## FMCSA FINAL HOURS OF SERVICE RULE - RULE COMPARISON CHART

Created December 2011, Updated April 2013

<table>
<thead>
<tr>
<th>FMCSA’s CURRENT HOS RULE</th>
<th>FMCSA’s FINAL HOS RULE December 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Property Carrying Drivers and Motor Carriers</td>
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</tr>
<tr>
<td>Minimum Off-Duty Hours Between Shifts</td>
<td>10 consecutive hours</td>
</tr>
<tr>
<td>Total On-Duty Window in Each Shift</td>
<td>14 consecutive hours</td>
</tr>
<tr>
<td>Total Hours (On-Duty+Off-Duty+Rest)</td>
<td>24 hours</td>
</tr>
<tr>
<td>Maximum Driving Hours</td>
<td>11</td>
</tr>
<tr>
<td>Limit on Consecutive Hours Driving</td>
<td>None</td>
</tr>
<tr>
<td>Mandatory Rest Break During Shift</td>
<td>None</td>
</tr>
<tr>
<td>Maximum Cumulative On-Duty</td>
<td>60 hours in 7 days 70 hours in 8 days* (*for carriers that operate 7 days a week)</td>
</tr>
<tr>
<td>Cumulative On-Duty “Restart”</td>
<td>Voluntary: 34 consecutive hours off-duty resets a drivers cumulative on-duty back to zero (or restarts a drivers 60 hour weekly clock) at any point in a driver’s 7 day cycle</td>
</tr>
<tr>
<td><strong>Sleeper Berth: Splitting Off-Duty Time</strong></td>
<td><strong>Team and Solo Drivers:</strong> 2 periods totaling ≥ 10 hours; 1 period must be at least 8 hours in the sleeper berth; second period of time may be spent either in or out of the sleeper berth.</td>
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<tr>
<td><strong>On-Board Recorders</strong></td>
<td>Voluntary Use</td>
</tr>
<tr>
<td><strong>Federal Exceptions &amp; Exemptions</strong></td>
<td>All existing exemptions and exceptions remain.</td>
</tr>
</tbody>
</table>