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MESSAGE FROM THE EDITOR

Mind your minutes!

Remember our parents, guardians, or teachers telling us to mind our manners as kids? Now, when it comes to operating a commercial vehicle as an adult, it's time to mind your minutes! Drivers who mind their minutes stay alert and attentive, plus they help themselves and their carrier avoid preventable fines and penalties.

Thanks to electronic logging devices (ELDs), drivers can record driving time more easily and with more accuracy. Just a few minutes can make the difference between compliant and noncompliant records.

This is what the ELD takes care of automatically:

- Date and time,
- Geographic location of the vehicle,
- Engine hours and vehicle miles,
- Driver or authenticated user identification data,
- Vehicle identification data, and
- Motor carrier identification data.

Remember that drivers still need to know and understand how to:

- Log in;
- Assign unassigned driving hours;
- Record duty status changes;
- Edit, annotate, and certify records;
- Access records of duty status data;
- Provide ELD display printouts (if available) and send a copy to inspectors;
- Identify and fix data diagnostics; and
- Report ELD malfunctions.

It's true that not all drivers need to use an ELD to mind their minutes. There are exceptions for:

- Drivers of vehicles manufactured before model year 2000,
- Drivers who must prepare records of duty status on no more than 8 days within a 30-day period, and/or
- Drivers who conduct driveaway-towaway operations where the driven vehicle is a deliverable commodity or the transported vehicle is a motor home/recreation vehicle.

Thanks to ELDs, minding your minutes is easy, simple, and best of all, accurate! ♦



Lucero Truskowski

Lucero Truskowski joined J. J. Keller & Associates, Inc. as an Associate Editor in 2022. Lucero edits, writes, and researches content on a variety of topics, including transportation, human resources, and driver training. She holds a Master of Science (MS) in Professional Writing from New York University.



TRAINING BLUEPRINT — ELD/HOURS OF SERVICE

Limits and minutes

The hours-of-service (HOS) regulations, located in Part 395 of the Federal Motor Carrier Safety Regulations, limit the number of hours an individual operating a commercial motor vehicle (CMV) can drive, as well as the number of allowable on-duty hours. Compliance with HOS regulations includes a robust understanding of driving limits, as well as accurate and complete records of duty status (RODS).

Remember, the main goal of the HOS regulations is to keep fatigued drivers off the road.

TIP: Engage your team with a Q&A session to establish a baseline for what your drivers already know.

Planning for the day

Drivers must understand their daily limits:

11-hour driving rule

- All time spent driving behind the wheel of a CMV is considered driving time.
- After driving for 11 hours, drivers must have at least 10 consecutive hours of off duty time before driving again.

14-hour duty limit

- The 11 hours of driving time must fall within a period of 14 consecutive hours of duty time.
- Drivers cannot continue beyond the 14th consecutive hour after coming on duty until they've had at least 10 consecutive hours off duty. Drivers may still work, but no additional driving is allowed.
- The 14 hours are consecutive from the time the driver starts the tour of duty. Lunch breaks and other off-duty time don't extend the 14-hour period.

Time for a break

Drivers are required to take one 30-minute break from driving if they've driven for 8 hours without having a break from driving. This break may include **off-duty time**, **on-duty non-driving time**, and **sleeper-berth time**.

TIP: Try using a video to demonstrate the rules. When choosing a video, consider your drivers' experiences and the HOS situations they regularly face.

Planning for the cycle

These rules are based on the amount of on-duty time in a 7- or 8-day period.

60-hour/7-day limit

- If the motor carrier doesn't operate CMVs every day of the week, then drivers must not drive after accumulating 60 hours on duty during 7 consecutive days.

70-hour/8-day limit

- If the motor carrier does operate CMVs every day of the week, then drivers must not drive after accumulating 70 hours on duty in 8 consecutive days.

34-hour restart

- Drivers have the option to "restart" the calculation of the 60-hour/7-day limit or 70-hour/8-day limit by taking at least 34 consecutive hours off duty.
- The time may be spent off duty, in a sleeper berth, or using any combination of the two, but the time must be consecutive (no driving or on-duty time allowed).
- Once at least 34 hours of rest have been taken, a new 7- or 8-day period begins, and the hours worked before the rest break began are no longer taken into consideration. ♦

TIP: Bring an ELD into the session for some hands-on learning.





TRAINING HANDOUT — ELD/HOURS OF SERVICE

What you need to know about HOS limits

You cannot drive a CMV:

- More than 11 hours following 10 consecutive hours off duty;
- Beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty;
- If more than 8 hours have passed since the end of the last 30+ consecutive minutes of a break from driving; or
- If all driving and on-duty time combined is more than:
 - 60 hours in any 7 consecutive days, or
 - 70 hours in any 8 consecutive days.



When using an ELD, you must also keep the following items with you onboard to stay compliant:

- An instruction sheet with step-by-step instructions for transferring HOS records to an authorized safety official;
- An instruction sheet on reporting ELD malfunctions and recordkeeping procedures during ELD malfunctions; and
- A supply of blank driver's records of duty status (paper grid graphs) to record driver duty status and related information for at least 8 days, in case of ELD malfunction. ♦





TEST YOUR KNOWLEDGE — ELD/HOURS OF SERVICE

1. You cannot drive a CMV for more than how many hours following 10 consecutive hours off duty?
 - A. 9
 - B. 10
 - C. 11
 - D. 12
2. Drivers are required to take one 60-minute break from driving after driving for 8 hours.
 - A. True
 - B. False
3. A break from driving after driving for 8 hours may include:
 - A. Off-duty time
 - B. On-duty non-driving time
 - C. Sleeper-berth time
 - D. All of the above
4. The main goal of the HOS regulations is to keep fatigued drivers off the road.
 - A. True
 - B. False
5. Drivers must keep a supply of blank driver's paper grid graphs to record driver duty status and related information for at least ____ days.
 - A. 5
 - B. 10
 - C. 21
 - D. None of the above ♦

NAME: _____ DATE: _____



NH implements NRII, only 2 states remain

As of August 17, 2026, New Hampshire is in full compliance with the new National Registry II (NRII) requirements. As a result, only two states (Louisiana and Alaska) remain on the list of states yet to comply with the new regulations.

Paper submissions coming to an end

New Hampshire is now meeting the requirements of the Federal Motor Carrier Safety Administration (FMCSA) and will no longer accept paper copies of the Medical Examiner Certificates (med cards), including drop box, email, and in-person submissions. The last paper copy was accepted on August 14, 2026.

All med cards issued to commercial driver's license (CDL) holders by FMCSA-certified examiners will now be electronically submitted to the state's Department of Motor Vehicles (DMV) and automatically added to the driver's record. CDL drivers who don't maintain a valid med card will risk losing their driving privileges. Drivers may check their med card status by calling (603) 227-4000.



Two states left

Louisiana and Alaska are the final two states to not yet comply with the FMCSA's requirement for receiving med cards electronically and directly from a certified examiner.

CDL drivers in these states must continue to submit their med card information directly to the state.

NRII background

Since June 23, 2025, the NRII dictated that if a certified medical examiner finds that a CDL driver is physically qualified to drive a CMV, the examiner will complete a CMV Driver Medical Examination Results Form (MCSA-5850) in the National Registry of Certified Medical Examiners (NRCME). That information will be electronically transferred to the driver's licensing authority.

Upon receiving this information, the state will post a medical qualification status of "certified" on the driver's motor vehicle record (MVR), along with other required exam information. The driver's state driving record (i.e., MVR) is official proof of medical certification for CDL drivers and their carrier.

None of these changes apply to non-CDL drivers, who must follow all existing regulations concerning physical qualification status. ♦

2026 Roadcheck results you 'auto' know

The 2026 3-day International Roadcheck results are out, offering snapshot insights for all industry personnel on truck/motorcoach safety performance.

The Commercial Vehicle Safety Alliance's (CVSA's) 3-day event took place May 12–14, 2026. There were **54,575** total inspections across Mexico, the U.S., and Canada.

The areas of focus for this year's event included a closer look at **cargo securement**, which ranked fourth out of all vehicle out-of-service (OOS) violations, and **electronic logging device (ELD) tampering** or manipulation, which ranked as the seventh most cited driver OOS violation.

International Roadcheck 2026 results

Approximately 81 percent of commercial motor vehicles (CMVs) and 94.2 percent of CMV drivers got through the inspection with no OOS violations.

In contrast, **19 percent (10,350)** of inspected vehicles were placed OOS, and **5.8 percent (3,184)** of CMV drivers were placed OOS.

In total, inspectors identified 13,924 vehicle OOS violations, 3,806 driver OOS violations, and 431 vehicle/driver hazardous materials/dangerous goods OOS violations.

2026 focus results

The 2026 **vehicle focus** area was on cargo securement. In total, inspectors discovered 1,724 OOS cargo securement violations,

making up 12.4 percent of all vehicle OOS violations. A cargo securement violation happens when freight isn't properly secured, tied down, immobilized, restrained, packed, or locked, which can cause dangerous highway debris, vehicle rollovers, and jackknives.

The 2026 **driver focus** area was on ELD manipulation, tampering, or falsification, which are all tactics used to hide hours-of-service violations. Hiding hours raises the risk of fatigue, which can lead to more frequent or severe highway accidents. ELD violations accounted for 3.7 percent (146) of all driver OOS violations.

Top 5

Top 5 North American **vehicle** OOS violations:

1. Brake Systems: **3,379**
2. Tires: **2,914**
3. 20% Defective Brakes: **2,072**
4. Cargo securement: **1,724**
5. Lights: **1,659**

Top 5 North American **driver** OOS violations:

1. No medical card: **1,072**
2. Hours of service: **929**
3. No commercial driver's license: **620**
4. English proficiency: **361**
5. False logs: **266** ♦



Answers to quiz on page 5:

- 1.) **C** 2.) **B** 3.) **D** 4.) **A** 5.) **D** ♦



Next Month's Topic: Personal Protective Equipment (PPE)

Drivers may need different types of PPE (gloves, eyewear, high-visibility clothing, boots, etc.) depending on the product they handle or the place they're delivering to. Even weather can play a role in the types of PPE your drivers need to stay safe. ♦

Expert Help: Question of the Month

Question: The regulations state that when using the 150-air-mile radius exception, a driver must start and end the day at the same reporting location. If a driver starts their day from a hotel instead of the work base, can they still use the 150-air-mile radius exemption?

Answer: A driver may use the 150-air-mile exception when working out of a temporary reporting location, such as a hotel, as long as the driver starts and ends the day there. If a driver starts a day at one location and ends the day at another location, a standard log or ELD is required on that day.

Here is some official DOT guidance related to this issue:

Question 15: May an operation that changes its normal work-reporting location on an intermittent basis utilize the [150]-air-mile radius exemption?

Guidance: Yes. However, when the motor carrier changes the normal reporting location to a new reporting location, that trip (from the old location to the new location) must be recorded on the record of duty status because the driver has not returned to his/her normal work reporting location. ♦



Expert Help

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