



## **Pennsylvania Truck Accident Attorney Supports FMCSA's Proposed Hours of Service Revisions**

*Proposed federal rules changes would guarantee that commercial truck drivers get needed rest and reduce the risk of truck wrecks, Pennsylvania truck accident lawyer Marion Munley says.*

Scranton, PA ([PRWEB](#)) January 5, 2011 -- [Pennsylvania truck accident attorney](#) Marion Munley says she fully supports proposed changes to the federal hours of service regulations because they would help keep drowsy truck drivers off the road and protect other motorists.

“Our law firm has represented truck accident victims and their families for many years, and we have seen the tragic consequences of a [fatigued truck driver](#) getting behind the wheel of a large tractor trailer,” says Munley, who focuses on [truck accident litigation](#) for the Pennsylvania personal injury law firm of Munley, Munley & Cartwright, P.C.

“Sleep deprivation impairs the ability to operate a large, heavy truck and leads to following too closely, failing to brake, weaving, drifting or sideswiping other cars,” she says. “So, we support any rules that would help to get tired truckers off the road and reduce the risk of truck wrecks.”

The Federal Motor Carrier Safety Administration (FMCSA) published seven proposed revisions to its hours of service regulations for commercial motor vehicle (CMV) drivers last week in the Federal Register. The FMCSA will accept comments on the proposals through Feb. 28.

With the goal of promoting safety and driver health, the proposed rules changes would:

- Limit drivers to either 10 or 11 hours of driving time following a period of at least 10 consecutive hours off duty;
- Restrict the standard “driving window” to 14 hours in a workday, with that number allowed to be extended to 16 hours twice a week;
- Limit truck drivers to 13 hours of actual duty within that window;
- Permit truckers to be behind the wheel only if seven hours have passed since their last off-duty or sleeper-berth period of at least 30 minutes;
- Retain the 34-hour “restart” rule but require the restart to include two periods between midnight and 6 a.m. and restrict it to starting no sooner than 168 hours (or seven days) after the start of the previously designated restart;
- Redefine “on duty” to allow for time spent in the truck to be logged as off duty; and
- Revise the oilfield operations exception to state that waiting time would not be included in the calculation of the driving window.

The proposed changes come on the heels of the FMCSA issuing a rule last year that requires carriers that routinely fail to comply with hours of service regulations to install an electronic on-board recorder (EOBR) in every vehicle in their fleet for at least two years.

Truck driver fatigue has long been a concern of the FMCSA and traffic safety advocates, such as the



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The U.S. Transportation Safety Board estimates that drowsy drivers are a probable factor in 20 to 40 percent of all truck crashes.

“The desire for profit easily encourages truckers and trucking companies to have their trucks on the road for longer hours, with shorter breaks,” says Munley, who lectures around the country on truck accident litigation.

“That’s why you need these rules and enforcement measures,” Munley says. “Someone has to make sure that safety comes before profit.”

About Munley, Munley & Cartwright, P.C.

Munley, Munley & Cartwright, P.C. is a [Pennsylvania truck accident law firm](#) that represents tractor trailer accident victims throughout the Northeast, including New York, New Jersey, Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont. The firm has an extensive record of successful verdicts and settlements, and its truck accident attorneys have been nationally recognized for their expertise in state and federal trucking regulations. To learn more about the firm’s truck accident litigation team, call (800) 318-LAW1 or use its [online form](#).

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