



US. Summary of Hours of Service Regulations

The following table summarized the HOS Regulations for Property-Carrying Drivers

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.

30-Minute Driving Break

Drivers must take a 30-minute break when they have driven for a period of 8 cumulative hours without at least a 30-minute interruption. The break may be satisfied by any non-driving period of 30 consecutive minutes (i.e., on-duty not driving, off-duty, sleeper berth, or any combination of these taken consecutively).

60/70 Hour 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 may split their required 10-hour off-duty period, as long as 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. All sleeper berth pairings MUST add up to at least 10 hours. When used together, neither time period counts against the maximum 14-hour driving window.

Adverse Driving Conditions

Drivers are allowed to extend the 11-hour maximum driving limit and 14-hour driving window by up to 2 hours when adverse driving conditions are encountered.



Canadian Summary of Hours of Service Regulations

South of the 60th Latitude

Cycles

Cycle 1, 70 hours in 7 Days

Cycle 2, 120 hours in 14 days (must have 24 consecutive hours off-duty before the 70th hour)

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 ½ hour increments, during the shift)

On-Duty

You must declare what cycle you are using (Cycle 1 or Cycle 2). You cannot change cycles without satisfying the reset requirement between cycles.

13 hour per “day” driving limit (24 hour period)

14 hour limit of On-Duty time per day

16 hour window limit from start of the day

All time passed is considered part of this limit. Must have 8 consecutive hour Off-Duty after 16 hours have passed from the previous 8 consecutive hours off-duty. Must satisfy the 10 hour off-duty limit.

Deferral

Up to 2 hours can be deferred to the following day if: the 2 hours are added to the next 8 consecutive 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 spent in the sleeper, each period is at least 2 hours, the periods added together equal at least 10 hours and you have not exceeded these limits “Before & After” each period: 13, 14 and 16 hour rule limits.

Team Sleeper Berth Provision

Split sleeper berth into 2 periods each period at least 4 hours & totalling 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 12,14,16 hour rule limits

Disclaimer: For the complete regulations please refer to the appropriate Highway Traffic Act