



# Hours-of-Service Compliance for Commercial Motor Vehicle Drivers and Motor Carriers

Each year, International Roadcheck places special emphasis on a category of violations. The special emphasis for 2018 is hours-of-service compliance. Although checking a driver's hours of service is routinely a part of roadside inspections, the Commercial Vehicle Safety Alliance (CVSA) is highlighting hours-of-service compliance this year as a reminder of its importance.

Hours-of-service regulations are issued by the federal government and govern the working hours of anyone operating a commercial motor vehicle. The rules limit the number of hours spent driving and working, and establish minimum rest periods and time off between trips. Hours-of-service compliance is checked and enforced by specially trained and certified local, state, provincial, territorial and federal commercial motor vehicle inspectors.

## AOBRD or ELD

- Drivers and motor carriers must know if they are operating an electronic logging device (ELD) and/or an automatic onboard recording device (AOBRD). The driver should be able to point out the device to an inspector.
- Drivers should know how to navigate the device and be able to explain it to an inspector, if needed. There are numerous models of logging devices and inspectors may not have seen a particular device before. However, the resulting output information is standard and can only be checked if received by the inspector.
- AOBRDs installed before Dec. 18, 2017, can be used until Dec. 16, 2019. AOBRDs must also meet the requirements of 49 CFR 395.15.

## ELDs

- Drivers must always have:
  - User manual describing how to operate the ELD
  - Instruction sheet for producing and transferring data
  - Instruction sheet for reporting malfunctions and recordkeeping procedures during malfunctions
  - Supply of blank records of duty status sufficient to record duty status and related information for a minimum of 8 days
- Know how your ELD transfers data and how to do it.
- Ensure you annotate all exempt movement that pertains to you.
- Electronic documents must be retrievable and they must be available if the ELD malfunctions.
- Make sure you know what to do if the ELD malfunctions. You must make a paper log immediately and call your dispatcher and get the previous 7 days sent to you.
- Driving without an ELD is like not having a log book; the driver will be placed out of service.

## Paper Logs

For drivers who may still maintain paper logs under an exemption:

- Ensure your paper log is neat, accurate, up to date and complete.
- If you are operating under an exemption you should be familiar with the exemption requirements and limitations.



## Property-Carrying Drivers – Rules in the United States

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- No driving after 11 hours of driving.
- No driving after 14 hours on duty.
- 10 hours off duty is required once the maximum time is reached.
- Drivers must have a 30-minute rest break after 8 hours on duty, unless excepted.
- Drivers cannot drive after being on duty for more than 60 hours in 7 days (if the driver works less than 7 days a week).
- Drivers cannot drive after being on duty for more than 70 hours in 8 days (if the driver works 7 days a week).
- 34-hour reset is required to start the 60- or 70-hour cycle over again.
- Drivers must have previous 7 days of logs when log is required.
- 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 or off duty, or any combination of the two.

## Passenger-Carrying Drivers – Rules in the United States

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- No driving after 10 hours of driving.
- No driving after 15 hours on duty.
- 8 hours off is required once the maximum time is reached.
- No rest break is required.
- Drivers cannot drive after being on duty for more than 60 hours in 7 days (if the driver works less than 7 days a week).
- Drivers cannot drive after being on duty for more than 70 hours in 8 days (if the driver works 7 days a week).
- There is no reset rule.
- Drivers must have previous 7 days of logs when log is required.
- 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.

## Rules in Canada (South of Latitude 60°N)

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- No driving after being on duty for more than 14 hours in a day (unless deferral of daily off-duty time is being used).
- No driving after driving for more than 13 hours in a day (unless deferral of daily off-duty time is being used).
- Drivers must have 10 hours off in a day (unless deferral of daily off-duty time is being used).
- No driving after 16 hours of elapsed time since the last 8 hours off.
- No driving after 14 hours on duty since the last 8 hours off.
- No driving after 13 hours of driving since the last 8 hours off.
- Drivers cannot drive after being on duty for more than 70 hours in 7 days or 120 hours in 14 days.
- 36-hour reset is required to reset the 7-day cycle/72-hour reset is required to reset 14-day cycle.
- Drivers must carry previous 14 days of logs and/or duty status records when a log book is required.
- Drivers are able to use a sleeper berth split option in Canada to obtain the necessary time off.
- Drivers must have 24 hours off once every 14 days.

For more information about:

- Hours-of-service regulations in the United States: [www.fmcsa.dot.gov/regulations/hours-service/summary-hours-service-regulations](http://www.fmcsa.dot.gov/regulations/hours-service/summary-hours-service-regulations)
- ELD compliance: [www.fmcsa.dot.gov/hours-service/elds/electronic-logging-devices](http://www.fmcsa.dot.gov/hours-service/elds/electronic-logging-devices)
- Hours-of-service regulations in Canada: [www.laws-lois.justice.gc.ca/eng/regulations/SOR-2005-313](http://www.laws-lois.justice.gc.ca/eng/regulations/SOR-2005-313)
- 2018 International Roadcheck: [www.roadcheck.org](http://www.roadcheck.org)