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U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Get To Know The New Rule

Hours of Service Final Rule

The Federal Motor Carrier Safety Administration's top priority is safety on America's roadways. That's why the Agency is updating hours of service regulations to improve safety and increase flexibility for the nation's commercial vehicle drivers.

HOS Provision	Past HOS Rule	New HOS Rule	Impacts
CMV Short-Haul Exemption	Drivers using the short-haul exception may not be on-duty more than 12 hours and may not drive beyond a 100 air-mile radius.	Extends the maximum duty period allowed under the short-haul exception to 14 hours and to 150 air miles.	Improves safety and flexibility by increasing the number of drivers able to take advantage of the short-haul exception.
Adverse Driving Conditions	A driver may drive for not more than 2 additional hours beyond the maximum time allowed. However, this does not currently extend the maximum "driving window."	Allows a driver to extend the maximum "driving window" by up to 2 hours during adverse driving conditions.	Improves safety and flexibility by allowing drivers time to park and wait out the adverse condition or to drive slowly through it—which has the potential to decrease crash risk.
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.	Requires a 30-minute break after 8 hours of driving time (instead of on-duty time) and allows on-duty/not driving periods to qualify as breaks.	Improves safety and flexibility for drivers by increasing on-duty/non-driving time by up to 30 minutes—allowing drivers to reach their destination easier.
Split-Sleeper Berth	A driver can use the sleeper berth for an 8/2 split –8 hours of rest that does not count against the 14-hour limit, and 2 hours of rest that does count against the 14-hour driving window.	Modifies the sleeper-berth exception to allow drivers to split their required 10 hours off duty into two periods: an 8/2 split, and a 7/3 split—with neither period counting against the driver's 14-hour driving window.	Improves safety and flexibility for drivers by potentially increasing the use of sleeper berths because drivers using a berth have additional hours to complete 11 hours of driving.

The new rule would not increase driving time and would continue to prevent CMV operators from driving for more than 8 consecutive hours without at least a 30-minute change in duty status.

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