

2021 Mid-West Truckers Association Educational Webinar Series



Working with the New Hours of Service Regulations

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Association*

FMCSA published the HOS Final Rule on June 1, 2020

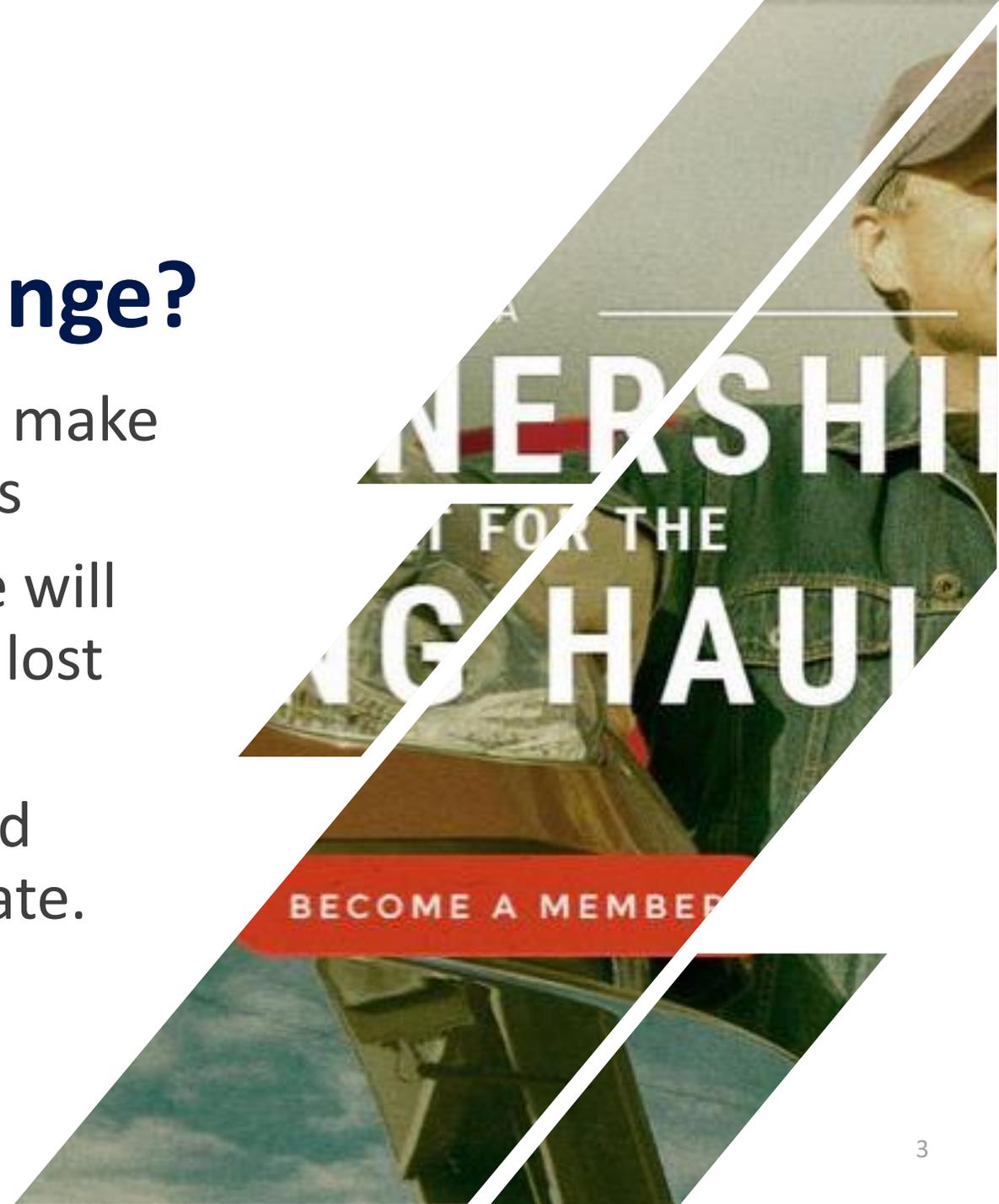
The new rules came into affect on Sept. 29th, 2020 with four changes:

- CDL Short Haul Exception
- Adverse Driving Conditions Exception
- 30 Minute Break Requirement
- Sleeper Birth Provision



Why did the HOS rule change?

- Industry has been begging FMCSA to make common sense rule changes for years
- According to FMCSA, the rule change will save the industry over 270 Million in lost time, and increased efficiency
- The new rules will provide drivers and companies greater flexibility to operate.



Short Haul Exception

The changes only apply to CDL operations, non CDL short haul exception has not changed. 30 minute exception does not apply (395.1 (e)(1))

HOS old rules for short haul

- Drive within 100 mile radius of normal work reporting location
- Do not exceed a maximum on duty period of 12 hours
- Start and end duty period in the same work reporting location
- Have at least 10 Hours off-duty between work duty periods

HOS new rules for CDL Short Haul

- Drive within 150 mile radius of normal work reporting location
- Do not exceed a maximum on duty period of 14 hours
- Start and end duty period in the same work reporting location
- Have at least 10 Hours off-duty between work duty periods

Short Haul Exception

The changes only apply to CDL operations, non CDL short haul exception has not changed. 30 minute exception does not apply (395.1 (e)(1))

- Example: Under the previous rule, a driver based in Peoria could not service Chicago and St. Louis. The new rule allows the driver to service those two cities, as well as an additional 2 hours to do so



Short Haul Exception

While operating under the short haul exception, drivers are not required to complete a log with a graph or use an ELD. Drivers or companies can use a time record instead.

- Companies must record the drivers time started, time ended and total time for the day
 - Roadside inspections require the driver or company(during normal business hours) must produce the total time worked for that driver for the 7 preceding days
 - Records must be kept for 6 months for DOT audit requirements, treat them like RODS.
 - The time records can be kept by the driver or at the companies primary office
- When a driver exceeds any limitation (drives too far, or works too many hours) the driver must complete a regular log or use an ELD for that day
 - 8 or fewer days within the last 30 days, driver can use a paper log
 - More than 8 days within the last 30, driver must use an ELD

Adverse Driving Conditions Exception Definition

HOS OLD definition for Adverse Driving Condition Exception

- Adverse driving conditions means, snow, sleet, fog or other adverse weather conditions, a highway covering with snow or ice, or unusual road and traffic conditions, not of which were apparent at the basis of information known to the person dispatching the run at the time it was begun.

HOS NEW definition for Adverse Driving Condition Exception

- Adverse driving conditions means snow, ice, sleet, fog, or other adverse weather conditions or unusual road or traffic conditions that were not known, or could not reasonably be known to:
 - A driver immediately prior to beginning the duty day or immediately before beginning driving after a qualifying rest break, or sleeper birth period, or
 - A motor carrier immediately prior to dispatching the driver

Adverse Driving Conditions Exception

Under the previous rule, drivers were granted an exception to the 10 or 11 hour driving limits when unforeseeable driving conditions affected their route

- The new HOS rules extends the duty day by up-to two hours when adverse driving conditions are encountered.
 - In addition to the 2 hours of driving time already allowed and applies to both passenger and property carriers.
 - The current extension of 2 hours driving time when adverse driving conditions are encountered is still part of the exception.
- Obviously, the new rule updates the adverse driving conditions definitions to include the role of the driver.
 - Companies need to coach their drivers and dispatchers on how this decision process will affect dispatching and route planning.

30-Minute Break Requirement changes

HOS old rule for 30-Minute Break Requirement

- 30-minute break is required after 8 consecutive on-duty hours
- 30-minute break must be satisfied only by the driver with the following duty mode:
 - Off duty
 - Sleeper birth

HOS new rule for 30-Minute Break Requirement

- 30-minute break is required after a total of 8 hours of driving time without a break.
- 30 minute break may be satisfied by the driver with the following duty modes:
 - Off duty
 - Sleeper birth
 - **On duty, not driving**
- Short non-consecutive periods cannot be combined to reach the 30 minute requirement

Sleeper Birth Provision

This change is a major deviation from current sleeper birth provision

HOS old rules for Sleeper Birth Provision

- 8/2 hour split only
- The 2 hour break will not stop the 14 hour drive window
- Only the 8 hour period is able to stop the 14 driving clock
- Rolling driving time until a 10 hour continuous break resets 14 hour drive window

HOS new rules for Sleeper Birth Provision

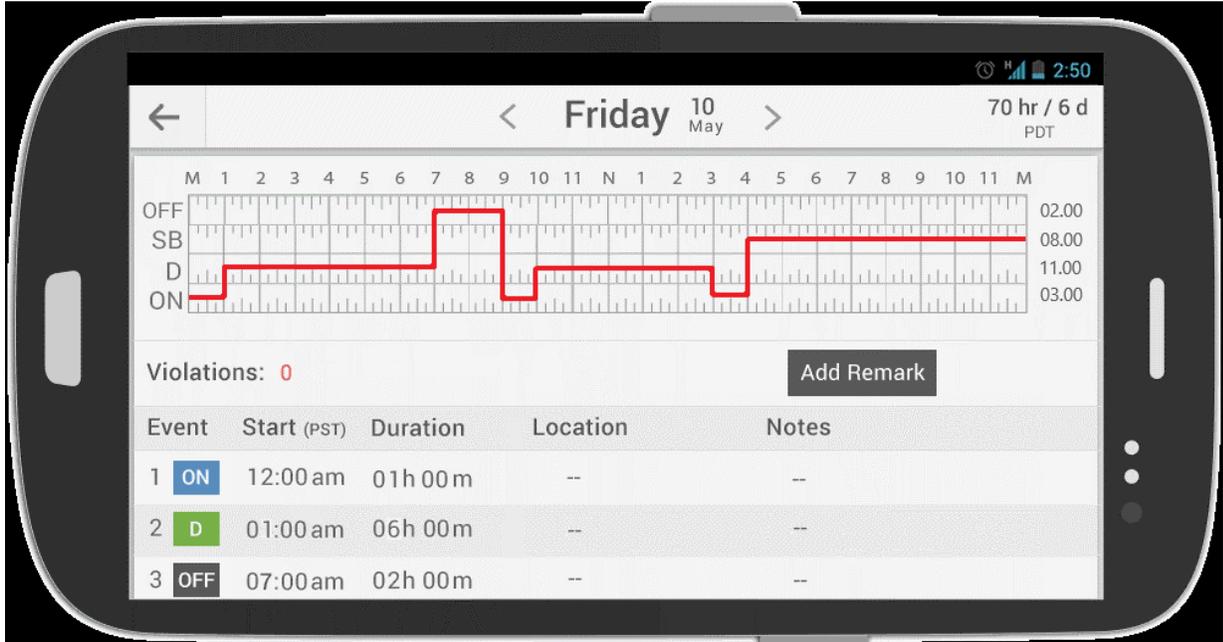
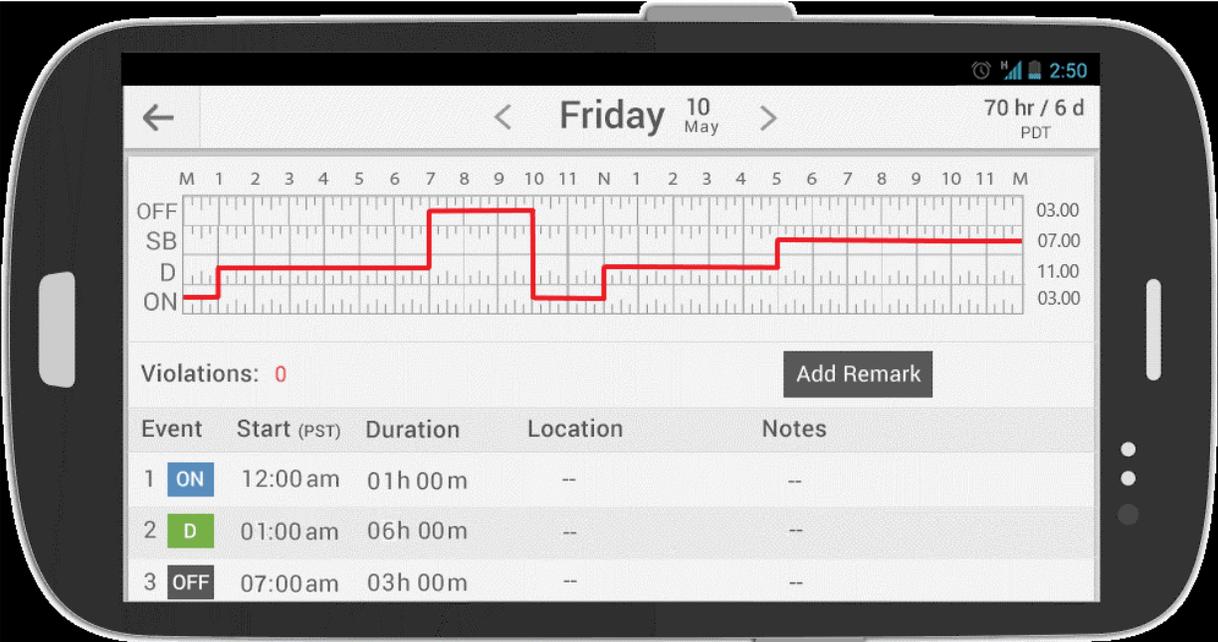
- One off-duty period (whether in or out of the sleeper berth) is at least 2 hours long no more than 3 hours. 7/3-8/2
- The second period must total a cumulative of 10 hours for the 24 hour period with 7 hours in the sleeper berth
- Both periods will stop the 14 hour clock
- Rolling driving time until a 10 hour continuous break resets 14 hour drive window

Sleeper Birth Provision

Example on this slide assumes the driver starts day 1 having just completed 10 consecutive hours off-duty

Day 1: Driver using a 7/3 split

Day 2: Driver using an 8/2 split



Sleeper Birth Provision

Things to recognize with the new sleeper birth provision:

- Drivers can continuously use the sleeper birth provision as long as they are maintaining no more than 14 hours on-duty in a 24 hour period containing 2 rest periods that total a minimum of 10 hours sleeper birth or off-duty not driving
- The driver can reset the 14 hour work day by taking one 10 hour continuous off-duty or sleeper birth duty period.
- Driver is still limited to 70 hour work time in 8 days
- Both periods will stop the 14 hour workday
- The longer period 7-8 hours, 7 hours must be in a sleeper birth, truck must have a sleeper provision, not the passenger seat.
- The shorter period does not have to be in the sleeper birth, it can be off-duty not driving

What common HOS service questions or problems are being received in the MTA office?

1. Personal conveyance is the movement of a commercial motor vehicle (CMV) for personal use while off-duty. A driver may record time operating a CMV for personal conveyance as off-duty only when the driver is relieved from work and all responsibility for performing work by the motor carrier. The CMV may be used for personal conveyance even if it is laden, since the load is not being transported for the commercial benefit of the motor carrier at that time. Personal conveyance does not reduce a driver's or motor carrier's responsibility to operate a CMV safely. Motor carriers can establish personal conveyance limitations either within the scope of, or more restrictive than, the guidance provided

2. Personal Conveyance use

1. Can my driver use personal conveyance to get home?
2. Driver is not annotating the use of personal conveyance when using it for an exemption.
3. Officer doesn't understand the personal conveyance and how it can be used with an ELD.

What common HOS service questions or problems are being received in the MTA office?

1. Personal Conveyance use

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What common HOS service questions or problems are being received in the MTA office?

- **1. Ag Exemption Use – When can I use the ag exemption?**

- 150 Miles to and from the source of the ag commodity when operating in states that are observing their planting or harvesting dates.
- FMCSA now has a list of states harvest seasons.
- **395.2 Ag Supply does qualify** - *Farm supplies for agricultural purposes* means products directly related to the growing or harvesting of agricultural commodities during the planting and harvesting seasons within each State, as determined by the State, and livestock feed at any time of the year.

What common HOS service questions or problems are being received in the MTA office?

Ag Exemption ELD Use



Recording hours of service when transporting an agricultural commodity

Option 1

A driver can operate within the 150-air mile radius without logging into the ELD, and then log into the ELD once the vehicle reaches the 150-air mile radius limit. Driving time within the 150-air mile radius will be identified on the ELD as "unidentified driving" time. The driver will reject the unidentified driving time on the ELD and the motor carrier must annotate the ELD data to explain that the "unidentified driving" time occurred while operating under an agricultural HOS exemption.

Option 2

The driver can log into the ELD when coming on duty and identify the time operating within the 150-air mile radius with an ELD annotation stating that the vehicle was operating under an agricultural HOS exemption.

Option 3

If authorized by the motor carrier, the driver can log into the ELD when coming on duty and identify the time operating within the 150 air-mile radius as authorized personal use (personal conveyance). A driver operating a CMV under the authorized personal conveyance provision must select on the ELD the personal conveyance driving category before the start of the status and deselect when the indicated status ends.

QUESTIONS??



Thank You.

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KNOW THE FACTS:

UPDATES TO HOURS OF SERVICE RULES

HOURS OF SERVICE FINAL RULE

On June 1, 2020, the Federal Motor Carrier Safety Administration (FMCSA) published the Hours of Service final rule that revises the HOS regulations in 49 CFR Part 395, which prescribe driving limits for commercial motor vehicle (CMV) drivers.

The rule includes four changes designed to **offer drivers greater flexibility, while maintaining the highest safety standards on our Nation's roads**, and was developed based on extensive public and industry input.

Web:

<https://www.fmcsa.dot.gov/regulations/hours-of-service>

Email:

hoursofservice@dot.gov

What's Changing?



Short-Haul Exception

The short-haul exception maximum allowable workday is changing from 12 to 14 hours, and the distance the driver may operate is extending from a 100 air-mile radius to a 150 air-mile radius.



Adverse Driving Conditions Exception

The adverse driving conditions exception is extending the duty day by two hours when adverse driving conditions are encountered. This is in addition to the extra two hours of driving time already allowed.

This change applies for both property (14-hour driving window) and passenger (15-hour on-duty limit) motor carriers.



30-Minute Break Requirement

The 30-minute break requirement can now be satisfied by an on-duty, not driving break (in addition to an off-duty break). The requirement for property-carrying drivers is applicable in situations where a driver has driven for a period of 8 hours without at least a 30-minute interruption.



Sleeper Berth Provision

The sleeper berth provision allows drivers to split their 10-hour off-duty period in different ways (e.g., 7/3, 8/2, 7.5/2.5), provided one off-duty period (whether in or out of the sleeper berth) is at least 2 hours long, and the other involves at least 7 consecutive hours spent in the sleeper berth. The periods must add up to 10 hours, and when used together, neither time period counts against the maximum 14-hour driving window.

Frequently Asked Questions

When do the changes take effect?

Drivers and carriers must operate under the hours of service (HOS) final rule starting on September 29, 2020, and not before.

Why are the regulations changing?

The revised HOS regulations will provide greater flexibility for drivers without adversely affecting safety, and are based on thousands of comments FMCSA received from industry, safety advocacy groups, Congress, and the American public.

In addition, FMCSA's rule modernizing hours of service regulations is estimated to provide nearly \$274 million in annualized cost savings for the U.S. economy.

Will the changes affect my Electronic Logging Device?

The minimum requirements in the Electronic Logging Device (ELD) final rule do not require ELDs to identify hours of service violations; however, some ELD providers have elected to offer this as an add-on feature. If an ELD provider offers this add-on feature, but does not update their device to reflect the new hours of service rules, the ELD may inaccurately identify hours of service violations. Motor carriers should contact their ELD provider with specific questions about what information their ELD displays.



HOURS OF SERVICE (HOS) FACT SHEET

SHORT-HAUL EXCEPTION

HOS Changes

- 1** Short-Haul Exception
- 2** Adverse Driving Conditions Exception
- 3** 30-Minute Break
- 4** Sleeper Berth Provision

HOURS OF SERVICE FINAL RULE

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Changes to the Short-Haul Exception

This factsheet explains the differences between the short-haul exception under the previous HOS rule and the new rule that takes effect on September 29, 2020.

Property and passenger carriers using the short-haul exception in [§395.1\(e\)\(1\)](#) are not required to take a 30-minute break from driving, and are permitted to record hours in a time record, rather than a graph grid log or electronic logging device (ELD). Short-haul operators can drive within a larger air-mile radius and have a longer duty-period under the new rule.

Previous	New
<ul style="list-style-type: none"> ✓ Drive within a 100 air-mile radius ✓ Do not exceed a maximum on-duty period of 12 hours ✓ Start and end shift in the same location ✓ Have at least 8 hours off (passenger carrier) or 10 hours off (property carrier) between duty periods 	<ul style="list-style-type: none"> ✓ Drive within a 150 air-mile radius ✓ Do not exceed a maximum on-duty period of 14 hours ✓ Start and end shift in the same location ✓ Have at least 8 hours off (passenger carrier) or 10 hours off (property carrier) between duty periods

No other provisions of the [§395.1\(e\)\(1\)](#) short-haul exception have changed, nor has the non-CDL short-haul exception in [§395.1\(e\)\(2\)](#) (property-carrying).

Short-Haul Exception and Electronic Logging Devices/Logbooks

While operating under the short-haul exception, drivers are permitted to keep a time record instead of recording time in a graph grid or with an ELD.

<p>When using the short-haul exception, the motor carrier must record the driver's time in, time out, and total number of hours per day</p> <ul style="list-style-type: none"> • Time must include the total time for the 7 preceding days • Records must be maintained for 6 months 	<p>When a driver no longer meets the short-haul exception (drives too far/works too many hours), the driver must complete a regular log or use an ELD for the day (§395.8)</p> <p>If a driver is required to complete a log for:</p> <ul style="list-style-type: none"> • 8 or fewer days within the last 30 days, a driver can use a paper log with a graph grid or an ELD • More than 8 days within the last 30 days, a driver must use an ELD to record time for that day
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HOS Changes

- 1** Short-Haul Exception
- 2** Adverse Driving Conditions Exception
- 3** 30-Minute Break
- 4** Sleeper Berth Provision

Example

No Violation In this example, the property-carrying driver has taken 10 consecutive hours off-duty before coming on-duty at midnight and being released from duty at 2 p.m. During that time, the driver drove for 9 hours, and spent the remaining time on breaks or on-duty, not driving. The driver returned to the normal work reporting location at 2 p.m., was released within 14 consecutive hours, and stayed within a 150 air-mile radius.

Date	Start Time (All)	End Time (All)	Total Hours	Driving Hours	Truck Number	Start Location	End Location
5/7/20	12:00 am	2:00 p.m.	14	9	123456789	123 Main St Burbank, CA	123 Main St Burbank, CA

Violation In this example, the property-carrying driver has taken 10 consecutive hours off-duty before coming on-duty at midnight. The driver drove for 10 hours, and spent the remaining hours on breaks or on-duty, not driving. The driver was released at 3:00 p.m. from a location that was different from the normal work reporting location where the shift began. Since the driver drove 1 hour past the 14-hour limit, and did not return to the reporting location within that time, the motor carrier is in violation.

Date	Start Time (All)	End Time (All)	Total Hours	Driving Hours	Truck Number	Start Location	End Location
5/7/20	12:00 am	3:00 p.m.	15	10	123456789	123 Main St Burbank, CA	900 Smith St Pasadena, CA

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HOURS OF SERVICE (HOS) FACT SHEET

ADVERSE DRIVING CONDITIONS

HOS Changes

- 1** Short-Haul Exception
- 2** Adverse Driving Conditions Exception
- 3** 30-Minute Break
- 4** Sleeper Berth Provision

HOURS OF SERVICE FINAL RULE

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Adverse Driving Conditions Exception Changes

This fact sheet explains the differences between the adverse driving conditions exception under the previous HOS rule and the new rule that takes effect on September 29, 2020.

When unforeseen adverse driving conditions affect their route, drivers can:

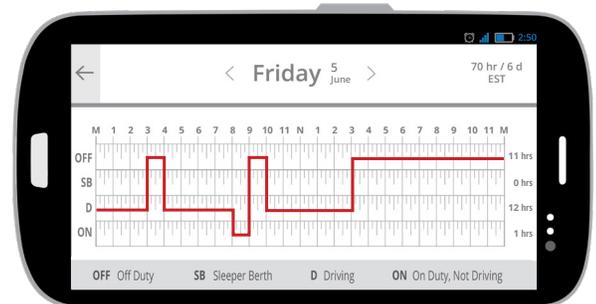
Previous	New
<p>Drive for up to 2 hours beyond the driving limits</p> <ul style="list-style-type: none"> ✓ Property carrier 11-hour driving limit ✓ Passenger carrier 10-hour driving limit 	<p>2-hour extension applies to both driving limit and on-duty limit</p> <ul style="list-style-type: none"> ✓ Property carrier 11-hour driving limit and 14-hour driving window §395.3(a)(2) ✓ Passenger carrier 10-hour driving limit and 15-hour on-duty limit §395.5(a)(2)
	<p>When using adverse driving conditions exception, drivers can drive up to:</p> <ul style="list-style-type: none"> ✓ Property: 13 hours within a 16-hour driving window ✓ Passenger: 12 hours within a 17-hour on-duty period

The definition of adverse driving conditions now considers the role of the driver:

Previous	New
<p>Adverse driving conditions means snow, sleet, fog, or other adverse weather conditions, a highway covered with snow or ice, or unusual road and traffic conditions, none of which were apparent on the basis of information known to the person dispatching the run at the time it was begun.</p>	<p>Adverse driving conditions means snow, ice, sleet, fog, or other adverse weather conditions or unusual road or traffic conditions that were not known, or could not reasonably be known, to:</p> <ul style="list-style-type: none"> ✓ a driver immediately prior to beginning the duty day or immediately before beginning driving after a qualifying rest break or sleeper berth period, or ✓ a motor carrier immediately prior to dispatching the driver.

Example

No Violation Calculation of the 11- and 14-hour limits for this property carrier begin at midnight after the driver has taken 10 consecutive hours off-duty on the prior day. The driver drives for 3 hours, is off-duty for 1 hour, drives for 4 hours, and is on-duty for 1 hour. The driver then hears that a bridge on the route ahead is closed due to a gravel spill, and the bridge is the only way to get to the destination. The driver takes 1-hour off-duty from 9 a.m. to 10 a.m. to wait at a rest area while the bridge is cleared, then drives for 5 more hours to the destination. This results in the driver driving for 12 hours, and also operating beyond the 14-hour driving window by 1 hour between 2 p.m. and 3 p.m. There is no violation of either the 11- or 14-hour limits under the new HOS final rule when using the adverse driving conditions exception.





HOURS OF SERVICE (HOS) FACT SHEET

30-MINUTE BREAK

HOS Changes

- 1 Short-Haul Exception
- 2 Adverse Driving Conditions Exception
- 3 30-Minute Break
- 4 Sleeper Berth Provision

HOURS OF SERVICE FINAL RULE

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30-Minute Break Changes

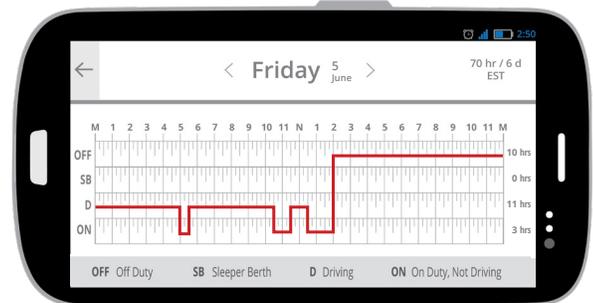
This fact sheet explains the difference between how the 30-minute break requirement is satisfied under the previous HOS rule and the new rule that takes effect on September 29, 2020.

Per **§395.3(a)(3)(ii)**, property-carrying CMV drivers are required to take a 30-minute break after:

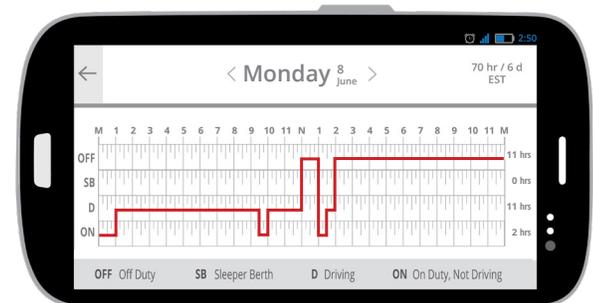
Previous	New
8 hours on-duty	8 hours of driving without at least a 30-minute break
30-minute break is satisfied by time: <ul style="list-style-type: none"> ✓ Off-duty ✓ In sleeper berth 	30-minute break is satisfied by time: <ul style="list-style-type: none"> ✓ Off-duty ✓ In sleeper berth ✓ On-duty, not driving
30 minutes must be consecutive	30 minutes must be consecutive, but can be satisfied by any combination of the above activities

Examples

No Violation After 10 hours off-duty the driver comes on-duty at midnight and drives for 5 hours, goes on-duty (not driving) for a ½ hour, drives for 5 more hours, goes on-duty (not driving) for 1 hour, drives for 1 hour, goes on-duty (not driving) for 1 ½ hours, and then takes 10 consecutive hours off-duty. Under the new HOS rule, the 30-minute on-duty break taken between 5 and 5:30 a.m. will suffice for the mandatory 30-minute break, and the property-carrying driver is allowed to drive up to the maximum of 11 hours (6 more hours in this example), before needing 10 consecutive hours off-duty.



Violation There is a violation between 9 and 9:30 a.m. After 10 hours off-duty, the driver comes on-duty (not driving) at midnight for 1 hour, drives for 8 ½ hours, goes on-duty (not driving) for a ½ hour, drives for 2 hours, goes off-duty for 1 hour, goes on-duty (not driving) for a ½ hour, drives for a ½ hour, and then takes 10 consecutive hours off-duty. The violation occurs at 9 a.m., as the driver drives for more than 8 consecutive hours without at least a 30-minute rest break. A consecutive 30-minute interruption of driving status may be satisfied either by off-duty, sleeper berth, or on-duty (not driving) time; or by a combination of off-duty, sleeper berth, and on-duty (not driving) time. That did not happen in this example, which led to the violation.





HOURS OF SERVICE (HOS) FACT SHEET SLEEPER BERTH

HOS Changes

- 1 Short-Haul Exception
- 2 Adverse Driving Conditions Exception
- 3 30-Minute Break
- 4 **Sleeper Berth Provision**

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Sleeper Berth Provision Changes

This fact sheet explains the differences between the sleeper berth provision under the previous HOS rule and the new rule that takes effect on September 29, 2020.

The sleeper berth provision (§395.1(g)) allows property-carrying* drivers to split their 10-hour off-duty period when the following requirements are met:

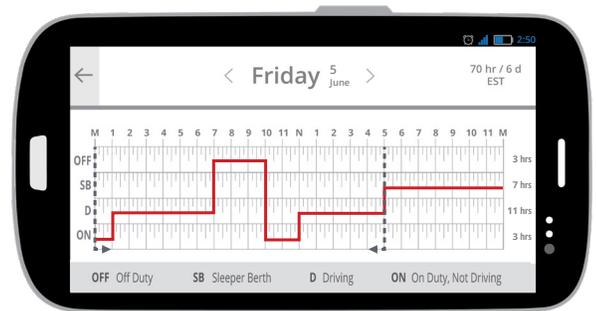
Previous	New
<ul style="list-style-type: none"> ✓ Minimum of 8 hours are in the sleeper berth, and this period is excluded from the calculation of the 14-hour driving window ✓ The other rest period of 2 or more hours is included in the 14-hour driving window 	<ul style="list-style-type: none"> ✓ One off-duty period (whether in or out of the sleeper berth) is at least 2 hours long, and ✓ The other involves at least 7 consecutive hours in the sleeper berth ✓ Both periods added together must equal at least 10 hours ✓ When paired, neither time period counts against the 14-hour driving window ✗ 8-hour sleeper-berth period by itself can no longer be excluded from the 14-hour driving window

*The new rule does not change sleeper berth provisions unique to the drivers of CMVs transporting passengers found in [§395.1\(g\)\(3\)](#).

Example

No Violation In this example, we are going to look at how the sleeper berth provision affects both the 11-hour driving limit and the 14-hour driving window for a property-carrying CMV. There are no violations in this example.

The driver comes on-duty at midnight after having 10 consecutive hours off-duty, which means he or she can drive for up to 11 hours within a 14-hour window (indicated by the arrows). The driver used those 11 hours by 5 p.m. then entered the sleeper berth for 7 consecutive hours. Because the driver accumulated at least 10 hours of rest using a combination of 3 consecutive hours off-duty (7-10 a.m.) and 7 consecutive hours in the sleeper berth (5 p.m. to midnight), the driver has not violated the 11-hour driving limit. Because both periods are qualifying rest breaks, when used together, they can both be excluded from the 14-hour driving window, so there is no 14-hour violation.



NOTE: When using the sleeper berth provision, the order of the qualifying breaks does not matter—the break of “at least 2 hours” can fall before or after the sleeper berth period of “at least 7 hours.”

State	Beginning of Harvest	End of Harvest	Planting Season	Exceptions
Alabama	January 1st	December 31st		
Alaska	January 1st	December 31st		
Arizona	January 1st	December 31st		
Arkansas	January 1st	December 31st		
California	January 1st	December 31st		
Colorado	January 1st	December 31st		
Connecticut	April 15th	December 5th		
Delaware				
Please refer to list below		Please refer to list below		
Florida	January 1st	December 31st		
Georgia	January 1st	December 31st		
Hawaii	January 1st	December 31st		
Idaho	January 1st	December 31st		
Illinois	January 1st	December 31st		
Indiana	January 1st	December 1st		
Iowa	January 1st	December 31st		
Kansas	January 1st	December 31st		
Kentucky	January 1st	December 31st		
Louisiana	January 1st	December 31st		
Maine	Undefined	Undefined		
Maryland				
Please refer to list below		Varies by crop		
Massachusetts	May 1st	November 30th		
Michigan	March 1st	November 30th		
Minnesota	March 15th	December 31st		*Sugar beets are harvested September 1st - May 15th*
Mississippi	January 1st	December 31st		
Missouri	January 1st	December 31st		
Montana	January 1st	December 31st		
Nebraska	January 1st	December 31st		
Nevada	Undefined	Undefined		
New Hampshire	April 1st	November 1st		
New Jersey	Undefined	Undefined		
New Mexico	January 1st	December 31st		
New York	January 1st	December 31st		
North Carolina	January 1st	December 31st		
North Dakota	January 1st	December 31st		
Ohio	March 1st	November 30th		
Oklahoma	January 1st	December 31st		
Oregon	January 1st	December 31st		
Pennsylvania	January 1st	December 31st		
Rhode Island	April 15th	December 15th	March 1st -September 15th	
South Carolina	January 1st	December 31st		
South Dakota	March 1st	December 31st		
Tennessee	January 1st	December 31st		* Wild Ginseng is harvested September 1st - December 31st*
Texas	January 1st	December 31st		
Utah	January 1st	December 31st		
Vermont	January 18th	December 18th		
Virginia	January 1st	December 31st		
Washington	February 1st	November 30th		
West Virginia	January 1st	December 31st		
Wisconsin	January 1st	December 31st		
Wyoming	January 1st	December 31st		

Delaware				
Crop	Beginning of Harvest	End of Harvest	Beginning of Planting	End of Planting
Barley	June 1st	July 20th	September 1st	November 15th
Corn	August 15th	December 1st	April 1st	June 1st
Soybeans	September 15th	December 15th	May 1st	June 15th
Misc. Vegetables	May 15th	November 1st	March 1st	August 7th
Wheat	June 7th	August 1st	September 1st	November 1st

Maryland				
Crop	Beginning of Harvest	End of Harvest	Beginning of Planting	End of Planting
Wheat	June 1st	August 15th	October 17th	November 6th
Corn	July 1st	December 1st	April 30th	May 20th
Soybeans	September 15th	September 1st	December 31st	June 26th
Misc. Vegetables	June 1st	October 31st	May 28th	June 26th