



U.S.A. Hours-of-Service

The following table summarizes the HOS regulations for property-carrying and passenger-carrying CMV drivers.



U.S.A. Hours-of-Service



PROPERTY-CARRYING CMV DRIVERS

(Valid as of July 1, 2013)

11-HOUR DRIVING LIMIT

May drive a maximum of 11 hours after 10 consecutive hours off duty.

14-HOUR LIMIT

May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period.

REST BREAKS

May drive only if 8 hours or less have passed since end of driver's last off-duty or sleeper berth period of at least 30 minutes. [49 CFR 397.5 mandatory "in attendance" time may be included in break if no other duties performed]

60/70-HOUR ON-DUTY LIMIT

May not drive after 60/70 hours on duty in 7/8 consecutive days. A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty.

SLEEPER BERTH PROVISION

Drivers using the sleeper berth provision must take at least 8 consecutive hours in the sleeper berth, plus a separate 2 consecutive hours either in the sleeper berth, off duty, or any combination of the two.

PASSENGER-CARRYING CMV DRIVERS

10-HOUR DRIVING LIMIT

May drive a maximum of 10 hours after 8 consecutive hours off duty.

15-HOUR ON-DUTY LIMIT

May not drive after having been on duty for 15 hours, following 8 consecutive hours off duty. Off-duty time is not included in the 15-hour period.

60/70-HOUR ON-DUTY LIMIT

May not drive after 60/70 hours on duty in 7/8 consecutive days.

SLEEPER BERTH PROVISION

Drivers using a sleeper berth must take at least 8 hours in the sleeper berth, and may split the sleeper berth time into two periods provided neither is less than 2 hours.

CMV Drivers should always use safe driving practices.

For more information visit www.fmcsa.dot.gov/hos.

NOTE: See 49 CFR 395.1(h) for State of Alaska HOS Regulations



Self-certified and compliant with
FMCSA Regulations 49 CFR B 395.15

REV: 12/15/14



Canadian Cab Card



DAY

A 24-hour period that begins at the hour designated by the carrier

- Minimum 10 hours off-duty every day
- Maximum 13 hours driving
- No driving after 14 hours on-duty in a day

WORK-SHIFT

Total elapsed time between 2 off-duty periods of at least 8 consecutive hours

- No driving after 16 hours of total elapsed time
- Maximum 13 hours driving
- No driving after 14 hours on-duty

DEFERRING OFF-DUTY TIME

Drivers may reduce their off-duty requirement of 10 hours by up to 2 hours providing:

- 2 hours not part of the 8 consecutive off-duty hours;
- Time is added to the 8 consecutive off-duty hours taken the next day;
- The logbook clearly indicates "Day 1" or "Day 2"
- In the 2 days - maximum 26 hours of driving and a minimum of 20 hours off duty

CYCLES

Drivers must select one of two cycles:

Cycle 1

- No driving after 70 on duty hours in 7 days

Cycle 2

- No driving after 120 on duty hours in 14 days. Driver must take at least 24 consecutive hours off-duty prior to accumulating any period of 70 hours of on-duty

RESET OR CYCLE SWITCHING

A Cycle can be reset at any time by taking:

- 36 consecutive hours off to reset or switch from Cycle 1
- 72 consecutive hours off to reset or switch from Cycle 2

OFF DUTY

All drivers must take 24 consecutive off-duty hours in the previous 14 days

SLEEPER BERTH - SINGLE DRIVER

- Same hours of service regulations for driving and on-duty apply
- May split the required off-duty hours into 2 sleeper berth periods, if:
 - Neither period is less than 2 hours; and
 - Total of the two Sleeper Berth periods is at least 10 hours
- In the DAY - total of the off-duty time is at least 10 hours

SLEEPER BERTH - TEAM DRIVER

- Same hours of service regulations for driving and on-duty apply.
- May split the required off-duty hours into 2 sleeper berth periods, if:
 - Neither period is less than 4 hours;
 - Total of the two sleeper berths is at least 8 hours
- In the DAY - total of the off-duty time is at least 10 hours