



Fatigued Driving (HOS) BASIC Factsheet



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Fatigued Driving (HOS) Overview

What is the Fatigued Driving (HOS) BASIC? The Fatigued Driving (Hours-of-Service (HOS)) Behavior Analysis and Safety Improvement Category (BASIC) is one of seven categories that the Federal Motor Carrier Safety Administration's (FMCSA) Compliance, Safety, Accountability (CSA) program uses to determine how a motor carrier ranks relative to other carriers with a similar number of safety events (i.e., inspections, violations, or crashes). Specifically, the Fatigued Driving (HOS) BASIC addresses the requirements within the Federal Motor Carrier Safety Regulations (FMCSRs) 49 CFR Parts 392 and 395 to obey HOS rules and not drive when drowsy. This BASIC includes violations of the regulations pertaining to records of duty status (RODS) as they relate to HOS requirements and the management of commercial motor vehicle (CMV) driver fatigue. Some example roadside safety violations that may cause a motor carrier to rank poorly in this BASIC include a driver operating more hours than allowed under HOS regulations and falsification of RODS.

How do motor carriers and drivers know where they stand? CSA's Safety Measurement System (SMS) assigns to motor carriers a percentile rank for each BASIC based on violations cited during roadside inspections and reviews, which they can see by logging into the SMS Website. Once logged into the Website, motor carriers with safety compliance problems in the Fatigued Driving (HOS) BASIC will see a warning symbol in that BASIC. They can also view the records of their companies' roadside inspections and request a review of any records they feel are inaccurate. Violations of the regulations related to the Fatigued Driving (HOS) BASIC raise the percentile rank, which indicates lower safety compliance and may lead to safety interventions such as warning letters or investigations.

What documents associated with this BASIC should motor carriers keep? If an investigation is conducted, Safety Investigators (SIs) may request from motor carriers these types of documents: RODS and supporting documents such as bills of lading, carrier pros, freight bills, dispatch records, electronic mobile communication/tracking records, gate record receipts, weigh/scale tickets, and fuel receipts. Motor carriers should keep these documents as required by the FMCSRs and know that SIs may use them to assess the nature and severity of a motor carrier's safety problems.

How can motor carriers and drivers improve their safety performance in the Fatigued Driving (HOS) BASIC? Motor carriers and drivers should know that fatigued driving, in the context of CSA, has a specific meaning related to road safety. The Fatigued Driving (HOS) BASIC is based on the regulations that require CMV drivers to follow the HOS requirements in the FMCSRs 49 CFR Part 395 and Part 392 – Driving of Motor Vehicles. For example, if a driver operates a CMV and falsifies his or her RODS to conceal hours driven, then he or she is not complying with the Fatigued Driving (HOS) BASIC.

Drivers should understand the importance of keeping their RODS current, accurate, and complete. Employers should ensure that their drivers know how many hours they can legally drive before they break HOS rules and understand how lack of sleep negatively affects their ability to drive safely.

Motor carriers should identify patterns of noncompliance in their drivers and educate them on the regulations and the importance of complying with them. Motor carriers should be aware of how long their drivers have been operating on the road to ensure safety is the top consideration when assigning work to them. Motor carriers should answer drivers' questions and direct them to the information they need, including FMCSA's Website and the CSA Website.

Motor carriers should know that violations of the regulations related to the Fatigued Driving (HOS) BASIC negatively affect a motor carrier's SMS data for 24 months; time and clean inspections are needed to improve a motor carrier's percentile ranks. Also, they should check out the "What can a motor carrier do to improve?" section of the SMS Information Center for answers to commonly asked questions about safety performance under CSA.



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CSA is FMCSA's enforcement program to improve large truck and bus safety and ultimately reduce CMV-related crashes, injuries, and fatalities. For more information about CSA, visit <http://csa.fmcsa.dot.gov>

