



## USA RULE

December 16, 2014



### DEFINITIONS

On-Duty: all time from when the driver begins work, is required to be in readiness to work, till he is relieved from work.

Day: A 24 hour period

Cycle: The accumulation of "On-Duty" time over a set period of days.

### CYCLES

Cycle: 60 hours in 7 days; 70 hours in 8 days.

Cycle Reset: Reset to "0" with 34 consecutive hours Off-Duty (for both cycles).

### OFF-DUTY

Must take 10 consecutive hours Off-Duty after 11 hours of driving time or 14 hours of On-Duty time reached.

No deferral time allowed

### SINGLE SLEEPER BERTH PROVISION

Sleeper Berth Provision, the Off-Duty requirement may be split into 2 periods under these conditions. One period is at least 8 consecutive hours in the sleeper berth and the 2nd period is at least 2 consecutive hours can be sleeper berth, Off-Duty time or any combination there of and you do not exceed these limits "Before & After" each period: 11 hours of driving time, 14 hours on duty. Reminder, only the 8 hour segment is not counted as part of the 14 hour On-Duty.

### TEAM SLEEPER BERTH PROVISION

Same as single

### ON-DUTY

A company that does not operate every day of the week must restrict the drivers to 60 hours in 7 days.

11 hour driving limit, not restricted to per "day".

14 hour rule is consecutive, so it includes all driving time, On-Duty time and Off-Duty time (such as meal breaks and other routine breaks). The duty period starts when a driver goes On-Duty following 10 consecutive hours Off-Duty.

### 30 MINUTE BREAK

If more than 8 consecutive hours have passed since the last Off-Duty (or sleeper-berth) period of at least half an hour, a driver must take an Off-Duty break of at least 30 minutes before driving. The following drivers would not be subject to the 30-minute break requirement: all drivers (CDL and non-CDL) that operate within 100 air-miles of their normal work reporting location and satisfy the time limitations and recordkeeping requirements of 395.1(e)(1); Non-CDL drivers that operate within a 150 air-mile radius of the location where the driver reports for duty and satisfy the time limitations and recordkeeping requirements of 395.1(e)(2).

### INSPECTIONS OF DOCUMENTATION

Be able to present a log current to your last change of duty status and supporting documents for the current trip as well as all the logs necessary to show the hours worked during the entire cycle you are on for the past 7 days.

### EXCEPTIONS

Drivers who operate within 100 miles of their home terminal are not required to complete a graph grid. This does not relieve the driver from H.O.W. regulations and a complete record of the driver's hours must be available to enforcement.

No Bob-Tail Exception

Adverse Driving Conditions, up to a 2 hour extension allowed if unforeseen weather or road conditions delay a trip that could have been completed under normal conditions.

DISCLAIMER: For the complete regulations please refer to the FMCSR: (<http://www.fmcsa.dot.gov/rules-regulations/administration/fmcsr/fmcsrguidedetails.aspx?menukey=395>)

A driver's guide can be found here: ([http://www.fmcsa.dot.gov/documents/hos/Interstate-Truck-Driver-Guide-to-HOS\\_508.pdf](http://www.fmcsa.dot.gov/documents/hos/Interstate-Truck-Driver-Guide-to-HOS_508.pdf))



## CANADIAN RULE



JAN. 01, 2007 - SOUTH OF THE 60 LATITUDE

### DEFINITIONS

**On-Duty:** Includes all time waiting to be loaded or unloaded, dispatched, serviced, inspected, etc..

**Day:** A 24 hour period beginning at the time designated by the carrier for the duration of the driver's cycle.

**Cycle:** The accumulation of "On-Duty" time over a set period of days.

### CYCLES

Cycle 1, 70 hours in 7 days; or

Cycle 2, 120 hours in 14 days (must have 24 consecutive hours off before the 70th hour). Cycle Reset: You can reset Cycle 1, to 0 with 36 consecutive hours Off-Duty.

You can reset cycle 2 to 0 with 72 consecutive hours Off-Duty

### OFF-DUTY

Must take 10 hours Off-Duty per day. (10 consecutive hours Off-Duty or 8 consecutive hours Off-Duty combined with 2 hours Off-Duty, in minimum 1/2 hour increments, during the day). 2 hours can be deferred to the following day if: the 2 hours are added to the next 8 hours Off-Duty; you don't drive more than 26 hours in the 2 days; you accumulate 20 hours Off-Duty in 2 days; the deferral is recorded in the remarks section.

### SINGLE SLEEPER BERTH PROVISION

Splitting of the Daily Off-Duty time requirement into 2 periods is allowed if you meet these conditions. Each period is spent in the sleeper, each period is at least 2 hour's, the periods added together equal at least 10 hours and you have not exceeded these limits "Before & After" each period: 13 hours of driving; 14 hours of On-Duty; 16 hours working window.

### TEAM SLEEPER BERTH PROVISION

Split sleeper berth into 2 periods each period at least 4 hours & totaling at least 8 hours. (You must also satisfy the complete 10 hour per "day" Off-Duty requirement. No portion can be deferred) ; You can't exceed the 13, 14, 16 hour rule limits, "Before and After" each period.

### ON-DUTY

You must declare what cycle you are using (Cycle 1 or Cycle 2). You must be in compliance at any given time with the declared cycle. You cannot change cycle's without satisfying the reset requirement between cycles.

13 hour per "day" driving limit (24 hour period)

16 hour window limit from start of the day.

All time passed is considered part of this limit. (Must have 8 consecutive hours Off-Duty after 16 hours have passed from the previous 8 consecutive hours Off-Duty. Must satisfy the 10 hour Off-Duty limit) 14 Hour limit of On-Duty time per day.

### INSPECTIONS OF DOCUMENTATION

Be able to present the current day's log and supporting documents for the current trip, and the preceding 14 days of logs.

### EXCEPTIONS

Drivers who operate within 160 km of their home terminal are not required to complete a graph grid. This does not relieve the driver from H.O.S. Regulations and a complete record of the driver's hours must be available to enforcement. However, the carrier must have records showing the hours in each duty status for each driver. Bob-Tail Exception, A Driver is exempt from the regulations when Bob-Tailing for personal use. This is limited to 75 km per day and odometer readings must be recorded in the log book as personal use.

Adverse Driving Conditions, up to a 2 hour extension allowed if unforeseen weather or road conditions delay a trip that could have been completed under normal conditions.

DISCLAIMER: For the complete regulations please refer to the Motor Vehicle Transportation Act: (<http://laws-lois.justice.gc.ca/eng/regulations/SOR-2005-313/index.html>)