



HOURS OF SERVICE **2020** **CHANGES**

Live Date: September 29, 2020

30-MINUTE BREAKS

OLD RULE

30-minute breaks had to be in off-duty status within the first 8 hours of on duty or driving status.

NEW RULE >>

30-minute breaks can be in on-duty, non-driving status within the first 8 hours of driving status.

SLEEPER BERTH

OLD RULE

Drivers could split their 10-hour off-duty shift into 8 hours in the sleeper berth and 2 hours off, but the shorter split counted against the 14-hour clock.

NEW RULE >>

Drivers can still split their 10-hour off-duty shift. One off-duty period must be at least 2 hours long and the other period must be at least 7 consecutive hours in the sleeper-berth and both periods must total at least 10 hours. Neither period now counts against the 14-hour window, but an 8-hour sleeper-berth period by itself can no longer be excluded from the 14-hour driving window.

ADVERSE CONDITIONS

OLD RULE

Drivers can extend their 11-hour drive window up to 2 hours to 13 hours for unforeseen weather or traffic. They still had to fit in the 14 hour on-duty clock.

NEW RULE >>

Drivers can now also extend both the 11-hour driving and 14-hour on-duty clocks by 2 additional hours.

SHORT HAUL

OLD RULE

Drivers within 100 air miles of their primary base don't need to keep record of duty status, and are limited to 12 hours on-duty.

NEW RULE >>

The distance is extended to 150 miles of their primary base, and now increased to 14 hours on-duty, provided they have 10 consecutive hours off-duty between periods.



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