

Transportation Safety

Training ADVISOR

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Fatigued Driving

Master the art of staying awake and alert

3 vehicle tech rules delayed

CVSA's Human Trafficking
Initiative results

What's required in a fatigue
management program?

Information and resources to help your drivers operate safely



J. J. Keller
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MESSAGE FROM THE EDITOR

Wake up! Hours-of-service rules apply

The hours-of-service (HOS) rules dictate when drivers may drive and when they must rest. These regulations are designed to reduce the number of vehicle accidents, injuries, and fatalities caused by fatigued drivers.

While exceptions can be made to the HOS rules in certain situations, they must be used sparingly. Certain exceptions, such as adverse and emergency driving exceptions, exist for emergencies or truly unforeseen situations. They're not an excuse to drive fatigued. If an auditor discovers a pattern of frequent use of these exceptions, the auditor will question it — especially for particularly tight runs.



In addition to the HOS rules, the Federal Motor Carrier Safety Regulations (FMCSRs) prohibit drivers from getting behind the wheel when feeling ill or fatigued. Section 392.3 bars drivers from driving a commercial motor vehicle, and carriers from allowing them to operate a commercial vehicle, when ill or fatigued (or when they could become ill or fatigued).

Keep in mind that HOS exceptions may not be used to push fatigued drivers to travel farther.

Proper positioning can help!

When talking to your drivers about combating fatigue, remember that physical factors play a big role. Proper positioning behind the wheel can help drivers sit for long periods of time without feeling pain or fatigue. Remind drivers to:

- Keep their body and legs at a 90-degree angle from each other;
- Sit upright with the seat supporting their lower back (lumbar);
- Ensure that their hands rest comfortably on the steering wheel and feet reach the pedals without stretching;
- Avoid slouching, reclining, or leaning; and
- Reposition regularly.

Controlling external factors in the vehicle's environment can also help. Drivers should set the temperature to a comfortable level without making the cabin too warm, since it can make them feel tired. At night, drivers should reduce the brightness of the dashboard lights to reduce eye strain. ♦



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 — FATIGUED DRIVING

Master the art of staying awake and alert

Professional drivers face countless daily challenges that lead to fatigue. It's important to remember that fatigue doesn't just happen at night; it can happen any time of day, and it affects your drivers' ability to safely operate a vehicle. Fatigued or drowsy driving is one of the most common causes of vehicle accidents. The good news is, it's preventable!

"Fatigue" is a generic term for anything from tiredness to exhaustion. The term fatigue can apply to both the physical body and to the spirit, and extreme fatigue can cause an uncontrolled shutdown of the brain. The first step in preventing fatigue is knowing the signs.

TIP: Remind drivers that although the signs of fatigue may not seem dangerous or scary on their own, they can become deadly behind the wheel!

Signs and signals

The most obvious signs of fatigue are usually **physical**: yawning, heavy eyelids, clumsy movements, frequent blinking, and/or nodding off. Most people are already familiar with these signs, but there are some other less obvious signs that your drivers should know, too.

These can include **mental and emotional effects** of fatigue, like:

- Slowed reaction time,
- Poor decision-making, and
- Memory issues.

Other signs of fatigue may appear as **driving errors**, like:

- Missing an exit,
- Driving on the rumble strip,
- Drifting between lanes,
- Erratic speed control,
- Inconsistent shifting,
- Intermittent braking, and
- Following other vehicles too closely.

What causes fatigue?

There are two major causes of fatigue for professional drivers: sleep loss and changes to circadian rhythms.



Sleep loss

Most adults need between 6-8 hours of uninterrupted sleep per night to feel rested. The human body can sometimes function on less sleep, but after a few days, a sleep debt develops. For example, if you need 8 hours of sleep but only get 6, then you have a 2-hour sleep debt. If you lose those 2 hours for four days in a

row, then you have an 8-hour sleep debt — that's a whole night's worth!

Even just 2 hours of sleep loss can cause reduced judgment, slowed reaction time, a lack of concentration, and poor mood/attitude.

Circadian rhythms

Most people have an internal clock that runs on a 24-hour basis with high and low points, which is called a circadian rhythm. Time cues like sunlight and personal work/rest times keep the body's internal clock set to a certain schedule. The morning low point between 2:00 a.m. and 6:00 a.m. is the most dangerous. Most people are programmed to sleep at this time since it's dark out, which makes it difficult to fight fatigue.

If the internal clock is changed to a different schedule, like when changing time zones or working a new shift, the body needs time to adjust to the new schedule. These time transitions can disrupt the body's internal clock and cause fatigue and sleep loss.

TIP: Provide drivers with a list of ways to prevent fatigue on the road.

How to fight fatigue

The best way to fight fatigue is to maintain a regular sleep schedule. This means going to sleep at the same time every night and sleeping for 6-8 interrupted hours.

Drivers can also help prevent their own fatigue by:

- Developing a bedtime routine that limits food and screen time for 30-60 minutes before bed;
- Avoiding driving during the body's low points;
- Eating nutritious, high-energy food at regular intervals to help regulate energy levels; and
- Taking breaks to reduce the time-on-task and risks of distractions. ♦



TRAINING HANDOUT — FATIGUED DRIVING

Fight fatigue and embrace energy

To reduce the chances of becoming fatigued, try:

- Maintaining a regular sleep schedule
- Driving during regular waking hours
- Limiting food and screen time for 30-60 minutes before bed
- Eating nutritious, high-energy food at regular intervals
- Taking regular breaks to reduce the time-on-task and risks of distraction
- Exercising for 30 minutes a day, but not within 2 hours of bedtime ♦



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TEST YOUR KNOWLEDGE — FATIGUED DRIVING

1. Sleep loss and changes to circadian rhythms are two major causes of fatigue for professional drivers.
 - A. True
 - B. False

2. What is the recommended amount of sleep per night for most adults?
 - A. 4-6 hours
 - B. 6-8 hours
 - C. 8-10 hours
 - D. 10-12 hours

3. Yawning is an emotional effect of fatigue.
 - A. True
 - B. False

4. How can drivers help prevent fatigue?
 - A. Driving during the body's low points
 - B. Snacking on junk food throughout the day
 - C. Taking breaks to reduce time-on-task and risks of distraction
 - D. Developing a bedtime routine that includes heavy meals before bed

5. What should be avoided 30-60 minutes before bed?
 - A. Relaxing music and low light
 - B. Reading a book
 - C. A cup of chamomile tea and meditation
 - D. Screen time and food ♦

NAME: _____ DATE: _____

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3 vehicle safety technology rules delayed

Three recent rule delays are important to watch, since they have the potential to impact a motor carrier's capital spending plans and technician training budgets.

The Department of Transportation's (DOT's) latest regulatory agenda pushed back significant vehicle safety technology rules.

1. Automated emergency braking (AEB)

The AEB final rule was delayed **from April 2024 to January 2025** and could require these systems on new medium to heavy-duty vehicles, 10,001 pounds and greater.

As proposed, new vehicles, 10,001 pounds to 26,000 pounds, will be subject four years from the final rule. Most new vehicles, 26,001 pounds or greater, will be subject within three years since they already must have electronic stability control (ESC).

The standard would set the lowest speed at which AEB will engage, and the system would activate at or above that speed. Also, inspections and maintenance of these systems will be required under 396.3.



2. Safe integration of automated driving systems (ADS)-equipped CMVs

The Safe Integration of Automated Driving Systems-Equipped Commercial Motor Vehicles was officially delayed one year **from December 2023 to December 2024**. The Notice of Proposed Rulemaking (NPRM) is expected to amend the rules to account for CMVs equipped with automated driving systems (autonomous vehicles [AVs] that operate without drivers in the vehicle).

The focus is on the inspection, repair, and maintenance regulations, along with requiring carriers to maintain ESC systems.

3. Speed limiters

A hotly debated topic in recent years is the potential mandate for heavy-duty vehicle speed limiters. A Supplemental Notice of Proposed Rulemaking (SNPRM) was moved on FMCSA's docket **from December 2023 to May 2025**. The proposal, if adopted, will require all vehicles rated or weighing 26,001 pounds or more with an electronic engine control unit (ECU) to be programmed to a speed limit determined by the rulemaking.

Questions

If you have a question on vehicle technology or any other transportation topic, we encourage you to reach out to our compliance experts using Expert Help. Our team of experts is always happy to assist. ♦

CVSA's 2024 Human Trafficking Initiative results revealed

The Commercial Vehicle Safety Alliance (CVSA) recently released its 2024 Human Trafficking Awareness Initiative results, which included participants from 51 jurisdictions across Mexico, Canada, and the United States.

Human trafficking is a crime that involves buying and selling people for forced labor and/or commercial sex using violence and/or manipulation to handle victims. This global crime victimizes thousands of women, men, girls, and boys across North America.

People in the trucking industry are uniquely positioned to assist in identifying and reporting human trafficking activities to help reduce incidents of this crime.

2024 Human Trafficking Awareness Initiative

CVSA's annual five-day event invites law enforcement and industry members to raise awareness and participate in outreach campaigns on human trafficking. This includes teaching the public what to look for and how to react if a victim of human trafficking is spotted.

This year, participants submitted reports detailing their initiative activities, which included handing out human trafficking information to drivers, speaking with truck passengers, distributing flyers and wallet cards in public trucking-relating spaces, completing online modules, delivering prevention training to motor carriers, and more.



Initiative results

Collaborating with Truckers Against Trafficking (TAT) to provide materials and training to law enforcement and the trucking industry, the CVSA initiative distributed:

- 13,510 window decals;
- 38,158 wallet cards; and
- 1,603 posters.

Additionally, the CVSA:

- Hosted 334 human trafficking outreach events;
- Gave 204 presentations;
- Posted 107 social media posts;
- Yielded 20,552 views on its website pages; and
- Made 692 media contacts.

The CVSA also collaborated with Paramount/CBS to air a public service announcement involving a human trafficking survivor, truck driver, and officer that generated 15,652,611 impressions. This announcement was aired during commercial breaks on streaming services and is currently available for public use in 30-second and 5-minute versions. ♦



Next Month's Topic: Accident procedures

No matter how safely you operate your vehicle, there is always the possibility that you can be involved in an accident. When the unexpected occurs, it's important that you know what to do and what to expect. ♦

Expert Help

Your print publication gives you access to our Expert Help feature. Get answers to your toughest compliance questions from our team of experts, within one business day. Email us, privately and securely, at: asktheexpertprint@jjkeller.com.



Expert Help: Question of the Month

Question: What exactly is required in a fatigue management program?

Answer: Section 385.3 of the Federal Motor Carrier Safety Regulations (FMCSRs) requires carriers to have “adequate” safety management controls. Safety management controls are defined in the section as: *“The systems, policies, programs, practices, and procedures used by a motor carrier to ensure compliance with applicable safety and hazardous materials regulations which ensure the safe movement of products and passengers through the transportation system, and to reduce the risk of highway accidents ... resulting in fatalities, injuries, and property damage.”*

Under 385.5(g), carriers must have safety management controls to mitigate fatigue.

These controls should include:

- Written hours-of-service (HOS) policies;
- A policy regarding operating ill or fatigued (in accordance with 392.3);
- Procedures addressing how the policies will be adhered to, compliance tracked, and consequences of operating over the HOS limits or while fatigued;
- Auditing HOS records;
- Training and education regarding the limits and the dangers of operating fatigued;
- Both formal and informal processes for reporting fatigue;
- Removal from assignments when a driver reports being fatigued;
- Fatigue management when using exceptions;
- Investigating fatigued operation;
- Reviews of fatigue management systems;
- Use of road and driver facing cameras that provide alerts for inattentive driving, lane deviation, etc. ♦

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