

# Diesel Break

June 2014

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## US Senate Votes to Possibly Suspend Restart Rule

The Senate Appropriations Committee voted 21-9 in favor of suspending the current 34-hour restart provision of the hours of service (HOS) rule while the Federal Motor Carrier Safety Administration (FMCSA) studies the rule's impact.

For the full article: <http://www.todaystrucking.com/senate-suspends-hos-restart-rule-sets-jan-30-deadline-for-e-log-mandate>

## NEW CCF Regulation May 2014

The Office of Management and Budget (OMB) has approved the 2014 Federal Custody and Control Form (CCF). The 2014 Federal CCF may be used as a paper form or electronic form (Federal eCCF) for HHS testing, but only as a paper form for DOT testing. DOT has not yet approved the use of an eCCF. **The use of this Federal CCF went into effect on May 31, 2014**, and the expiration date is May 31, 2017.

## FMCSA Issues Statement of Policy on Adjudicated Citations

The Federal Motor Carrier Safety Administration (FMCSA) announced in a Federal Register Notice that beginning August 23, 2014, motor carriers and drivers will be able to request the removal of roadside inspection violations from agency data systems to more accurately reflect outcomes of judicial proceedings. The updated policy will enable carriers and drivers to request, through the DataQs system.



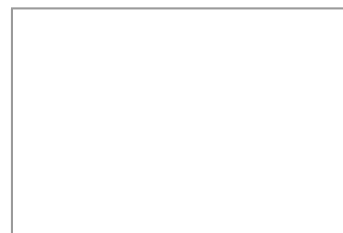
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Interpretative Rule and Statement of Policy :

<http://www.fmcsa.dot.gov/regulations/rulemaking/2014-13022>

## Senator Pushes for ELDs; OOIDA Focuses on Training

In a preview of potential amendments to the Senate DOT funding bill ([S. 2438](#)), Sen. Chuck Schumer (D-NY) has called on the Dept. of Transportation (DOT) to expedite regulations to mandate electronic logging devices (ELDs) and urged the department to increase the minimum level of insurance coverage for trucking companies.

For the full article: <http://fleetowner.com/regulations/sen-schumer-pushes-elds-oida-focuses-training>

## Mental Fitness for Drivers

There's been a large crash! The unthinkable has happened and someone lost their life in this collision. Thank goodness your driver is OK. But a third-party has died. The police have finished their investigation. The insurance company has been notified and they've sent an adjuster. The adjuster has finished up at the scene of the collision. Your driver is back home and is now safe and with his/her family. But everyone is heartbroken. Now what?

For the rest of the story: <http://articles.natmi.org/articles/article-2.html>

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