



The Hours-of-Service regulations (49 CFR Part 395) put limits in place for when and how long commercial motor vehicle (CMV) drivers may drive. These regulations are based on an exhaustive scientific review and are designed to ensure truck drivers get the necessary rest to perform safe operations. FMCSA also reviewed existing fatigue research and worked with organizations like the Transportation Research Board of the National Academies and the National Institute for Occupational Safety in setting these HOS rules.

The regulations are designed to continue the downward trend in truck fatalities and maintain motor carrier operational efficiencies. Although the HOS regulations are found in Part 395 of the Federal Motor Carrier Safety Regulations, many States have identical or similar regulations for intrastate traffic.

### **Who must comply with the Hours-of-Service Regulations?**

Most drivers must follow the HOS Regulations if they drive a commercial motor vehicle, or CMV.

**In general, a CMV is a vehicle that is used as part of a business and is involved in interstate commerce and fits *any* of these descriptions:**

- Weighs 10,001 pounds or more
- Has a gross vehicle weight rating or gross combination weight rating of 10,001 pounds or more
- Is designed or used to transport 16 or more passengers (including the driver) not for compensation
- Is designed or used to transport 9 or more passengers (including the driver) for compensation
- A vehicle that is involved in Interstate *or* intrastate commerce and is transporting hazardous materials in a quantity requiring placards is *also* considered a CMV.



**Property Carrying CMV**

**Passenger Carrying CMV**

<p><b>11-Hour Driving Limit</b> May drive a maximum of 11 hours after 10 consecutive hours off duty.</p>	<p><b>10-Hour Driving Limit</b> May drive a maximum of 10 hours after 8 consecutive hours off duty.</p>
<p><b>14-Hour Limit</b> 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.</p>	<p><b>15-Hour On-Duty Limit</b> 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.</p>
<p><b>60/70-Hour On-Duty Limit</b> 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.</p>	<p><b>60/70-Hour On-Duty Limit</b> May not drive after 60/70 hours on duty in 7/8 consecutive days.</p>
<p><b>Sleeper Berth Provision</b> Drivers using the <u>sleeper berth provision</u> 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.</p>	<p><b>Sleeper Berth Provision</b> Drivers using a <u>sleeper berth</u> 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.</p>