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## What is the 16 hour rule for dot

The 16-hour short-distance exception allows some commercial motor vehicle drivers to extend their 14-hour window by 2 hours every week, given that certain conditions are met. In this informative article, we discuss the 16-hour short drag, exclusion rule, the gritty details of the conditions that must be met, and how drivers can use the KeepTruckin electronic logbook program to avail the exception of 16 hours. We must first examine the hours of service principles and the way in which the exception of a short distance of 16 hours fits in. A brief recap of the HOS rules. According to Dot Hour of Service Principles, U.S. Property CMV drivers have to finish transporting 14-hour windows all driving-related work. In these 14 hours, they could have been driving for 11 hours. Motorists will have to take a 30-minute break after 8 hours of driving. 16 hours short distance exception but detail that window from two hours to 14 hours. So drivers can have a 16-hour window, instead of 14, once a cycle if certain conditions are met. Note that the exception of a short distance of 16 hours does not extend your 11-hour driving limit. Rather, drivers using fewer race exceptions have a 16-hour window into finishing their work, but they still can't drive past 11 hours. To ensure valid 16-hour race exceptions, make sure these conditions are met. Drivers can use a 16-hour exception if all are the following: Motorists return to their work reporting location for that day in addition to their last five working days. The motorist is released from work after coming to work within 16 hours. The motorist has not employed an exception of 16 hours in the last 6 consecutive days. In addition, drivers who are eligible for non-CDL short-term exceptions may not use a short-term exception of 16 hours. The 16-hour rule is an exception for short-distance CMV drivers who will be able to moderately increase their driving time on the road beyond standard hours when certain conditions are met. Evidence suggests that driving while tired can be ten times more dangerous than drunk driving. It is the responsibility of every fleet manager to get their staff enough rest as it keeps their drivers and other motorists safe on the road, which is why the U.S. Department of Transportation has implemented hours of service (HOS) rules that limit how many consecutive hours a truck can drive before it clocks out. Every driver of a commercial motor vehicle must follow dot HOS rules and exceptions or face hefty fines and CSA score penalties that can have a detrimental effect on your business and its reputation. Let's take a closer look at the need for this rule, what it means for your company and if your raft will qualify. Dot rules drivers to prevent exhaustion by ensuring drivers limit drivers to 11 hours behind the wheel each day to prevent drivers sleep, food, There is enough time for leisure time. Additionally, the driver can spend another 3 Such unloading cargo on duty for non-driving tasks, working with customers or filling up on gas. Drivers must record right at this time so that they do not go over their daily limits. Drivers also have to take a 30-minute break after 8 hours on the road. 16-hour rule standard 14-hour limit extends every cycle to 2 hours for short-haul CMV drivers. Dot hours of service rules state that the 16-hour rule can be used if the following conditions occur: A truck is recorded out of duty within 16 hours after a truck returns to its headquarters for that day as well as the last 5 days on the clock a trucker did not use the first 16-hour rule within the last 6 days. This rule only applies to drivers who have started and ended their day in one place for the past five days until they have taken a 34-hour break to start a new cycle. For example, a truck which will drive from Philadelphia to New York City and qualify back every day. The purpose of this exception is to give short distance drivers the ability to get home faster rather than stay overnight to avoid extra hours. However, as stated earlier, drivers can only avail of this exception once per week. What happens if your driver exceeds a maximum of 16 hours? There are a handful of potential consequences involved: Drivers can be stopped on the side of the road unless they can be close to adequate off-duty hours compliance guidelines again you may incur fines from fleet state and local authorities your fleet may be fined by FMCSA only depending on violations your CSA score can be significantly affected with penalties of up to \$1,000 to \$12,000. If your fleet is not constantly complying the most serious consequences are for carriers to develop a pattern of violating ROS requirements. If the pattern continues, dot could also bring criminal charges against the company. As fleet managers, we make sure our drivers keep an accurate log of their time. With the ELD mandate on the horizon, truckers need to record driving time with a reliable HOS log system to ensure compliance with DOT rules and regulations. Our FMCSA-certified electronic logging devices can suit your fleet faster before the Dec. 17, 2017 deadline. Paperless logs make it easy for your drivers to adapt to the curves without any fast learning. Using our electronic logging device, you'll immediately know if a driver can use a 16-hour limit or if they are at risk of exceeding. If you are interested in knowing more about our electronic logging device to track your drivers' hours, you can call us at (855) 999-7828 or request a free quote today. Benefits 16 hours The rules come with the exception and the short haul of service (HOS) 16 hours short haul exception actually brings some benefits to commercial automotive Drivers. Due to this rule, some CMV drivers can extend their 14-hour window by 2 hours every week. However, certain conditions need to be met. Brief brief description of THE HOS rules According to dot hours of service rules, CMV drivers carrying U.S. property have 14-hour windows to complete all driving-related work. Drivers are allowed to drive a maximum of 11 hours in that 14-hour window while they should take a half-hour break after 8 hours of driving. The 16-hour short race exception rule comes in handy in a way that extends this 14-hour window to 2 hours. So drivers can put a 16-hour window instead of 14 hours. If the driver would like to enjoy the exception of a valid 16-hour short distance, the following conditions have to be met: the driver must be released from work after he is on duty within 16 hours. The driver returns to their work reporting location for that day as well as their last 5 working days. The driver has not used the 16-hour exception in the last 6 consecutive days. Drivers who already qualify for non-CDL short-haul exceptions cannot use the 16-hour short-distance exception. Security compliance manager and driver, are you looking for an ELD solution to keep track of your service hours? Visit our website and sign up for an online demo! Last Update: June 19, 2017 Tracking Hours of Service (HOS) is often cited as one of the most time-consuming tasks that long-haul truckers perform on a regular basis. With the new Electronic Logging Device (ELD) law overhauling the methods that drivers use to track their record of fee status, many motor carriers are reviewing HOS regulations to better change and understand exceptions to detailed rules for when drivers may be on the road. The 16-hour rule has many warnings, but can be of great use for drivers who have certain features in regular routes. In this article, we will take a quick look at the basic reasons for hos rules, how they are meant to work, and what changes have been made under the 16-hour rule. Why does DOT regulate hours of service? The Department of Transportation (DOT) controls service hours to help reduce the number of traffic accidents resulting from driver fatigue. These regulations apply to long-haul and short-distance commercial drivers as well as city and school bus drivers. HOS rules limit the number of driving hours per day and the number of driving and working hours per week. These rules are meant to feature a 21 for a 24-hour program, allowing drivers to maintain a regular sleep schedule and avoid fatigue. Drivers are required to take breaks and go off-duty for extended rest periods to react to the cumulative impact of fatigue. Current regulations better for drivers How to make sure? Current FMCSA guidelines for hours of service tracking allow drivers to be on-duty for up to 14 hours a day, along with 11 Spent driving. The remaining three on-duty hours can be used for vehicle maintenance and inspection, any time spent at a plant, terminal or facility operated by a motor carrier or while waiting for dispatch, while crossing the limit, while loading or unloading the vehicle, at any time can be spent in providing samples for drug testing at any time to perform, or any other task required by the motor carrier. Drivers are allowed maximum driving time per week in 7 days or 8 days over 70 hours or 70 hours which they can reset with a rest period of 34 hours (usually taken on weekends). HOS guidelines have changed over time and they may be subject to future changes, but, as of now, they exist as they are to prevent fatigued drivers from operating CMVs. Some exceptions to the 16-hour rule are universal. For an example, in emergency situations or dangerous weather conditions, drivers can exceed 11 hours maximum daily driving time, provided that they live within 14 hours of the allotted duty time per day. Other exceptions apply only to specific drivers, such as the 100 and 150-air mile rules, which let some drivers venture less than 100 or 150 air miles from their reporting location, exempt from holding record-of-duty logs. Dot 16-hour rule: When and how does it apply? The 16-hour rule is a special exemption that allows some drivers to stay on-duty for up to 16 hours instead of 14, but without extending the 11 hours allowed per day of driving. This exemption applies to drivers who have started and closed their workdays in one place for the last five working days. These drivers can be described as short-range drivers as they return to the same work place each day. Under the 16-hour rule, drivers can stay on duty for an additional two hours, but should be relieved of duty immediately after 16 hours. This exception can be applied once every 34-hour reset cycle once a 5-day pattern is installed. The reason for this exemption after understanding the requirements is quite clear. Drivers who report in the same place every day can still experience delays from time to time and should not be prevented from returning home due to restrictions on their duty hours. The 16-hour rule helps avoid situations where a driver travels 5 hours, experiences a 5-hour delay while delivering the load, and still needs to return to the reporting location. Without the 16-hour rule, the driver could reach the on-duty limit of 14 hours when driven just an hour away from home and just 9 hours that day. Without the dot 16-hour rule, drivers can speed or drive recklessly to try to get home without violating the HOS, essentially substituting an unsafe practice with each other. The 16-hour rule is a common-sense regulation that ensures drivers doesn't get stuck asleep Berth or in a hotel when the house is just around the corner. DOT has done a good job of including exempts to HOS regulations that give truckers the flexibility to perform reasonably and safety tasks in the normal course of job performance. While the 16-hour rule can only be applied once weekly, it serves as a great option for drivers that are on the same regular route and need to get home at the end of each day. Day.

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