1. A driver may never claim an hours-of-service allowance for adverse driving conditions that they may encounter.
   1. True
   2. False

Answer: **(b) False** – The regulations specifically allow an increase in driving time and on-duty time up to 2 hours for adverse driving condition that the driver could not have anticipated.

1. A driver may claim “off-duty” or “personal conveyance” if they drive to a nearby, reasonable, safe location to obtain required rest after loading or unloading. The time driving under personal conveyance must allow the driver adequate time to obtain the required rest in accordance with minimum off-duty periods before returning to on-duty driving, and the resting location must be the first such location reasonably available.
   1. True
   2. False

Answer: **(a) True** – This is an example that allows the departure from a shipper or receiver when the driver is out of hours. The requirement is that the driver must only drive to the nearest safe place for rest.