

# between the WHITE LINES

A Bimonthly Safety Newsletter From



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## Take Your Rest Breaks Seriously

It's going on one year since the Hours-of-Service Rest Break Rule went into effect. We suggest that you take the time to review the rule to help prevent violations during your next DOT roadside inspection and to minimize the downtime associated with taking rest breaks when they are not needed.

Below is the actual wording from Federal Motor Carrier Safety Regulations:

### Rest Breaks §395.3(a)(3)(ii)

Driving is not permitted if more than eight hours have passed since the end of the driver's last off-duty or sleeper-berth period of at least **30 minutes**.

Some important things to remember:

- Driving is not permitted after eight hours, but on-duty activity is allowed as long as driving doesn't resume until at least 30 minutes of off-duty or sleeper-berth has been taken.
- A rest break needs to be at least 30 minutes of off-duty or sleeper-berth time -- **no exceptions**.
- The eight-hour clock starts again after every rest break. On-duty time after a rest break and before driving needs to be counted in the calculation of eight hours. The FMCSA considers on-duty time as a contributing factor to driver fatigue.
- It may be necessary to take multiple rest breaks each day.

For drivers still using paper logs, a useful tool is to take a logbook ruler and measure the length of eight hours on the ruler. Use this technique as a quick reference once driving or on-duty time begins in order to determine when a rest break must be taken without going over eight hours.

*Take your rest breaks seriously.* They can help reduce the stress and fatigue that can lead to a crash and/or workplace injuries. Also, during a roadside inspection, a new rest break violation adds 21 points to the driver's and the carrier's CSA/SMS score. This violation can also result in the driver being placed out of service and additional CSA/SMS points against the driver and the fleet.

## Why Are You Pulled In For An Inspection?

We are all aware that the FMCSA looks at our CSA scores when determining if a truck and/or a driver is going to be inspected. But did you know that in addition to looking at CSA data, the DOT also looks at our ISS score to gauge if we're a safe and compliant carrier?

The information below is an overview of the ISS score -- which tells the DOT how we rate as carrier. In this case, a high-number score is not good.

### Inspection Selection System (ISS) Info

**ISS Inspection Score:** 93 (PGT Trucking)  
**ISS Recommendation:** Inspection is Optional  
**Basis for Recommendation:** Safe Carrier

ISS is the primary tool supported by FMCSA for use on the roadside to screen commercial motor carrier vehicles for inspection. ISS provides carrier identification data, an overall inspection value from 1 to 100, and many additional safety performance indicators.

ISS-CSA prioritizes carriers by assigning inspection recommendations and inspection valves based in part on a carrier's Behavior Analysis and Safety Improvement Categories (BASICS) percentile values from the FMCSA-CSA-SMA. Taking into consideration:

- Unsafe Driving
- Hours of Service
- Driver Fitness
- Controlled Substances and Alcohol
- Vehicle Maintenance and Cargo
- Hazardous Materials

### ISS-CSA Safety Algorithm Prioritization

This works similar to a traffic light.

**Red Means Stop** -- Stop each truck within these numbers.

**Yellow Means Caution** -- The carrier is potentially at issue and may be pulled in at the officer's discretion.

**Green Means Go** -- Very few issues with this carrier. Wave them through.

**Inspect (RED)** -- 75 to 100: (Remember PGT Trucking is currently at 93)

- OOS Carriers
- High-Risk Carriers
- Carriers with multiple BASICS prioritized for intervention or one BASIC best addressed roadside
- Carriers with single HOS compliance BASIC prioritized for intervention

**Optional (YELLOW)** -- 50 to 74:

- Carriers with insurance violations or other serious violations
- Carriers with single BASIC prioritized for intervention best addressed roadside
- Carriers with Unsafe and Crash Indicator BASICS prioritized for intervention
- Carriers with single Unsafe and Crash Indicator BASIC prioritized for intervention

**Pass (GREEN)** -- 1 to 49:

All other carriers with sufficient data to measure.

PGT Trucking is currently in the **RED**, which means to inspect every truck. This makes it difficult for each of you out there. The only way to get back in the **GREEN** is through clean inspections and hard work from each and every driver.



## PGT TEAM BUILDING EVENT

Mark your calendars for this event!

**WHO:** All PGT  
**WHAT:** PGT Team Building EVENT  
**WHERE:** Ambridge, PA  
**WHEN:** Saturday, September 20th

8:00 a.m. – 5:00 p.m. Registration begins at 7:00 a.m.  
*Continental Breakfast and Lunch will be served.*

**Watch your email and mail box for details soon!**

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If you have any questions or would like to see a specific topic, please contact:

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