

“Not On My Time: The Personal Conveyance Line on Electronic Logs”

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FMCSA Personal Conveyance guidance



- Driver is relieved from work and all responsibility
- Time spent traveling from a driver's home to his/her terminal (normal work reporting location), or from a driver's terminal to his/her home, may be considered off-duty time.
- Similarly, time spent traveling short distances from a driver's en route lodgings to restaurants in the vicinity of such lodgings may be considered off-duty time.
- The type of conveyance used from the terminal to the driver's home, from the driver's home to the terminal, or to restaurants in the vicinity of en route lodgings would not alter the situation unless the vehicle is laden.
- A driver may not operate a laden CMV as a personal conveyance. The driver who uses a motor carrier's Commercial Motor Vehicle (CMV) for transportation home, and is subsequently called by the employing carrier and is then **dispatched from home**, would **be on-duty** from the time the driver leaves home.
- A driver placed out of service for exceeding the requirements of the hours of service regulations may not drive a Commercial Motor Vehicle (CMV) to any location to obtain rest.
- Laden has been interpreted has product or an assigned dispatch or manifest for the vehicle

ELD MANDATE PERSONAL CONVEYANCE FAQ

How does the electronic logging device reflect personal conveyance when the personal conveyance status is selected and the commercial motor vehicle (CMV) is driven?



- All miles driven are recorded, regardless of the status the driver has selected.
- However, when the personal conveyance status is selected (as allowed and configured by the motor carrier),
- The CMV's location is recorded with a lower level of precision (i.e., an approximate 10-mile radius).
- Personal conveyance will be reflected on the ELD using a different style line (such as dashed or dotted line).

ELD MANDATE DRIVER ACTIONS



- A driver's indication that the CMV is being operated for authorized personal purposes may span more than one CMV ignition on cycle
- If the driver proactively confirms continuation of the personal use condition prior to placing the vehicle in motion when the ELD prompts the driver at the beginning of the new ignition power on cycle.
- Regulation does not limit distance or time – would be consider Auto Duty Status Change
- Warnings can be given if approaching thresholds



Panel Questions

- Policy for the use of Personal Conveyance – Company vs Owner Operator
- Any challenges with the use of Personal Conveyance now?
- Do you currently have issues with enforcement on the use of Personal Conveyance now?
- With the ELD Mandate implementation of Personal Conveyance
 - Do you see any issues with the ELD Implementation of Personal Conveyance?
 - How do you view training for the driver? Other Staff?
 - Do you see adding a different policy?
 - Is there other management reviews that needs to be addressed?