Safety & Deadlines in the Hi-Tech Trucking World

2026 Annual Safety Symposium

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Oregon Trucking Association

OTA OREGON TRUCKING ASSOCIATION

DEADLINES CAN LEAD TO RUSHED DECISIONS AND UNINTENDED CONSEQUENCES

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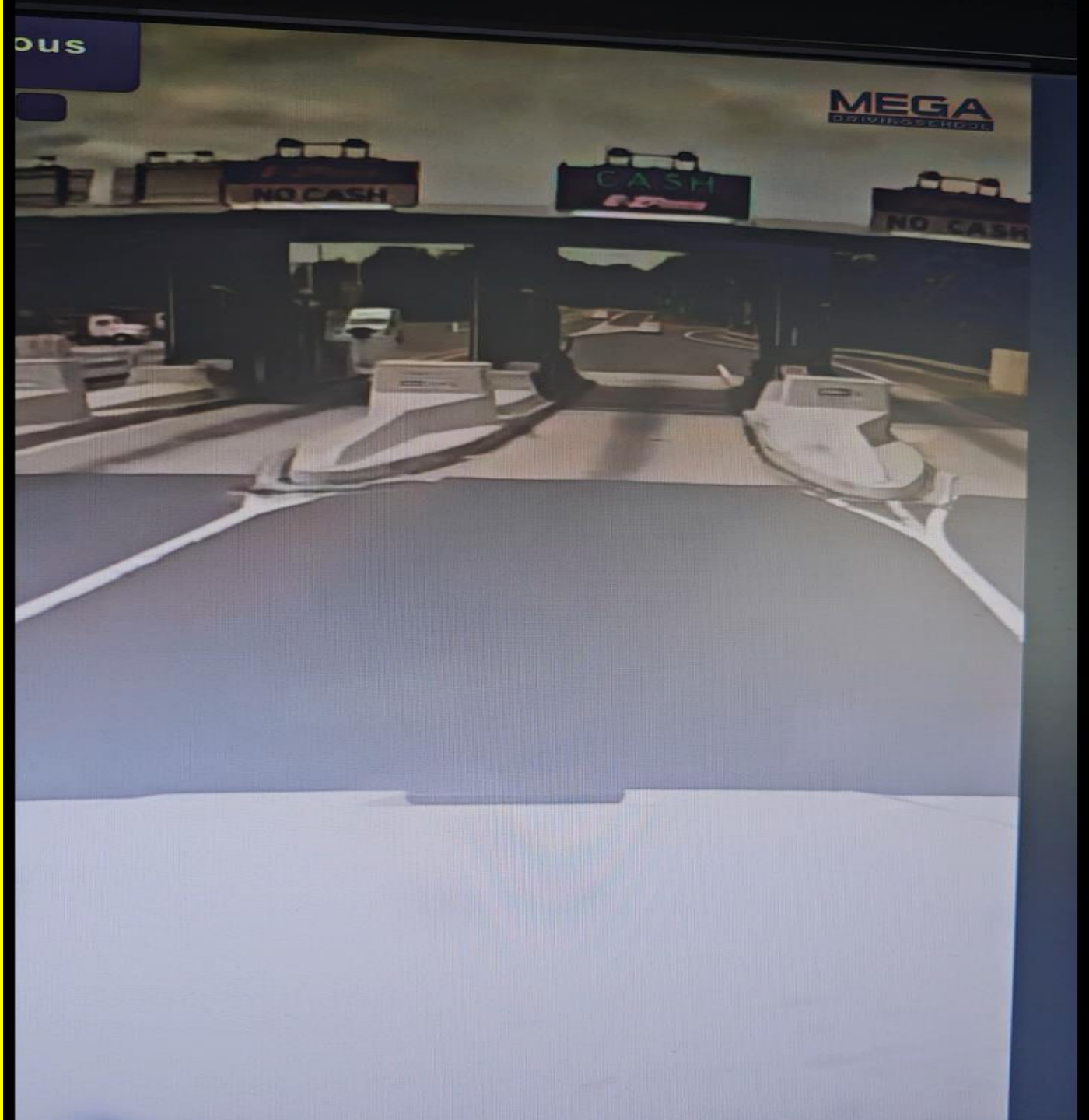
BUT THEY DON'T HAVE TO IF MANAGED PROPERLY



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CFR 49 Part 395: HOS Rules for Truck Drivers

PART 395—HOURS OF SERVICE OF DRIVERS

Subpart A—General

Sec.

395.1 Scope of rules in this part.

395.2 Definitions.

395.3 Maximum driving time for property-carrying vehicles.

395.5 Maximum driving time for passenger-carrying vehicles.

395.7 [Reserved]

395.8 Driver's record of duty status.

395.10 [Reserved]

395.11 Supporting documents.

395.12 [Reserved]

395.13 Drivers ordered out of service.

395.15 Automatic on-board recording devices.

395.16 –19 [Reserved]

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PART 394 [RESERVED]

PART 395—HOURS OF SERVICE OF DRIVERS

Subpart A—General

Sec.

[EDITORIAL NOTE: Nomenclature changes to part 395 appear at 66 FR 49874, Oct. 1, 2001.

Subpart A—General

§ 395.1 Scope of rules in this part.

(a) *General.* (1) The rules in this part apply to all motor carriers and drivers, except as provided in paragraphs (b) through (x) of this section.

(2) The exceptions from Federal requirements contained in paragraphs (l) and (m) of this section do not preempt State laws and regulations governing the safe operation of commercial motor vehicles.

(b) *Driving conditions*—(1) *Adverse driving conditions.* Except as provided in paragraph (h)(3) of this section, a driver who encounters adverse driving conditions, as defined in §395.2, and cannot, because of those conditions, safely complete the run within the maximum driving time or duty time during which

HOS Rules for Interstate Drivers

- **11-Hour Driving Limit**
  - May drive a maximum of 11 hours after 10 consecutive hours off duty.
- **14-Hour Limit**
  - May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time **does not extend** the 14-hour period.
- **30-Minute Driving Break**
  - Drivers must take a 30-minute break when they have driven for a period of 8 cumulative hours without at least a 30-minute interruption. The break may be satisfied by any non-driving period of 30 consecutive minutes (i.e., on-duty not driving, off-duty, sleeper berth, or any combination of these taken consecutively).
- **Sleeper Berth Provision**
  - Drivers may split their required 10-hour off-duty period, as long as one off-duty period (whether in or out of the sleeper berth) is at least 2 hours long and the other involves at least 7 consecutive hours spent in the sleeper berth. All sleeper berth pairings MUST add up to at least 10 hours. When used together, neither time period counts against the maximum 14-hour driving window.

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HOS Exemptions

- **Adverse Driving Conditions**
  - Drivers are allowed to extend the 11-hour maximum driving limit and 14-hour driving window by up to 2 hours when adverse driving conditions are encountered.
- **Short-Haul Exception**
  - A driver is exempt from the requirements of §395.8 and §395.11 if: the driver operates within a 150 air-mile radius of the normal work reporting location, and the driver does not exceed a maximum duty period of 14 hours. Drivers using the short-haul exception in §395.1(e)(1) must report and return to the normal work reporting location within 14 consecutive hours, and stay within a 150 air-mile radius of the work reporting location.
- **16-hour short haul exemption**

Common Exemptions

150 Air-Mile Radius Short-Haul (CDL and Non-CDL): Drivers operating within a 150 air-mile radius of their normal work reporting location and returning there daily are exempt from ELD/logbook requirements and the 30-minute break.

Ready-Mixed Concrete Exemption: Vehicles specifically designed for ready-mixed concrete (non-mixer trucks) can use on-duty "waiting time" (up to 30 mins) to satisfy the 30-minute rest break.

Numerous other exemptions:

- **Construction**
- **Agricultural commodities and covered farm vehicles**
- **Emergency conditions**
- **Oil field workers**
- **A host of exemptions for *intrastate* carriers**
- **Spcific industries as well as companies can request exemptions**

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- Trucks Move Essential Freight
- Delays Affect Legal Driving Time
- Pressure Impacts Safety Decisions

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Types of Deadlines Drivers Face

- Delivery Appointment Windows

- Retail and Warehouse Cutoffs

- Port Schedules

- Hours of Service Limitations

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What Happens When Delays Occur

- Lost driving hours
- Missed delivery windows
- Increased stress
- Reduced rest time

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TRUCK PARKING

Or Lack Thereof

- **The lack of truck parking costs society $100 billion a year in lost productivity**
- **Some estimates are that truck drivers lose as much as 2-hours of productivity per parking event**
- **50% of all truck drivers are forced to park in places that aren't necessarily appropriate, safe or even legal for trucks.**
  - **City streets**
  - **On and off ramps**
  - **Roadway shoulders**

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Human Factors & Safety Risks

- Fatigue
- Decision overload
- Pressure to make up time

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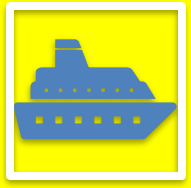
Modern Truck Safety Technology

- Advanced Driver Assistance Systems(ADAS)

- Automatic Emergency Braking

- Lane Assist



- Adaptive Cruise Control

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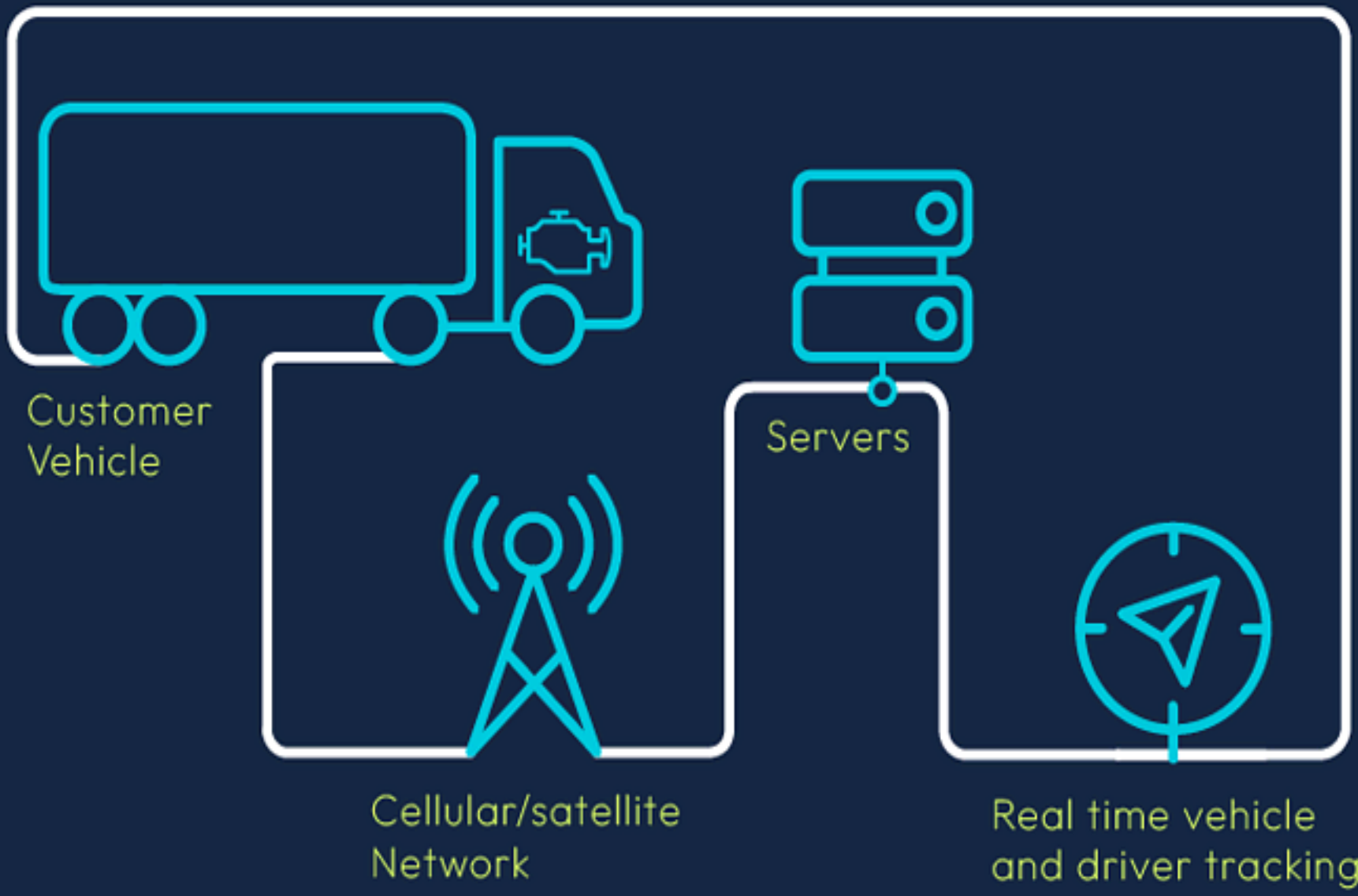
How telematics works



Cameras & Driver Monitoring

- Detect distraction & fatigue
- Real-time alerts
- Video event recording
- Driver Coaching and Training
- Litigation Defense

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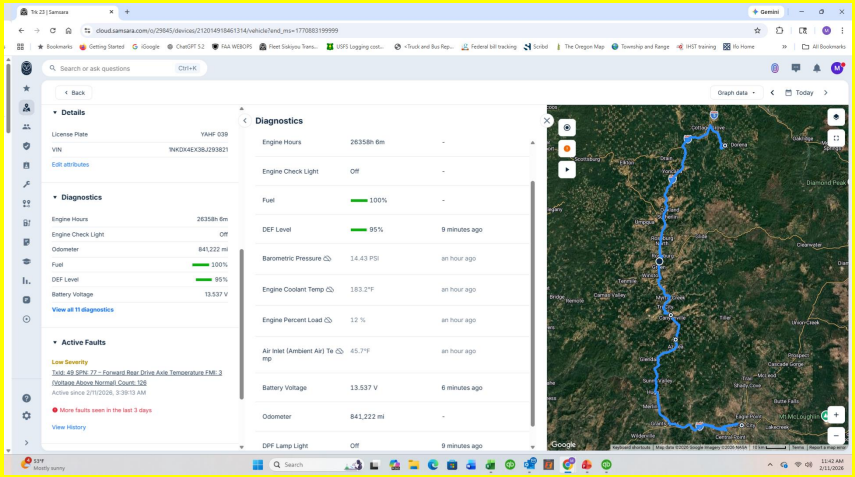
2022 05 11, 03:44:04 AM PDT
64
mph
LIMIT 65


2022 12 21, 05:37:11 AM PST
36
mph
LIMIT 55


64
mph
LIMIT 65
I 5, Round Prairie, OR
Lat: 43.105338129 • Long: -123.35947541


Speed (mph)
Speed (mph)
80
70
60
50
40
30
20

Telematics & GPS Tracking



- Real-time truck location
- Speed & route monitoring
- Delay visibility

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Trk 23 | Samsara

cloud.samsara.com/o/29845/devices/212014918461314/vehicle?end_ms=1770883199999

Search or ask questions Ctrl+K

Back

Graph data | Today

Details

License Plate	YAHF 039
VIN	1NKDX4EX3BJ293821

Edit attributes

Diagnostics

Engine Hours	26358h 6m
Engine Check Light	Off
Odometer	841,222 mi
Fuel	100%
DEF Level	95%
Battery Voltage	13.537 V

View all 11 diagnostics

Active Faults

Low Severity

TxId: 49 SPN: 77 – Forward Rear Drive Axle Temperature FMI: 3 (Voltage Above Normal) Count: 126

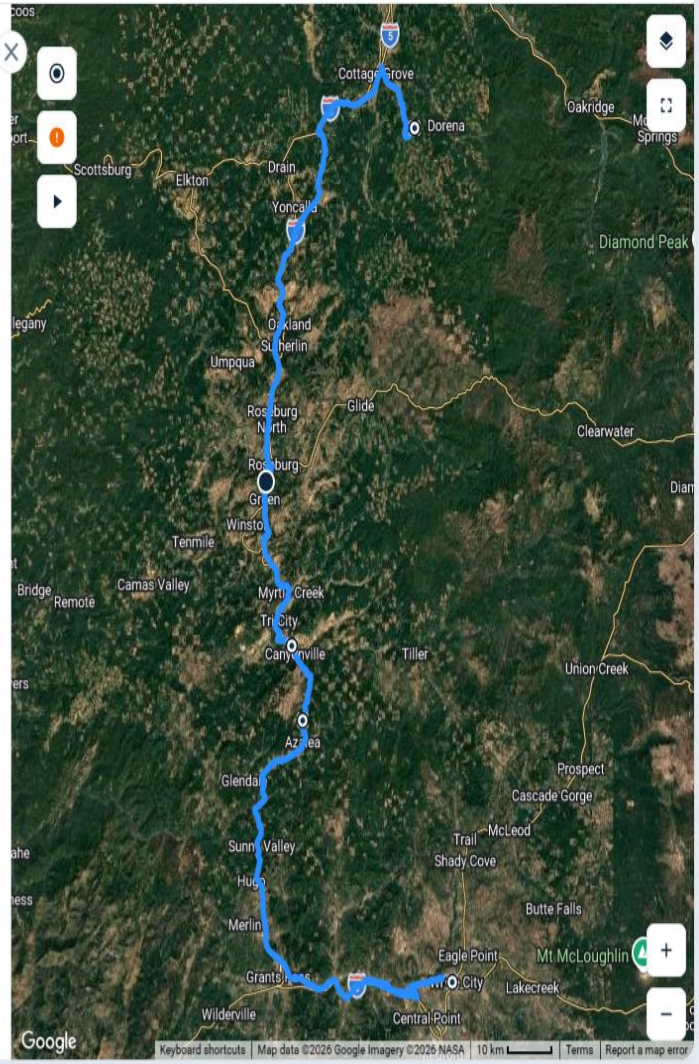
Active since 2/11/2026, 3:39:13 AM

More faults seen in the last 3 days

View History

Diagnostics

Engine Hours	26358h 6m	-
Engine Check Light	Off	-
Fuel	100%	-
DEF Level	95%	9 minutes ago
Barometric Pressure	14.43 PSI	an hour ago
Engine Coolant Temp	183.2°F	an hour ago
Engine Percent Load	12 %	an hour ago
Air Inlet (Ambient Air) Temp	45.7°F	an hour ago
Battery Voltage	13.537 V	6 minutes ago
Odometer	841,222 mi	-
DPF Lamp Light	Off	9 minutes ago



53°F Mostly sunny

Search

11:42 AM 2/11/2026

Electronic Logging Devices (ELDs)

- Automatic time tracking

- No flexibility once time expires

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Electronic Logging Devices (ELDs) and In-cab Notifications

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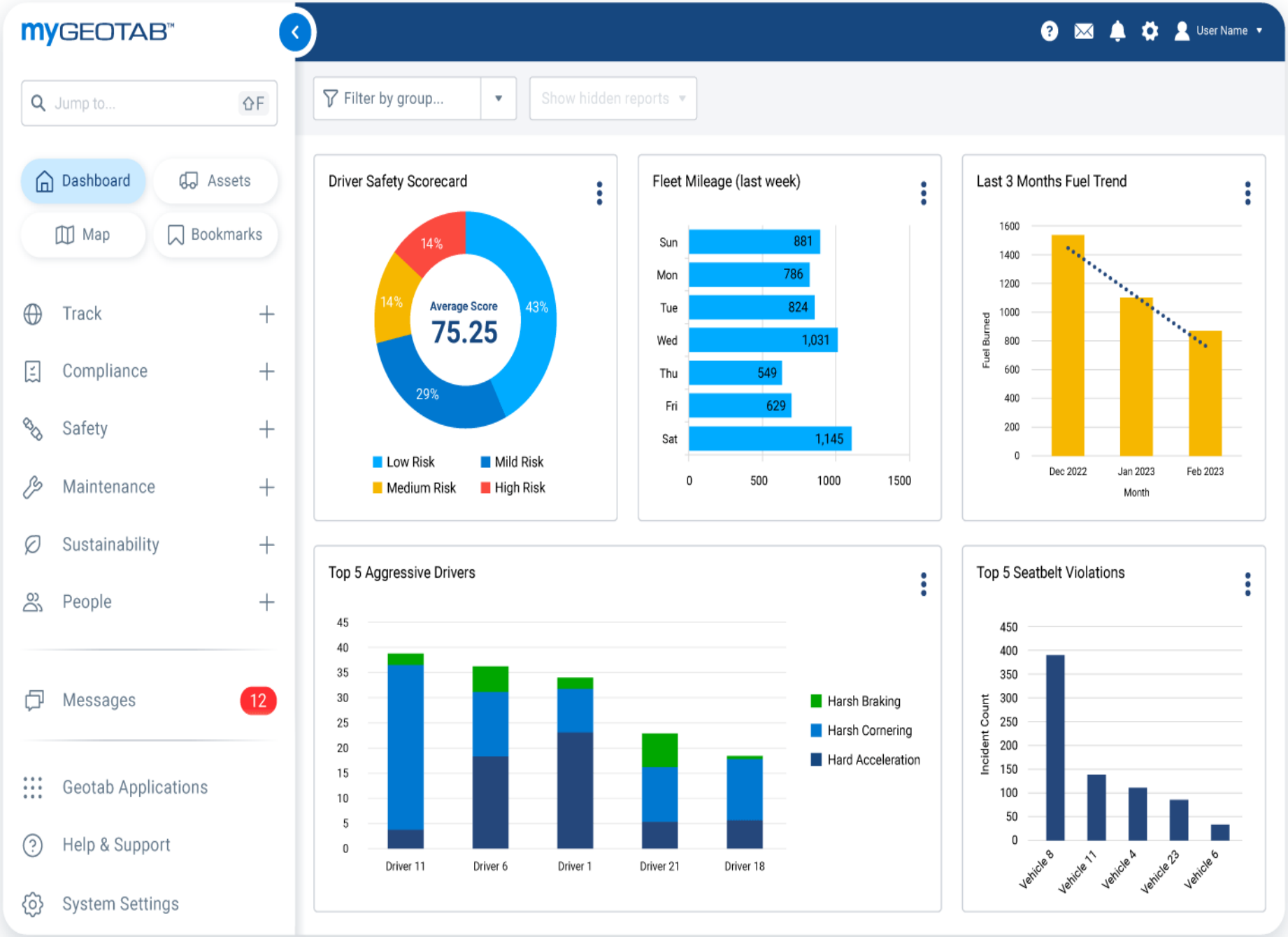
AI Integration

- Predictive maintenance
- Route optimization
- ADAS
  - Cameras
  - Blind spot monitoring
    - Cameras working in conjunction with mirrors
  - Distracted or drowsy driving
    - Fatigue is one of the leading causes of accidents in the trucking industry
  - Curve/Active speed assist
  - Roll Stability Control


mygeotab
Jump to... ⇧F
Dashboard
Assets
Map
Bookmarks
Track
Compliance
Safety
Maintenance
Sustainability
People
Messages
12
Geotab Applications
Help & Support
System Settings
User Name
Filter by group...
Show hidden reports
Driver Safety Scorecard
Average Score
75.25
14%
14%
43%
29%
Low Risk
Mild Risk
Medium Risk
High Risk
Fleet Mileage (last week)
Sun
Mon
Tue
Wed
Thu
Fri
Sat
881
786
824
1,031
549
629
1,145
0
500
1000
1500
Last 3 Months Fuel Trend
Fuel Burned
1600
1400
1200
1000
800
600
400
200
0
Dec 2022
Jan 2023
Feb 2023
Month
Top 5 Aggressive Drivers
45
40
35
30
25
20
15
10
5
0
Driver 11
Driver 6
Driver 1
Driver 21
Driver 18
Harsh Braking
Harsh Cornering
Hard Acceleration
Top 5 Seatbelt Violations
Incident Count
450
400
350
300
250
200
150
100
50
0
Vehicle 8
Vehicle 11
Vehicle 4
Vehicle 23
Vehicle 6

VIEW BY DRIVER | VIEW BY TERMINAL | MANAGE DRIVERS

LAST 26 WEEKS | PRINT | SETTINGS

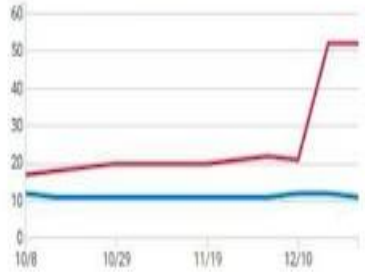
Name	Total	CSA	Speeding	HOS Violations	Driver Behavior
Fleet Average	11	0	574	6	49
Creamer, George	94	0	6039	0	66
Richard Cantrell	57	0	3744	0	3
Caimares, Rene	57	0	3337	0	192
Burks, Jermaine	52	30	1479	0	0
Ware, John	50	0	166	0	1456
Jackson, Rodney	49	20	1733	21	26
Carter, James	47	0	2787	28	36
Hearst, Murray	43	0	2782	0	30
Thompson, Hayward	43	20	1130	28	80
Watson, Michael	43	0	2584	0	129
Ortega, Sergio	41	4	1103	35	495
Burton, Brian	40	20	1111	7	71
Wesley Jordan	35	0	1785	0	252
Robertson, Timothy	34	0	2269	0	6
Murray, Kelvin	31	0	2060	0	6
Pickett, Corey G	30	30	0	0	0
Yeomans, James	27	0	1708	7	24
Bond, Michael	25	5	1061	28	28
Arredondo, Arturo	25	0	52	7	743
Howze, Daryl	25	0	953	56	71
Burdick, Troy	24	0	1398	7	64
Thomas, Michael	23	0	1559	0	27

CSA data powered by eVIGILLO Speeding data powered by SPEEDGAUGE

Burks, Jermaine

Total 52

TOTAL



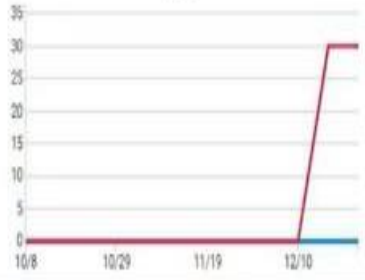
13 VIDEOS

START 10 | STOP 3

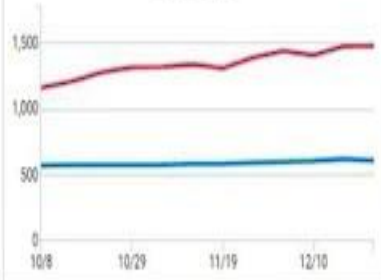
SAFETY SYSTEMS 0 | REVIEW 0

VIEW VIDEOS

CSA

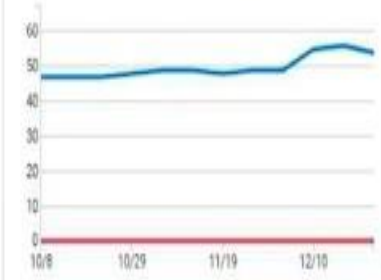


SPEEDING



HOS VIOLATIONS

DRIVER BEHAVIOR



FLEET AVG. — BURKS, JERMAINE

CSA

30

	UNSAFE	CRASH	HOS	VEHICLE	ALCOHOL	HAZMAT	FITNESS
VIOLATIONS	1	0	0	0	0	0	0
POINTS	30	0	0	0	0	0	0
FLEET AVG.	0	0	0	0	0	0	0

SPEEDING

1479

	6-10 MPH OVER	11-14 MPH OVER	15+ MPH OVER
EVENTS	222	63	15
POINTS	888	441	150
FLEET AVG.	426	111	21

HOS

0

	BREAK	DRIVING	ON-DUTY	CYCLE
EVENTS	0	0	0	0
POINTS	0	0	0	0
FLEET AVG.	2	0	3	0

DRIVER BEHAVIOR

0

	START	STOP	SAFETY SYSTEMS	REVIEW
EVENTS	0	0	0	0
POINTS	0	0	0	0
FLEET AVG.	7	42	0	0

How can telematics and AI help Drivers

- AI can tell us which day of the week is the riskiest day to drive
- It can tell us the riskiest time of day to drive
- It can tell us the riskiest intersections or roads to travel
- AI and telematics can enhance safety for everyone

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Questions/Comments

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Oregon Trucking Association

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